CITY OF MORRO BAY
PLANNING COMMISSION
AGENDA

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

Regular Meeting - Wednesday, February 15, 2012
Veteran's Memorial Building - 6:00 P.M.
209 Surf Street, Morro Bay, CA

Chairperson Rick Grantham

Vice-Chairperson John Solu
Commissioner John Fennacy
Commissioner Paul Nagy
Commissioner Jessica Napier

ESTABLISH QUORUM AND CALL TO ORDER
MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE
PLANNING COMMISSIONER ANNOUNCEMENTS

PUBLIC COMMENT PERIOD
Members of the audience wishing to address the Commission on matters other than scheduled hearing items may do so at this time. 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 comments must observe the following rules to increase the effectiveness of the Public Comment Period:

- When recognized by the Chair, please come forward to the podium and state your name and address for the record. Commission meetings are audio and video recorded and this information is voluntary and desired for the preparation of minutes.
- Comments are to be limited to three minutes so keep your comments brief and to the point.
- All remarks shall be addressed to the Commission, as a whole, and not to any individual member thereof. Conversation or debate between a speaker at the podium and a member of the audience is not permitted.
- The Commission respectfully requests that you refrain from making slanderous, profane or personal remarks against any elected official, commission and/or staff.
- Please refrain from public displays or outbursts such as unsolicited applause, comments or cheering.
- Any disruptive activities that substantially interfere with the ability of the Commission to carry out its meeting will not be permitted and offenders will be requested to leave the meeting.
- Your participation in Commission meetings is welcome and your courtesy will be appreciated.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Services' Administrative Technician at (805) 772-6261. Notification 24 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. There are devices for the hearing impaired available upon request at the staff's table.

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.

A. CONSENT CALENDAR

A-1 Approval of minutes from Planning Commission meeting held on January 18, 2012
Staff Recommendation: Approve minutes as submitted.

A-2 Meeting Days and Agenda Packet Preparation
Staff Recommendation: Receive information and file.

B. PUBLIC HEARINGS

Public testimony given for Public Hearing items will adhere to the rules noted above under the Public Comment Period. In addition, speak about the proposal and not about individuals, focusing testimony on the important parts of the proposal; not repeating points made by others.

B-1 **Case No.: #**CP0-349, #UP0-316, # S00-107
Site Location: 1885 Ironwood Avenue
Applicant/Project Sponsor: Morro del Mar Properties LLC / Cathy Novak
Request: The applicant proposes to subdivide one 0.92-acre parcel (APN # 068-231-018) into 15 lots for the development of 14 townhouse residences between 1,099 and 2,059 square feet each, and one 19,416-square foot common area lot. All townhouses would be clustered in three separate two-story building structures. The common lot would include a shared driveway along the perimeter of the parcel and common walkways, guest parking, trash enclosure, landscaping and general open areas in between and around the buildings.
CEQA Determination: Mitigated Negative Declaration, State Clearinghouse #2011121046
Staff Recommendation: Conditionally Approve Coastal Development Permit #CP0-349, Conditional Use Permit #UP0-316, and Vesting Tentative Parcel Map #S00-107 and adopt Mitigated Negative Declaration.
Staff Contact: Kathleen Wold, Planning and Building Manager (805) 772-6211

C. UNFINISHED BUSINESS

C-1 Current and Advanced Planning Processing List
Staff Recommendation: Receive and file.

D. NEW BUSINESS

D-1 Discussion of topics for the Joint City Council/Planning Commission meeting scheduled for February 28, 2012

D-2 Review the City of Morro Bay's Draft Bicycle and Pedestrian Plan and forward a recommendation to the City Council.

E. DECLARATION OF FUTURE AGENDA ITEMS

F. ADJOURNMENT

Adjourn to the next regularly scheduled Planning Commission meeting at the Veteran's Memorial Building, 209 Surf Street, on Wednesday, March 7, 2012 at 6:00 p.m.

PLANNING COMMISSION MEETING PROCEDURES

This Agenda is subject to amendment up to 72 hours prior to the date and time set for the meeting. Please refer to the Agenda posted at the Public Services Department, 955 Shasta Avenue, for any revisions or call the department at 772-6261 for further information.

Written testimony is encouraged so it can be distributed in the Agenda packet to the Commission. Material submitted by the public for Commission review prior to a scheduled hearing should be received by the Planning Division at the Public Services Department, 955 Shasta Avenue, no later than 5:00 P.M. the Tuesday (eight days) prior to the scheduled public hearing. Written testimony provided after the Agenda packet is published will be distributed to the Commission but there may not be enough time to fully consider the information. Mail should be directed to the Public Services Department, Planning Division.
Materials related to an item on this Agenda are available for public inspection during normal business hours in the Public Services Department, at Mill's/ASAP, 495 Morro Bay Boulevard, or the Morro Bay Library, 695 Harbor, Morro Bay, CA 93442. Materials related to an item on this Agenda submitted to the Planning Commission after publication of the Agenda packet are available for inspection at the Public Services Department during normal business hours or at the scheduled meeting.

This Agenda may be found on the Internet at: www.morro-bay.ca.us/planningcommission or you can subscribe to Notify Me for email notification when the Agenda is posted on the City's website. To subscribe, go to www.morro-bay.ca.us/notifyme and follow the instructions.

The Brown Act forbids the Commission from taking action or discussing any item not appearing on the agenda, including those items raised at Public Comment. In response to Public Comment, the Commission is limited to:

1. Responding to statements made or questions posed by members of the public; or
2. Requesting staff to report back on a matter at a subsequent meeting; or
3. Directing staff to place the item on a future agenda. (Government Code Section 54954.2(a))

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 Division 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.

APPEALS

If you are dissatisfied with 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. Pursuant to Government Code §65009, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission, at, or prior to, the public hearing. 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 with 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 for those projects that are in their appeals jurisdiction. 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. The Coastal Commission's Santa Cruz Office at (831) 427-4863 may be contacted for further information on appeal procedures.

AGENDA ITEM: A-1

DATE: February 15, 2012

ACTION: _____

SYNOPSIS MINUTES - MORRO BAY PLANNING COMMISSION
REGULAR MEETING – JANUARY 18, 2012
VETERANS MEMORIAL HALL – 6:00 P.M.

Chairperson Grantham called the meeting to order at 6:00 p.m.

PRESENT:	Rick Grantham	Chairperson
	John Solu	Vice-Chairperson
	Jamie Irons	Commissioner
	Paul Nagy	Commissioner
	Jessica Napier	Commissioner
STAFF:	Rob Livick	Public Services Director
	Kathleen Wold	Planning and Building Manager

ESTABLISH QUORUM AND CALL TO ORDER
MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE
PLANNING COMMISSIONER ANNOUNCEMENTS
PUBLIC COMMENT – None.
PRESENTATIONS

Unless an item is pulled for separate action by the Planning Commission, the following actions are approved without discussion.

A. CONSENT CALENDAR

A-1 Approval of minutes from the Planning Commission meeting held on January 4, 2012

STAFF RECOMMENDATION: Approve minutes as submitted.

Commissioner Irons asked to pull Item A-1. Irons requested, for clarification, that the minutes be corrected to include that Rob Livick stated that since there has not been a recorded map, then it would not render the property unusable.

MOTION: Commissioner Irons moved to approve the minutes as corrected. The motion was seconded by Commissioner Solu and carried unanimously. (5-0)

B. PUBLIC HEARINGS

B-1 **Case No.: #**AD0-068
Site Location: 2890 Ironwood

Applicant/Project Sponsor: Darrick and Sara Danta / Cathy Novak
Request: Requesting variance for the front and two side yard setbacks. The stairway from the front entry is 1.25' into the required front setback, the exterior side (northern) deck is a zero setback and the interior side (south) is currently 9" from the property line. The applicant proposes to modify the south side deck so that the portion of the deck that exceeds 30" above grade will be two feet from the property line.
CEQA Determination: Categorically Exempt Section 15305, Class 5
Staff Recommendation: Conditionally approve #AD0-068
Staff Contact: Kathleen Wold, Planning and Building Manager (805) 772-6211

Chairperson Grantham recused himself from the meeting due to being within 500 feet.

Wold presented the staff report.

Commissioner Solu opened the Public Comment period.

Cathy Novak, Applicant's Representative, spoke regarding the variance request and urged the Commission to support the variance request for all of the setbacks.

Karen Zelesny, neighbor of Applicant, spoke against the request. She stated the work done does not comply with what the City allowed which was a free standing structure 30 inches above grade. This was built without permits and now a variance is requested. If the City allows this, a precedent will be set of people wanting a wraparound porch. Ms. Zelesny stated her property is a Morro Bay landmark home and urged the Commission to protect landmark homes.

Fran Zelesny, mother of neighbor, spoke vehemently against the variance request. She expressed concern about the fire danger of the Applicant's home being built right on the property line. She stated Applicant should not be rewarded and urged the Commission not allow favoritism.

Hearing no further comment, Commissioner Solu closed the Public Comment period.

Commissioners discussed with staff:

- The wrap around deck issue and whether that could start a precedent. Wold clarified that the findings specifically identify the unique characteristics of the property to north and in addition referenced the memo of the City Attorney which references specific incidences.

- The issuance of a building permit without zoning clearance.

- The applicant's proposal of a 3 foot deck to replace an existing 5 foot deck which gives the equivalent of a 2 foot setback.

- The neighbor's fire liability by having a small setback. With the porch setback reduced, the separation is increased to 7 feet which would relieve the neighbor of fire liability.

Wold clarified that the building code does allow properties to build closer to the property line than the zoning code would allow.

Commissioners further discussed:

- The uniqueness of this property due to the erroneous issuance of a building permit. Commissioner Nagy stated the Applicant's proposal to cut the deck back and put in fire construction is a good compromise and spoke in favor of allowing the applicant to encroach 1 foot into the setback. Commissioner Napier agreed and stated allowing access to the yard is a good thing.
- The fire liability and whether allowing a reduced setback triggers any liability
- The difference in setback rules of 3 feet versus 5 feet.

Commissioner Solu asked Wold to specify the setback rules regarding 3 feet to 5 feet. Wold stated that the Applicant is allowed 2 feet encroachment, but is asking for 3 feet encroachment, a difference of 1 foot.
This is along the south side but on the north side, she is being allowed to go to a 0 foot setback because the neighboring property is not a developable lot.

The Applicant's proposal is for a reduction of the setback required pursuant to the Zoning Ordinance from 3 to 2 feet. The building code allows a 2 foot setback as long as specific building construction methodology is utilized to allow proper fire separation. Staff does not feel this increases fire concerns to neighbors.

The City Attorney submitted a memo stating that due to a detrimental reliance on the City's prior issuance of a permit, a variance should be granted.

Commissioner Irons further discussed with Wold the variance request and the 2 versus 3 foot deck setbacks and whether the deck would be usable as a deck or walkway at a 2 foot width.

Commissioners Napier and Nagy expressed support for the 1 foot variance.

MOTION: Commissioner Nagy made a motion to conditionally approve this variance only for this deck to within 2 feet of the property line and building with non-combustible material as proposed allowing a one foot variance and including findings in Exhibit A and the City Attorney's memo, subject to the modified conditions of approval as stated in Exhibit B. The motion was seconded by Commissioner Napier.

Commissioner Irons stated that a 2 foot deck, allowing a 1 foot variance on the south side, giving a 7 foot separation from the deck to the structure is important for the neighbor as far as fire safety. Irons further stated that considering this was a permit that was approved in error, this is a reasonable resolution and can support this.

Commissioner Solu stated support for the Applicant's request.

VOTE: The motion passed unanimously 4-0.

Chairperson Grantham rejoined the meeting at 7:05pm.

UNFINISHED BUSINESS

C-1 Current and Advanced Planning Processing List
Staff Recommendation: Receive and file.

Livick clarified for Commission that no hearing items will be ready for the next meeting due to administrative permits being processed.

MOTION: Chairperson Grantham moved to cancel the February 1, 2012 Planning Commission meeting due to a lack of agenda items. Commissioner Nagy seconded and the motion carried unanimously. (5-0).

Wold reviewed the Work Program with Commissioners.

NEW BUSINESS

D-1 Appoint a Planning Commissioner to fill the position on the Subdivision Ordinance Subcommittee vacated by Commissioner Irons.
Staff Recommendation: Appoint a replacement commissioner to Subdivision Ordinance Subcommittee.

Commissioner Nagy explained the current status of the subdivision ordinance review.

Commissioner Napier agreed to join Commissioner Nagy on the committee.

MOTION: Chairperson Grantham moved to appoint Commissioner Napier to the Subdivision Ordinance Subcommittee. Commissioner Solu seconded the motion carried unanimously. (5-0).

D-2 Discussion regarding attending the March 2012 Planner's Institute.
Staff Recommendation: Discuss and submit request to City Council for consideration.

Commissioners agreed to request Council approval for all Commissioners to attend the 2012 Planner's Institute.

DECLARATION OF FUTURE AGENDA ITEMS

Commissioner Irons requested to agendize that item under new business to vote Commissioner Nagy as the new subcommittee member not alternate for General Plan/LCP subcommittee. Livick suggested this item be added to the next joint City Council/ Planning Commission meeting. Chairperson Grantham agreed if the joint meeting is held before March, otherwise it will be put on the Planning Commission agenda.

ADJOURNMENT

The meeting adjourned at 7:20 pm to the next regularly scheduled Planning Commission meeting at the Veteran's Hall, 209 Surf Street, on Wednesday, February 15, 2012 at 6:00 pm.

_____
Rick Grantham, Chairperson

ATTEST:

_____
Rob Livick, Secretary

AGENDA NO: A-2

MEETING DATE: February 15, 2012

Memorandum

TO: PLANNING COMMISSIONERS

FROM: ROB LIVICK, PUBLIC SERVICES DIRECTOR

EFFECTIVE: FEBRUARY 7, 2012

SUBJECT: MEETING DAYS AND AGENDA PACKET PREPARATION

Meeting Days
Planning Commission meetings are held on the 1st and 3rd Wednesday of the month unless a meeting falls on a City holiday where the meeting would then be held the next day (Thursday) or has been cancelled by the Commission during the annual adoption of the meeting calendar which typically occurs at one of the January meetings. In addition, two joint meetings with the City Council are scheduled during the year and occur one hour prior to a regular City Council meeting.

Regular and Joint Council meeting dates for the remainder of 2012 are as follows:

- February 28 – Joint Meeting with Council
- March 7
- March 21
- April 4
- April 18
- May 2
- May 16
- June 6
- June 20
- July 5 - Please note this is a Thursday due to City Holiday on July 4
- August 1
- August 15
- September 5
- September 11 – Joint Meeting with Council
- September 19
- October 3
- October 17
- November 7
- December 5

Agenda Packets
Agenda packets are prepared the week prior to the meeting and are distributed to Commissioners and the public by the end of day the Friday before the meeting.

Notification that the agenda packet is ready for Commissioners to pick up is done through the City's website subscription service, Notify Me. After you sign up, you will receive email notification when the agenda packet is uploaded to the website and that is your signal that the packet is in your box at the Public Services office for pick up. Additionally, the notification email will contain a link to the packet that you can view online until you are able to come to the office.

To sign up for Notify Me, please go to http://www.morro-bay.ca.us/notifyme and follow the instructions to subscribe. Under the Notify Me list section, you will select Agenda - Planning Commission. Shortly after subscribing, you will receive a confirmation email that you will need to respond to by clicking on the link in the confirmation email. After you have subscribed, you will now be notified by email when the Planning Commission agenda has been posted to the City's website.

If you encounter any difficulties subscribing to the Agenda - Planning Commission Notify Me list, please contact the Administrative Technician at 772-6261.

AGENDA NO. B-1

MEETING DATE FEBRUARY 15, 2012

Staff Report

TO: **Planning Commission** **DATE: February 15, 2012**

FROM: **Kathleen Wold, Planning and Building Manager**

SUBJECT: **Request to construct a 14 unit townhouse project utilizing the community housing regulations at 1885 Ironwood. The project consists of a Tentative Subdivision Map (S00-107), Use Permit (UP0-316) and Coastal Development (CP0-349).**

RECOMMENDATION:
CONDITIONALLY APPROVE THE PROJECT by making the following motion:

A. Adopt the Mitigated Negative Declaration (SCH #2011121046).
B. Adopt the Findings included as Exhibit "A"; and
C. Forward a favorable recommendation to City Council for Conditional Use Permit #UP0-316, Coastal Development Permit #CP0-349, and Subdivision #S00-107 subject to the Conditions included as Exhibit "B" and the site development plans dated February 6, 2012.

PROJECT DESCRIPTION:
The applicant proposes to subdivide one 0.92-acre parcel (APN # 068-231-018) into 15 lots for the development of 14 townhouse residences between 1,099 and 2,059 square feet each, and one 19,416-square foot common area lot. All townhouses would be clustered in three separate two-story building structures. The common lot would include a shared driveway along the perimeter of the parcel and common walkways, guest parking, trash enclosure, landscaping and general open areas in between and around the buildings.

The project will result in the disturbance of the entire 0.92-acre site, including approximately 1,000 cubic yards of cut and 2,000 cubic yards of fill. The project would include the removal of all existing structures, improvements, landscaping, and trees. A combination retaining wall, vehicle and pedestrian guard is proposed along the western property line (up to nine feet in height as measured from the adjacent property, tapering to 2.5 feet in height) and along the northern property line (up to 7.5 feet in height as measured from the project site of the property line); the applicant requests height exception to allow a fence exceeding six feet. The project would utilize existing city water and sewer connections, and stormwater drainage would connect to the existing catch basin running along Highway 41 (Atascadero Avenue).

LEGAL DESCRIPTION(S)	City of Morro Bay Rancho Morro Y Cayucos Portion of Lots 6 and 7
APN(S)	068-231-018
Zoning	Multiple-Residential (R-4) District/Planned Development (PD)
General Plan	High Density/ Planned Development

APPLICANT
Morro del Mar Properties LLC, 7108 N. Van Ness, Fresno, CA 93711

AGENT
Cathy Novak, Novak Consulting, P.O. Box 296 Morro Bay, Ca 93443

ATTACHMENTS
A: Findings
B: Conditions
C: Graphics/Plan reductions
D: Environmental Documents and Correspondence.

ENVIRONMENTAL DETERMINATION
A Mitigated Negative Declaration was circulated from December 15, 2011 to January 14, 2012. Mitigations were recommended and accepted for Biology Resources, Cultural Resources, Geology/Soils, Hazardous and Hazardous Materials, Hydrology/Water Quality and Transportation. The mitigations contained in this document have been incorporated into the conditions of approval.

The City received three letters in response to the circulation of the environmental document. A letter was received from Judy and William A. Johnson, Tim and Julie O'Donnell and Michael Wagoner. The following is the high points of the letters.

Party	**Issue**
Johnson	Soil Stability--Concerned regarding soil stability resulting from grading/cutting and soil removal for the project.
	Lot Coverage--Concerned about the change from 'pastoral' single family to high density multi-family.
	Parking--Concerned about the large number of unit and their impacts to traffic and parking issues.
	Variances—Concerned about lot coverage, open spaces requirements and setbacks are not in compliance with zoning ordinance
O'Donnell	Aesthetics—Concerns about mitigating lighting which would impact the adjacent condominiums. Also concerned about the increased density.
	Soils and Geology—Concerned about soil stability of upgrade soils associated with the vibration of the heavy equipment, soil removal. Also concerned about water runoff.
	Hydrology and Water Quality--Concerned about surface runoff and increased pollution to Morro Creek.
	Land Use and Planning—Concerned about exceptions to lot coverage, open space requirements and setbacks.
	Economic Impact—Concerned about the economic impact of the project on their property.
Wagoner	Aesthetics—Concerns about the design of the proposed development being inconsistent with the surrounding neighborhood. Additionally concerned about the increase in density, increase in light and glare.
	Soils and Geology—Concerned about soil stability of upgrade soils associated with the vibration of the heavy equipment, soil removal. Also concerned about water runoff.
	Hydrology and Water Quality--Concerned about surface runoff and increased pollution to Morro Creek.
	Land Use and Planning—Concerned about exceptions to lot coverage, open space requirements and setbacks.

The following is the City's response to the above concerns:

Wagoner, January 14, 2012

1-1 While the proposed project would not match the style of adjacent established development, the overall architectural character would be compatible with urban development present in the area. The resulting progression of styles would not be substantially inconsistent with residential urban development with the area, and the City of Morro Bay. Therefore, this impact remains less than significant.

1-2 As noted in the Initial Study, the project would result in increased density and intensity of use at the site; however, adjacent uses include multi-family development, and the parcel is located within an urban area. While the existing view would change, and would be noticeable to persons familiar with the area, overall the views from Highway 41 would be consistent with viewer expectations for residential and multi-family residential areas.

1-3 As noted in the Initial Study, there will be an increase in lighting and glare at the project site, resulting in a potentially significant impact. Mitigation measures AES/mm-1 and AES/mm-2 are recommended as conditions of approval to reduce the effects of additional lights and minimize glare from lighting sources and reflective surfaces. While the lighting would be visible, requirements for lower intensity bulbs, shielded fixtures, focus of wall surfaces, and prohibition of highly reflective materials would minimize effects as seen from off-site properties and public roads. Based on implementation of these measures, potential impacts resulting from light and glare would be less than significant.

1-4 The proposed project was evaluated to determine if the proposed ordinance exceptions would result in significant adverse effects, including contribution to excessive traffic, congestion, noise, confusion, and interference. In addition, the project was assessed to determine aesthetic and land use consistency. As noted above (refer to response 1-1 and 1-2) the project would not be substantially inconsistent with surrounding urban residential uses or result in significant adverse impacts to aesthetics. Pursuant to CEQA, no significant, unavoidable, adverse impacts were identified, and preparation of an Initial Study/Mitigated Negative Declaration does not require the analysis of alternatives (CEQA *Guidelines* Section 15071).

1-5 A site specific Soils Engineering Report (GeoSolutions, Inc., 2010) was prepared for the project site, and the results were incorporated into the Initial Study/Mitigated Negative Declaration. Based on the results of the report, the project site is suitable for development, provided identified engineering recommendations are incorporated into the design and development of the site. One of these features, addressing slope stability, includes retaining walls at the property boundary, as included in the project description. In addition, mitigation measures GS/mm-1, GS/mm-2, and GS/mm-3 would be implemented to ensure compliance with the report recommendations and existing local and state building codes, and avoid significant adverse effects related to slope instability, soil erosion, and other geologic hazards including groundshaking both on and offsite. Therefore, this significant impact would be mitigated to less than significant. In addition, as noted above (response 1-4), analysis of alternatives is not required.

1-6 As noted above (response 1-4), analysis of alternatives is not required. While reduction in impervious surfaces would reduce stormwater runoff, the Project Drainage Report and Hydraulic Design (Above Grade Engineering, Inc., 2011) was reviewed by the City and Caltrans to ensure that the proposed project would not result in significant adverse hydrology impacts. As noted, long-term maintenance will be the responsibility of the property owner, and mitigation measure HWQ/mm-2 required preparation and implementation of a Storm Drainage and Storage System Maintenance Plan for review and approval by the City Engineer. Maintenance is required to occur on an annual basis. Mitigation measure HWQ/mm-3 requires incorporation of Low Impact Development (LID) measures, which would reduce stormwater runoff. Therefore, this impact would be mitigated to less than significant.

1-7 The project includes the use of an engineered stormwater system, which would direct runoff into drains fitted with inlet filters, which would filter oils and other pollutants from stormwater runoff generated at the project site, and avoid increased pollutant discharge into Morro Creek.

Incorporation of additional LID measures would include natural measures to filter stormwater onsite. Therefore, this impact would be mitigated to less than significant.

1-8 The project as proposed is utilizing the Planned Development procedures which provides for exceptions to the base zone districts regulations. Under this process the Planning Commission will review the proposed exceptions to the base district and make a determination on whether or not they can make the necessary findings for approval. If they find that they can make the findings and approval is given for the exceptions then the project will be in compliance with the City of Morro Bay's Zoning Ordinance (Title 17).

1-9 The potential effects of the proposed project were analyzed in an Initial Study issued by the City, in compliance with CEQA.

O'Donnell, January 14, 2012

2-1 Please note that the Initial Study/Mitigated Negative Declaration was issued by the City, not the project developer.

2-2 As noted in the Initial Study, there will be an increase in lighting and glare at the project site, resulting in a potentially significant impact. Mitigation measures AES/mm-1 and AES/mm-2 are recommended as conditions of approval to reduce the effects of additional lights and minimize glare from lighting sources and reflective surfaces. While the lighting would be visible, requirements for lower intensity bulbs, shielded fixtures, focus of wall surfaces, and prohibition of highly reflective materials would minimize effects as seen from off-site properties and public roads. Based on implementation of these measures, potential impacts resulting from light and glare would be less than significant.

2-3 The project may block sunlight during part of the day, and may obscure some private views from the adjacent property; however, if "only a few private views" would be impacted or only "one or two people" expressing concerns about the visual aesthetic impacts, an agency may determine the impacts are not significant (Ocean View Estates Homeowners Association, Inc. v. Montecito Water District (2004) 116 Cal.App.4th 396). Based on the location of the proposed development, the project would not adversely affect the private views of a large number of people; therefore, this impact remains less than significant.

2-4 The proposed project was evaluated to determine if the proposed ordinance exceptions would result in significant adverse effects, including contribution to excessive traffic, congestion, noise, confusion, and interference. Please refer to response 2-2 regarding increased light and glare. The Initial Study/Mitigated Negative Declaration notes that the project would generate noise, but would not substantially increase noise levels in the immediate area. In addition, the structure would partially block (and attenuate) transportation-related noise on Highway 41.

2-5 A site specific Soils Engineering Report (GeoSolutions, Inc., 2010) was prepared for the project site, and the results were incorporated into the Initial Study/Mitigated Negative Declaration. Based on the results of the report, the project site is suitable for development, provided identified engineering recommendations are incorporated into the design and development of the site. In addition, mitigation measures GS/mm-1, GS/mm-2, and GS/mm-3 would be implemented to ensure compliance with the report recommendations and existing local and state building codes, and avoid significant adverse effects related to slope instability, soil erosion, and other geologic hazards including groundshaking both on and offsite, and management of stormwater runoff and drainage. Therefore, this significant impact would be mitigated to less than significant.

2-6 The Project Drainage Report and Hydraulic Design (Above Grade Engineering, Inc., 2011) was reviewed by the City and Caltrans to ensure that the proposed project would not result in significant adverse hydrology impacts. As noted, long-term maintenance will be the responsibility of the property owner, and mitigation measure HWQ/mm-2 required preparation and implementation of a Storm Drainage and Storage System Maintenance Plan for review and approval by the City Engineer. Maintenance is required to occur on an annual basis. Mitigation measure HWQ/mm-3 requires incorporation of Low Impact Development (LID) measures, which

would reduce stormwater runoff. Therefore, this impact would be mitigated to less than significant.

2-7 Pursuant to CEQA, no significant, unavoidable, adverse impacts were identified, and preparation of an Initial Study/Mitigated Negative Declaration does not require the analysis of alternatives (CEQA *Guidelines* Section 15071).

2-8 The project includes the use of an engineered stormwater system, which would direct runoff into drains fitted with inlet filters, which would filter oils and other pollutants from stormwater runoff generated at the project site, and avoid increased pollutant discharge into Morro Creek. Incorporation of additional LID measures would include natural measures to filter stormwater onsite. Therefore, this impact would be mitigated to less than significant.

2-9 The project as proposed is utilizing the Planned Development procedures which provides for exceptions to the base zone districts regulations. Under this process the Planning Commission will review the proposed exceptions to the base district and make a determination on whether or not they can make the necessary findings for approval. If they find that they can make the findings and approval is given for the exceptions then the project will be in compliance with the City of Morro Bay's Zoning Ordinance (Title 17).

2-10 Note comment (economic impact concerns) not applicable to CEQA analysis, and may best be addressed by project applicant.

Johnson, January 14, 2012

3-1 A site specific Soils Engineering Report (GeoSolutions, Inc., 2010) was prepared for the project site, and the results were incorporated into the Initial Study/Mitigated Negative Declaration. Based on the results of the report, the project site is suitable for development, provided identified engineering recommendations are incorporated into the design and development of the site. In addition, mitigation measures GS/mm-1, GS/mm-2, and GS/mm-3 would be implemented to ensure compliance with the report recommendations and existing local and state building codes, and avoid significant adverse effects related to slope instability, soil erosion, and other geologic hazards including groundshaking both on and offsite. Therefore, this significant impact would be mitigated to less than significant.

3-2 As noted in the Initial Study, the project would result in increased density and intensity of use at the site; however, adjacent uses include multi-family development, and the parcel is located within an urban area. While the existing view would change, and would be noticeable to persons familiar with the area, overall the views from Highway 41 and surrounding areas would be consistent with viewer expectations for residential and multi-family residential areas.

3-3 A Traffic Engineering and Circulation Analysis Study (OEG, 2011) was prepared for the project, and reviewed and approved by the City and Caltrans. As noted in the Initial Study, the project would not result in a substantial amount of new traffic trips, and would not substantially increase offsite parking demands, but would contribute to existing conditions. Standard mitigation would be implemented, including the applicant's fair share fee contribution towards future road improvements. This impact remains less than significant with mitigation incorporated.

3-4 The project as proposed is utilizing the Planned Development procedures which provides for exceptions to the base zone districts regulations. Under this process the Planning Commission will review the proposed exceptions to the base district and make a determination on whether or not they can make the necessary findings for approval. If they find that they can make the findings and approval is given for the exceptions then the project will be in compliance with the City of Morro Bay's Zoning Ordinance (Title 17).

3-5 The potential effects of the proposed project were analyzed in an Initial Study issued by the City, in compliance with CEQA.

BACKGROUND, PROJECT SETTING AND DESCRIPTION

The existing site has a single family home with a small orchard and a privately owned well providing the water for the orchard. The proposed project will demolish the single family residence, abandon the well

and remove the trees located on site. The proposed project is located at the northwest corner of Highway 41 and Ironwood Avenue in the city of Morro Bay. The project is within the Medium Density Residential land use category, and is surrounded by single family residences to the east and west, a multi-family residential development to the north, and Highway 41 to the south. Morro Creek runs roughly parallel to the southeast edge of Highway 41, and is bounded by intensive agricultural uses, including row crops and large orchards. The project is currently developed with an existing residence, driveways, patio and parking areas, exterior walkways and a small private fruit tree orchard.

1.

	Project Characteristics								
Unit Number	Number of Bedrooms	Number of parking stalls provided in an attached garage to the unit	Size of Unit	Size of lot	Garage Size	Required Private Open	Private Open Space Provided	Required Open Space	Open Space Provided
1	2	2	1,794	2,059	425	269	311	807	
2	1	2	1,693	1,332	525	254	359	762	
3	3	2	2,132	1,434	535	320	323	1066	
4	3	2	2,132	1,434	535	320	323	1066	
5	1	2	1,693	1,331	525	254	359	762	
6	2	2	1,794	2,059	425	269	303	807	
7	2	2	1,410	1,706	532*	211	224	564	
8	3	2	1,680	1,099	490*	252	261	756	
9	3	2	1,680	1,109	490*	252	263	756	
10	2	2	1,291	1,174	433*	194	210	517	
11	2	2	1,291	1,174	433*	194	210	517	
12	3	2	1,680	1,109	490*	252	263	756	
13	3	2	1,680	1,099	490*	252	263	756	
14	2	2	1,378	1,630	553*	207	233	551	
Total							3,905 sq. ft.	10,443 sq. ft.	10,476 sq ft.**

*Garages for these units do not meet Title 17 minimum requirements for a 20 foot wide two-car garage as the garages are only 19 feet wide.

**Includes Private landscape areas, common landscape area, common contiguous open space and private spaces includes patios and balconies.

Site Characteristics	
Site Area	.9185 acres
Existing Use	Single Family house
Terrain:	Sloping
Vegetation/Wildlife	Orchard
Archaeological Resources	None known
Access	Ironwood Avenue

General Plan, Zoning Ordinance & Local Coastal Plan Designations	
General Plan/Coastal Plan Land Use Designation	High Density Residential
Base Zone District(s)	Multiple-Residential (R-4) District
Zoning Overlay District	Planned Development
Special Treatment Area	N/A
Combining District	N/A
Specific Plan Area	N/A
Coastal Zone	Yes, non-appealable area

Adjacent Zoning/Land Use			
North:	Single Family Residential (R-1) and Suburban Residential (R-A)	East:	Suburban Residential (R-A)
South:	Light Industrial/Planned Development/Interim Use/Environmentally Sensitive Area (M-1 (PD/I) ESH)	West:	Multiple Residential-Hotel-Professional /Planned Development (R-4/PD)

REGULATIONS

This project was submitted as a Planned Development project utilizing the Compact Infill Development regulations in relation to the subdivision proposal.

Section 17.40.030 Planned development (PD) overlay zone provides a process for detailed and substantial analysis of development on parcels which, because of location, size or public ownership, warrant special review. This overlay zone is also intended to allow for the modification of or exemption from the development standards of the primary zone which would otherwise apply if such action would result in better design or other public benefit.

Section 16.10 Compact In-fill Development regulations which provide for projects which would result in the creation of lots with sizes smaller than those otherwise allowable under the Zoning Ordinance. The Compact In-fill development states the following:

A. Residential small lot subdivisions, and planned unit developments provide a benefit to the community by expanding the range of choice of housing available. This alternate form provides ownership opportunities for those who may desire less space, less maintenance responsibility, or lower carrying costs than normally would be connected with single-family dwellings. A compact in-fill development project may serve as affordable housing and provide entry into the housing market for a household whose choice has previously been restricted by economic circumstance to the rental market.

B. Compact in-fill development is designed and intended to: encourage creativity and innovation in the design of developments; provide for more efficient use of land; permit special consideration of property with outstanding natural or topographical features; facilitate use of the most appropriate construction techniques in the development of land; and, provide for any individual land use not otherwise specified elsewhere in this Ordinance. By allowing developers to depart from "cookie cutter" lot forms and setback requirements, more creative use of open space and urban design is possible which allows for diversity in design, size, and style of homes.

C. There shall be no requirements for minimum lot width, lot coverage, yards and building setbacks requirements that apply to compact in-fill developments, except as noted below. Dimensional requirements shall be as proposed by the applicant of the compact in-fill development and as approved by the Planning Commission via a detailed site plan.

EXCEPTIONS TO CODE REQUIREMENTS REQUESTED

Setbacks

The proposed 14 townhouse units are proposed to be clustered within three buildings with each building having multiple units separated by a narrow air space. The applicant has requested exceptions to setback standards to allow real property lines to exist between the units. Although the proposed townhouse development would be indistinguishable from a similarly designed condominium or an apartment development (which would all be on one lot, and therefore not subject to internal setback requirements) the project must comply with the individual lot setback requirements or meet the criteria to allow for an exception.

Because the applicant has requested to subdivide the property into individual fee-ownership lots rather than a more typical air-space condominium development 5-foot setbacks from property lines are required. Minimum interior side yard setbacks are required where real property lines exist between structures. The project as proposed will not meet the required setbacks for each individual lot and therefore an exception has been requested to allow for zero side yard setbacks.

In addition to the exception requested to allow for a reduction in side yard setbacks for each individual lot the applicant is also requesting an exception for the project as a whole to encroach into the required 15 foot front yard setback along Ironwood. The reduction requested is to allow the front yard setback to be reduced from 15 feet to 5 feet 6 inches. This reduction will allow the applicant to maintain larger size units within the project while still meeting the requirements for open space and circulation.

Lot size/Lot coverage

The R-4 Zoning District allows for a maximum 60% lot coverage. Taking into consideration the entire site and the total building coverage the project has lot coverage is 50% and therefore is in compliance with Title 17 requirements. The project does not meet this requirement on each individual lot.

Minimum lot area per unit for R-4 property is 1800 square feet. Although lots 1 through 14 do not provide 1800 square feet per unit individually when you calculate a proportional amount of the common lot the combination of square footage does meet the 1800 square foot standard. A separate requirement under the Compact Infill Development requires lots for attached townhouses to be a minimum of 1500 square feet. There are 4 lots which comply with this requirement. There is also a requirement that the lots be a minimum of 25 feet wide there are also only 4 lots meetings this requirement.

The applicant could enlarge the size of the lots by incorporating a portion of the common lot into each one of the fourteen lots; however it is the applicant's preference to keep lot 15 as a separate lot under common ownership.

Under the Compact In-fill subdivision rules all the lots are required to be a minimum of 25 feet in width. The project proposes only 4 lots which meet this requirement. It would appear after reviewing the project that the reason a majority of the lots are undersized in width is to provide for larger units on lots 6, 14, 1 and 7. In order to accomplish a subdivision with all lots meeting the minimum 25 foot width the applicant would need to reduce the number of units.

Exceptions			
Setbacks	**Required**	**Project Specific**	**Notes**
Front Yard Setback - Ironwood	15 feet	5'-6" feet – for all clusters of buildings.	N/A
Exterior Side Setback – Hwy 41	20% of the average width of the lot with 15 foot maximum and 10 foot minimum	20'-8" feet – for all clusters of buildings.	N/A
Rear Yard Setback	5 feet except where abuts an R-1 or R-2 zone, in which case the R-1 criteria applies.	23'-2" feet – for all clusters of buildings.	N/A
Interior side setbacks	5 feet	29'-6" feet – for clusters of buildings.	Exception needed to allow reduction of the side yard setbacks on the individual lots.
Lot Coverage	60%	50% - for all clusters of buildings. Individual lots exceed lot coverage	Exception needed to allow lot coverage on individual lots to exceed maximum
Lot Size	-	39,164 total Individual lots see above table	Exception needed to allow individual lots to be under the 1500 square foot minimum
Private Open Space	3,499	3,898	N/A
Open Space	10,442	10,476	N/A
Parking	35 parking spaces - One and one half spaces for the first bedroom plus one-half space for each additional bedroom, not to exceed two spaces per unit, plus one guest parking space for each five units. Compact In-fill Development requires one half guest parking space for each unit in the development. All spaces except guest parking shall be covered.	36 total parking spaces - 28 covered parking spaces 8 guest parking spaces	An exception is needed to allow one uncovered parking space for units 2 and 7 and to eliminate the requirement for ½ space per unit for guest parking.

CITY AFFORDABLE HOUSING REQUIREMENTS

All new large residential developments are required to provide a minimum of one unit or 10% of the total number of units, whichever is greater, to be sold at rates affordable to families with incomes in the very-low, low or moderate income ranges, depending on the needs of the City at the time of approval. Deed restrictions would require that the units be maintained at rates determined by the County to meet these affordability categories for a term of 30 years. Only when the developer can demonstrate to the satisfaction of the City that it is not feasible to develop the required affordable units on-site will the applicant be allowed to provide the units off-site, or to satisfy the requirement through the payment of in-lieu fees. This project at a minimum will be required to provide 10% or 1.4 units. Staff has conditioned the project to provide 1 unit on site and to pay an in lieu fee for the .4% of the unit.

CONCLUSION

The project as proposed and conditioned is consistent with the purpose of the Planned Development and Compact Infill regulations. The project provides for a creative development on an existing underutilized site within the city which will provide for sale housing units of varying sizes in a comprehensive development project. The project has utilized creative design along with minor exceptions to maximize the number of units on this High Density site to assist the City in meeting the City's regional housing needs while still providing a project with thoughtful design and many amenities.

Report prepared by: Kathleen Wold, Planning and Building Manager

EXHIBIT A

FINDINGS
1885 IRONWOOD AVENUE
Tentative Subdivision Map (#S00-107), Use Permit (#UP0-316) and Coastal Development (#CP0-349)

Project Description: Subdivision of one 0.92-acre parcel (APN # 068-231-018) into 15 lots for the development of 14 townhouse residences between 1,099 and 2,059 square feet each, and one 19,416-square foot common area lot. All townhouses are clustered in three separate two-story building structures. The common lot includes a shared driveway along the perimeter of the parcel and common walkways, guest parking, trash enclosure, landscaping and general open areas in between and around the buildings.

California Environmental Quality Act (CEQA)

That for purposes of the California Environmental Quality Act, for the project described as Morro Del Mar--Tentative Subdivision Map (S00-107), Use Permit (UP0-316) and Coastal Development Permit (CP0-349) a Mitigated Negative Declaration has been adopted finding that with the incorporation of mitigations the project will not have a significant effect on the environment.

Conditional Use Permit (UP0-316) and Coastal Development Permit (CPO-349).

A. 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

B. 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 is consistent with all applicable zoning and planning requirements; and

C. 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 consistent with all applicable City regulations; and

D. That the Planning Commission has reviewed the project and considered both the Planned Development and Compact Infill Development criteris in that review.

Compact In-fill Development

A. Modification of development standards is warranted to promote orderly and harmonious development. The modifications of development standards promotes a creative design which provides for maximation of the site.

B. Modification of development standards will enhance the opportunity to best utilize special characteristics of an area and will have a beneficial effect on the area. The project as designed will provide home ownership opportunities and allows the site to accommodate a larger number of units thereby fully utilizing the underutilitized parcel.

C. Benefits derived from the project cannot be reasonably achieved through existing development standards. Existing developments standards promote larger stand alone development, comprehensive development with common space and reduced individual lot sizes can only be achieved through the Compact Infill Development.

D. Proposed plans, if any, offer certain redeeming features to compenstate for requested modifications. The project as proposed has additional benefits beyond those associated with standard development including common open space which offset the reduction in setbacks, lot coverage and number of parking.

Subdivision Map Act Findings

D. The proposed Vesting Tentative Tract Map to create 14 residential lots and one common lot is consistent with General Plan, Local Coastal Plan and the City's Zoning Ordinance.

E. The site is physically suitable for the type and density of development proposed because the site is zoned for R4 with a General Plan density of High Density Residential which would allow for 24 units on the site.

F. The design of the subdivision and related improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because all precautions will be implemented to catch and direct all runoff.

G. The design of the subdivision and improvements will not cause serious public health problems.

H. The design of the subdivision and related improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision because no easements are required for the public.

I. As conditioned, the design, architectural treatment, and general appearance of all buildings and open space areas will be in keeping with the character of the surrounding area pursuant to 17.48.200, and will not be incompatible with the uses permitted in the surrounding areas and zoning district.

J. The City has available adequate water to serve the proposed subdivision based upon the water regulations and the annual water report, enforced at the time of approval of the Vesting Tentative Parcel Map pursuant to the certified Water Management Plan and General Plan LU-22.1.

EXHIBIT B

CONDITIONS OF APPROVAL
1885 IRONWOOD AVENUE
Tentative Subdivision Map (S00-107), Use Permit (UP0-316) and Coastal Development (CP0-349)

Project Description: Subdivision of one 0.92-acre parcel (APN # 068-231-018) into 15 lots for the development of 14 townhouse residences between 1,099 and 2,059 square feet each, and one 19,416-square foot common area lot. All townhouses are clustered in three separate two-story building structures. The common lot includes a shared driveway along the perimeter of the parcel and common walkways, guest parking, trash enclosure, landscaping and general open areas in between and around the buildings.

STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report dated February 15, 2012, for the project depicted on plans dated February 6, 2012 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 plans, unless otherwise specified herein. The measurements for all building setbacks and lot coverage shall be measure from exterior wall of structures. The foundation and footing shall be constructed to accommodate wall width to meet the setbacks.

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 Public Services Director, 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 Public Services Director. 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. Applicant understands and acknowledges that City

is under no obligation to defend any legal actions challenging the City's actions with respect to the project.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 Public Services Director 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. Compliance with Morro Bay Standards: This projects 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.

8. Conditions of Approval on Building Plans: Prior to the issuance of a Building Permit, the final Conditions of Approval shall be attached to the set of approved plans. The sheet containing Conditions of Approval shall be the same size as other plan sheets and shall be the last sheet in the set of Building Plans.

PLANNING CONDITIONS

1. 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.

2. Maintenance of Common Area: Provision for a Home Owners Association (HOA) or similar entity to hold responsibility for maintenance of common areas. Maintenance responsibilities, schedules, routine and standards, and fee sharing shall be established in the maintenance agreements. Agreements shall include provisions to maintain all common facilities by qualified professionals including roads, drainage and detention structures, tract landscaping, and mitigation and monitoring for conservation areas.

3. Undergrounding of Utilities: Pursuant to MBMC Section 17.48.050, prior to final occupancy clearance, all on-site utilities including electrical, telephone and cable television shall be installed underground.

4. Common Driveway Access and Maintenance: An easement or covenant consistent with Section 17.44.030 E shall be recorded for all parcels to have access to the common driveway and backing areas over parcels to allow for access to the parking provided. The easement or covenant shall include the responsibilities of maintaining the roadway.

5. Landscape and Irrigation Plan: Prior to the issuance of a building permit, a final tract landscaping plan, prepared and stamped by a licensed Landscape Professional, (i.e., Landscape Architect, Architect, or Landscape Contractor) shall be submitted for review and approval by the Director of Public Services in accordance with all requirements of Section 17.48.290 of the MBMC. Said plan shall be consistent with the preliminary landscape plan and include a planting plan showing the

species, number, size, water usage, and location of all plant materials. An irrigation plan shall include the proposed method and location of irrigation. Native and/or drought tolerant plant and tree species shall be used to the maximum extent feasible. Street trees shall be selected from the Master City Street Tree List prepared by the Public Works Department. The landscape plans shall also include fencing details.

6. Timing of Landscaping: Prior to issuance of any final Certificate of Occupancy associated with the project all required landscaping and irrigation systems associated with the common areas shall be installed. Landscaping associated with each individual unit shall be installed prior to the issuance of the Certificate of Occupancy for that unit.

7. Occupancy of a Unit: No unit shall be occupied until a Certificate of Occupancy has been issued by the City.

8. Maintenance of Landscaping: All landscaping shall be cared for, maintained, watered, pruned and kept in a healthy growing condition for the life of the project. Where required plant(s) have not survived, it shall be promptly replaced with new plant materials of similar species, functional, size, and characteristics as specified in the approved landscape plant notes.

9. Affordable Housing Units: The project shall provide 2 affordable housing units or if approved by City Council 1 full housing units and the payment of .4 of a unit in-lieu fees. The payment of fees shall be paid prior to issuance of a building permit (MBMC 17.50.060). All affordable units shall be deed restricted for Moderate Income and for a minimum of 30 years. Said restriction shall be reviewed and approved by the City Attorney prior to recordation and recordation shall occur prior to the issuance of a Certificate of Occupancy for any unit.

10. Private Open Space: Each private open space shall have at least two weatherproofed electrical outlets.

11. Affordable Housing Units: A deed restriction shall be recorded on the property indicating that no further subdivision of the property can occur (MBMC-16-10.003(K)

12. Smoke Detectors: Each unit shall be furnished with approved smoke detectors mounted on the ceiling or wall at a point centrally located in the area giving access to rooms used for sleeping purposes.

13. Sound Transmission/Shock Mounting of Mechanical Equipment: All permanent mechanical equipment determined by the building official to be a source of structural vibration or structure borne noise shall be shock mounted with inertial blocks or bases and/or vibration isolators, as approved.

14. Noise Standards: Walls and floor/ceiling assemblies between units and common or service areas shall be capable of achieving a sound reduction equivalent to a sound transmission calls of thirty. Such reduction of sound transmission may be demonstrated by reference to accepted published material relating sound transmission loss to the type of construction or by field measurement by a qualified acoustical technician or engineer.

ENVIRONMENTAL CONDITIONS

Section: Aesthetics

AES/mm-l Prior to issuance of a building permit. a comprehensive lighting plan shall be submitted for review and approval by the City. The lighting plan shall be prepared using guidance

and best practices endorsed by the International Dark Sky Association. The lighting plan shall address all aspects of the lighting, including but not limited to all buildings, infrastructure, parking and driveways, paths, recreation areas, safety, and signage. The lighting plan shall include the following at minimum:

a) The point source of all exterior lighting shall be shielded from offsite views.
b) Light trespass from exterior lights shall be minimized by directing light downward and utilizing cut-off fixtures shields.
c) Lumination from exterior lights shall be the lowest level allowed by public safety standards.
d) Exterior lighting shall be designed to not focus illumination onto exterior walls.
e) Bright white-colored light shall not be used for exterior lighting.
f) Any signage visible from offsite shall not be internally luminated.

AES/mm-2 Prior to issuance of a building permit, the applicant shall submit building plans and elevations for review and approval consistent with the following conditions:
a) No highly reflective glazing or coatings shall be used on windows.
b) No highly reflective exterior materials such as chrome, bright stainless steel, or glossy tile shall be used on the portions of the development where visible from off-site locations.

Monitoring: The City of Morro Bay would verify implementation of these design details through review and approval of the lighting plan and building plans prior to issuance of building permits for the project.

Section: Air Quality

A Q/mm-l Upon application for grading and building permits, the applicant shall submit plans including the following notes, and shall comply with the following standard mitigation measures for reducing diesel particulate matter (DPM) emissions from construction equipment as follows:
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 Regulation;
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 that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alterative 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) Excessive diesel idling within 1,000 feet of sensitive receptors is not permitted;
h) Electrify equipment when feasible;
i) Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
j) Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

AQlmm-2 Upon application for grading and building permits, the applicant shall submit plans including the following notes, and shall comply with the following standard mitigation measures for reducing fugitive dust emissions such that they do not exceed the APCD's

20 percent opacity limit (APCD Rule 401) and do not impact off-site areas prompting nuisance violations (APCD Rule 402) as follows:
a) Reduce the amount of disturbed area where possible;
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 should be used whenever possible;
c) All dirt stockpile areas should be sprayed daily as needed;
d) Permanent dust control measures identified in the approved project revegetation and landscape plans should 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 should 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 should 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 should be completed as soon as possible. In addition, building pads should 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 should maintain at least two feet of Fee board (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code 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 should be used where feasible;
l) All PM_{10} mitigation measures required shall be shown on grading and building plans; and
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 percent opacity, and to prevent transport of dust off-site. 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.

AQlmm-3 Prior to issuance of grading and building permits, the project applicant shall conduct a geologic evaluation to determine if NOA is present within the area to be disturbed. If NOA is not present, the applicant shall file an exemption request with the APCD. If NOA is present, the applicant must comply with all requirements outlined in the Air Resources Board's Asbestos Ail' Taxies Control Measure.

AQlmm-4 Demolition of the existing residence and any other onsite structures and lori'1fi'astructure shall be conducted in compliance with applicable regulatory requirements, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M- asbestos NESHAP). These requirements include, but are not limited to, notification to the APCD, an asbestos survey conducted by a Certified Asbestos Inspector; and applicable removal and disposal requirements of identified asbestos containing materials.

Monitoring: Monitoring shall occur as necessary to ensure all construction activities are conducted in compliance with the above measures. Measures also require that a person be appointed to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust off-site.

Section: Cultural Resources

CR/mm-1 Prior to issuance of a grading or building permit, the applicant shall submit to the City of Morro Bay Department of Planning and Building an Archaeological Monitoring Plan for review and approval. The plan shall include, at minimum:
a) Archaeological and Native American monitoring of 01 all site preparations, including but not limited to foundation removal, grading, building pad preparations, footing excavations, roadway grading, underground trenching, and all other earth disturbances associated with the proposed development. Archaeological and Native American monitors shall be approved by the City.
b) A list of all personnel involved in the monitoring activities.
c) Clear identification of what portions of the project (e.g., phases, areas of the site, types of activities) would require monitoring.
d) Description of how the monitoring shall occur.
e) Description of monitoring frequency.
f) Description of resources expected to be encountered
g) Description of circumstances that would result in work stoppage or diversion in the case of discovery at the project site.
h) Description of procedures for stopping or diverting work at the project site and notification procedures.
i) Description of monitoring reporting procedures.

CR/mm-2 In the event that intact and/or unique archaeological artifacts or historic or paleontological resources are encountered during grading, clearing, grubbing, and/or other construction activities associated with the proposed project involving ground disturbance, all work in the immediate vicinity of the find shall be stopped immediately, the onsite archaeological and Native American monitors shall be notified, and the resource shall be evaluated to ensure the discovery is adequately recorded, evaluated and, if significant, mitigated.

CRlmm-3 Upon completion of all monitoring and mitigation activities, and prior to final inspection or occupancy, whichever occurs first, the Applicant shall submit to the City of Morro Bay Planning and Building Division a report summarizing all monitoring and mitigation activities and confirming that all recommended mitigation measures have been met.

CRlmm-4 Prior to any grading or construction, contractors involved in grading and grubbing activities shall receive training from a City-approved qualified archaeologist knowledgeable in local tribes. At a minimum, the training shall address the following:
a) Review of the types of archaeological artifacts that may be uncovered.
b) Provide examples of common archaeological artifacts to examine.
c) Review what makes an archaeological resource significant to archaeologists and local Native Americans.
d) Describe procedures for notifying involved or interested parties in case of a new discovery.
e) Describe reporting requirements and responsibilities of construction personnel.
f) Review procedures that shall be used 10 record, evaluate, and mitigate new discoveries.

g) Describe procedures that would be followed in the case of discovery of disturbed or intact human burials and burial-associated artifacts.

Employees completing this training shall be given a special helmet sticker or card to show they have completed the training. The sticker or card shall be kept with them at all times while at the work site.

Monitoring: Archaeological monitoring and reporting by a qualified subsurface archaeologist and Native American representative would be required during all earth disturbances associated with development of the project.

Section: Geology/Soils

GSlmm-1 Prior to issuance of grading and building permits, the applicant shall submit plans incorporating the recommendations put forth by the Soils Engineering Report (GeoSolutions, Inc. 2010). These apply to preparation of building pads, mat foundation, driven piles, preparation of paved areas, foundation settlement, slab-an-grade construction, retaining walls, pavement design, additional geotechnical services needed during plan development, review of grading and foundation documents prior to construction, construction inspections and testing as required, beginning with the stripping of vegetation at the site, special inspection services, preparation of construction reports and special inspection reports, and inspections for controlled fill thicknesses greater than 12 inches.

GSlmm-2 Development design shall conform to the requirements of the latest edition of the California Building Code.

GSlmm-3: Prior to issuance of grading permits, a drainage and erosion control plan and Stormwater Pollution Prevention Plan (SWPPP) shall be developed in conjunction with RWQCB staff and City staff to reduce the potential for erosion and down-gradient sedimentation. Grading and construction plans shall include measures to prevent and avoid spills or spread of dangerous materials and clean-up procedures in the event of a spill, and measures to reduce rilling of any stockpiled soils. The plan shall be completed prior to construction for review and approval by the City. Monitoring of construction activities shall occur as needed to ensure compliance with the erosion control plan.

Monitoring: Design plans shall be inspected and approved to ensure compliance with the requirements of the Soils Engineering Report. Monitoring of construction activities shall occur as needed to ensure compliance with design plans and the drainage and erosion control plan.

Section: Greenhouse Gas Emissions

GHGlmm-1 Prior to issuance of grading and building permits, the applicant shall incorporate GHG reduction measures listed below, to the maximum extent feasible:

Site Design Measures

a) Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.
b) No residential wood burning appliances except those approved by the APCD (APCD Rule 504).

Energy Efficiency Measures

a) Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted.
b) Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.
c) Utilize high energy efficiency heating and cooling systems, gas or solar water heaters, appliances (i.e., Energy Star), and interior lighting.
d) Utilize double-paned windows.
e) Install door sweeps and weather stripping (if more efficient doors and windows are not available).
f) Install energy-reducing programmable thermostats.
g) Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.

Monitoring: Compliance with recommended measures will be verified by the City prior to issuance of building permits, and verified during building inspection.

Section: Hazards/Hazardous Materials

HAZ/mm-1 Prior to issuance of grading permits, a Spill Prevention Control and Countermeasure Plan shall be developed and submitted to the City for approval. The plan shall identify hazardous materials to be used during construction and operation, and shall identify procedures for storage, distribution, and spill response. The plan shall specifically address potential spill events into the existing culvert in the Caltrans right-of-way and Morro Creek Equipment refueling shall be done in nonsensitive areas and such that spills can be easily and quickly contained and cleaned up without entering the existing stormwater drainage system or creek. The plan shall include procedures in the event of accidents or spills, identification of and contact information for immediate response personnel, and means to limit public access and exposure. Any necessary remedial work shall be done immediately to avoid surface or ground water contamination.

Monitoring: Monitoring shall occur as necessary to ensure development is proceedings consistent with the Spill Prevention Control and Countermeasure Plan and standard asbestos regulations.

Section: Hydrology/Water Quality

HWQ/mm-1 Prior to issuance of grading permits, the applicant shall submit a final grading and drainage plan for review and approval by the City Engineer. The plans shall be consistent with the Project Drainage Report and Hydraulic Design prepared for the project (Above Grade Engineering, Inc.2011).

HWQ/mm-2 Prior to issuance of grading permits, the applicant shall submit a Storm Drain and Storage System Maintenance Plan for review and approval by the City Engineer. The plans shall include requirements for annual maintenance of the catch basins, storm drains and storage system, including detention basins, vegetated swales, and any storm drain systems including catch basins and cleanouts.

HWQ/mm-3 Prior to issuance of grading and building permits, the applicant shall submit construction plans incorporating Low Impact Development (LID) planning principles, to the maximum extent feasible:
a) Preserve native vegetation;
b) Reduce impervious area;

c) Use pervious pavements and green roofs wherever practicable;
d) Disconnect impervious areas by routing runoff to vegetated or pervious areas (e.g., tree boxes, rain gardens, lawns, buffers, and strips);
e) Minimize the use of gutters, pipelines, and channels which concentrate and accelerate flow;
f) Keep drainage paths long (e.g., with meandering grassy swales);
g) Decentralize retention through the use of small, dispersed facilities (e.g., rain gardens);
h) Amend soils to increase soil absorption and infiltration rates.

Monitoring: Monitoring shall occur as necessary to ensure development is proceedings consistent with the final grading and drainage plan and Storm Drain and Storage System Maintenance Plan.

Section: Noise

N/mm-1 Prior to issuance of building permits, the applicant shall submit plans incorporating noise mitigation measures, including, but not limited to:
a. Exterior balcony railings of solid construction to a height of at least 36 inches
b. location of all vents and other roof and wall penetrations on walls and rooft facing away from the noise source (on the north, west and east elevations whenever possible)
c. use of bends and insulation in ventilation systems
d use of closable dampers
e. Sound Transmission Class rated wall, door and window materials
f use of acoustical sealant on all windows and other openings as appropriate.

Monitoring: Monitoring shall occur as necessary to ensure development is proceedings consistent with the specifications set forth in the Sound Level Assessment and that all exterior and interior noise levels are consistent with levels established in the Noise Element prior to occupancy.

Section: Transportation/Circulation

TC/mm-1 Prior to issuance of building permits, the applicant shall pay a pro rata share for signalization and related improvements at the intersection of Highway 41 (Atascadero Road) and Main Street. The fee shall be proportional to increased traffic generated by the subject project at the intersection (81 average daily trips), as estimated by the Traffic Engineering and Circulation Analysis Report (OEG 2011) and subject to review and approval of the City Engineer.

Based on traffic levels at the intersection (6,900 based on the most recent Caltrans data) and estimated cost of improvements ($1,940,000), the project's pro rata share would be $23,280 (8//6.900 trips ~ 1.2%. 1.2% of $1.940,000 ~ $23,280).

TC/mm-2 Prior to issuance of grading and building permits, the applicant shall submit a copy of the Encroachment Permit issued by the California Department of Transportation (Caltrans) for improvements within Highway 41 right-of-way.

Monitoring: Compliance will be verified by the City prior to development of the project.

PUBLIC WORKS CONDITIONS:

The Engineering Division has reviewed the proposed tentative map and project plans; and has determined that as presented and conditioned, the project meets the requirements of the City of Morro Bay as required by the City's Municipal Code. In order to approve the final Map the applicant is required to make the

required submittals and pay associated fees as identified in MBMC 16.24 to the satisfaction of the City Engineer

1. Prior to Final Map approval, provide a final Drainage Report prepared by a Registered Civil Engineer. The Drainage Report shall conform to Stormwater Management for New and Redevelopment Projects within the City of Morro Bay in the July 2011 amendment to the City Standard Drawings and Specifications. Specifically, this project shall meet the requirements of the following Parts:

   a. Part 1: Protection of Water Quality

   b. Part 2: Runoff Volume Controls at the Tier 3 level

   c. Part 3: Peak Runoff Flow Control

      *For more information go to: http://ca-morrobay.civicplus.com/index.aspx?NID=688 Scroll to the bottom and click Engineering Standards for LID/Hydromodification

2. Intersection Improvement Fees: The applicant shall pay a pro rata share for signalization and related improvements at the intersection at Highway 41 and Main Street. The said fee shall be proportional to increased traffic generated by the subject project at said intersection as estimated by a traffic engineer and subject to review and approval by the City Engineer. The traffic volume on Atascadero Road at Highway One is 2,800 ADT. The estimated cost of the improvements to the intersection is $980,000 base on the 1988 Circulation Element of the General Plan (ENR=4519). Present day cost is estimated at $1,938,300 (ENR=8938).

3. A well destruction permit shall be obtained from San Luis Obispo County Department of Public Health prior to the recordation of the final map.

FIRE DEPARTMENT CONDITIONS:

1. Fire Apparatus Access An Approved fire apparatus access road shall be provided for this project and shall extend to within 150 feet of all the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. (CFC503.1.1)
2. Access Road Dimensions. Fire lanes providing one-way travel shall be a minimum of 16 feet in width, and fire lanes with two-way travel shall be a minimum of 24 feet in width (NFPA 1141 Section 5.2.3 & 5.4.2-Fire Protection in Planned Building Groups) and an unobstructed vertical clearance of not less than 13 feet 6 inches.

   a. Exception: Pursuant to CFC 101.3 (Intent) and CFC 104.8 (Modifications), the Chief has authorized the use of CFC 503.2.1 and CCR Title 19 Div I, Section 3.05(a) to permit a fire access roadway width modification of 20-feet for two-way travel. The modification approval is based on a 35.20-foot fire apparatus (truck), successfully negotiating a proposed 20-foot wide fire access roadway, as demonstrated by use of Auto turn Program and presented as Exhibit 16/23/11.

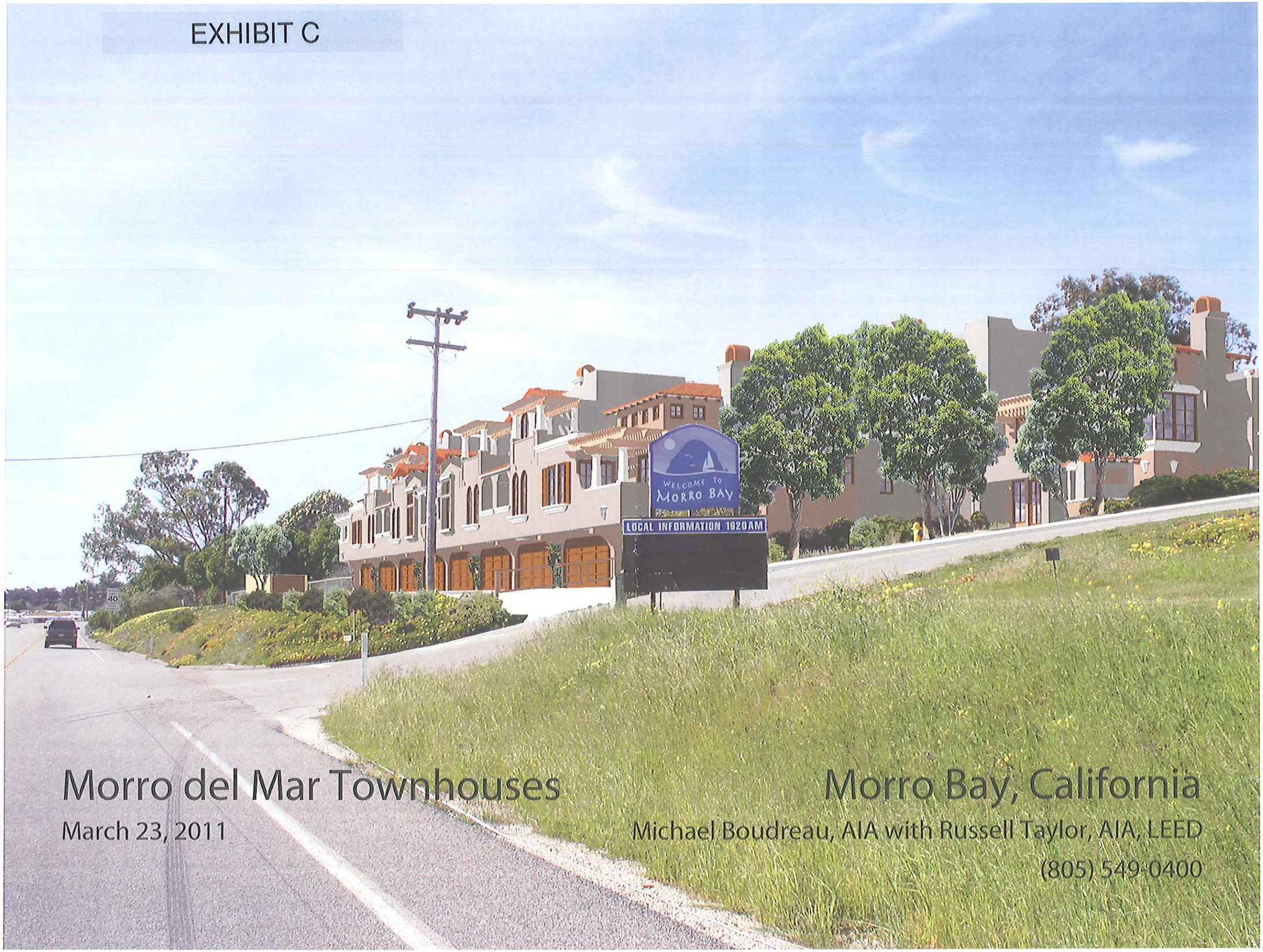
b. Access Road Curbs. Additionally, the fire access road shall be constructed with Rolled Curbs located at the northwest and southwest corners, for apparatus to better negotiate those corners.

3. Access Road Turn Radius. Turns in fire lanes shall be constructed with a minimum radius of 25 feet at the inside curb line and a minimum radius of 50 feet at the outside curb line. (NFPA 1141 Section 5.4.3)
4. Access Road angle of approach and departure shall not exceed 8 degrees. (NFPA 1141 Section 5.4.5)

RECREATION AND PARKS CONDITIONS

1. In accordance with the Morro Bay Municipal Code 16.16.030 Parkland Dedication Requirements, the subdivision is required to pay a park in-lieu fee (less than 50 parcels). This fee shall be paid in full prior to the recordation of the final map.

EXHIBIT C



Morro del Mar Townhouses

March 23, 2011

Morro Bay, California

Michael Boudreau, AIA with Russell Taylor, AIA, LEED

(805) 549-0400

Morro del Mar Townhouses

March 23, 2011

Morro Bay, California

Michael Boudreau, AIA with Russell Taylor, AIA, LEED

(805) 549-0400

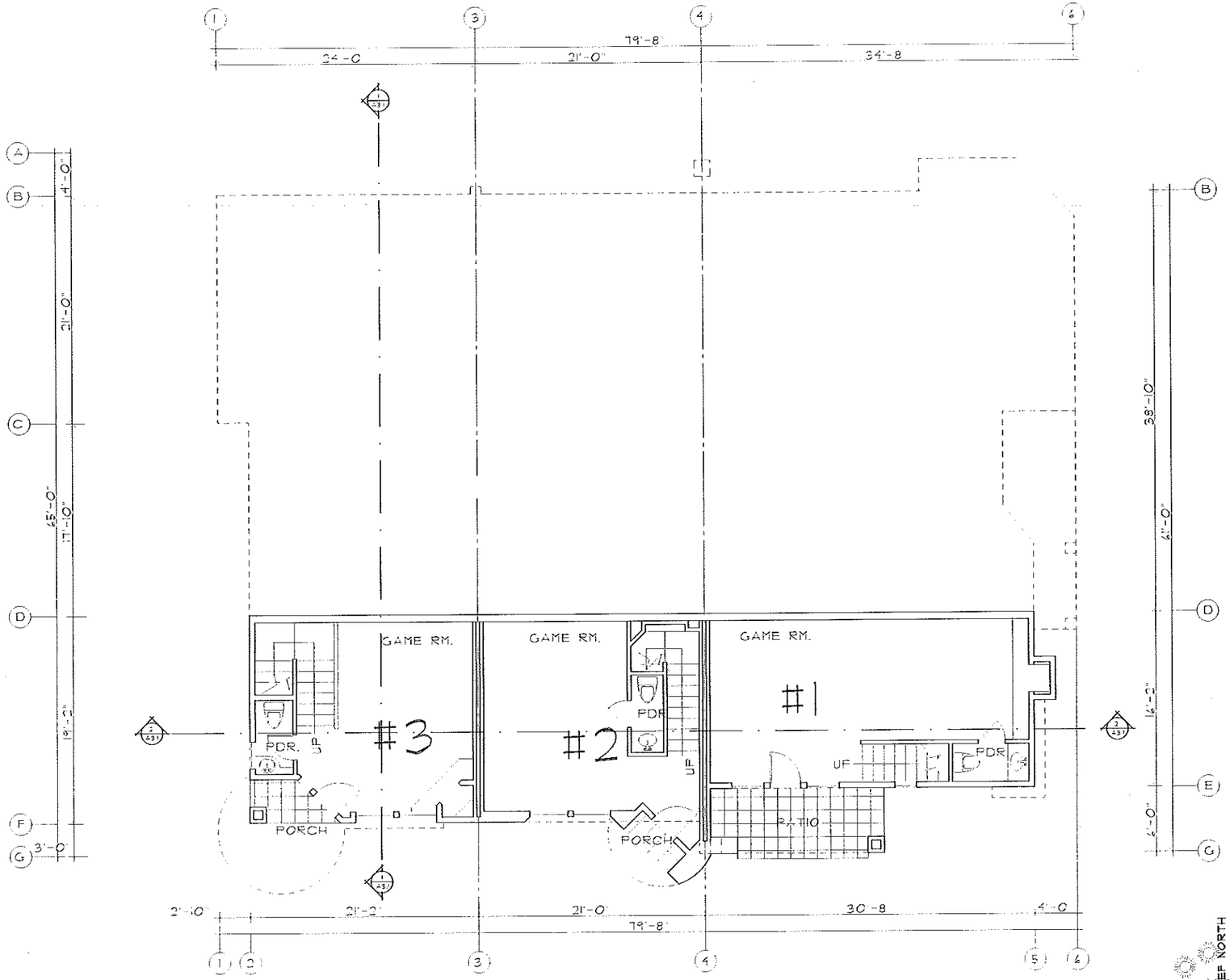
Morro del Mar Townhouses

March 23, 2011

Morro Bay, California

Michael Boudreau, AIA with Russell Taylor, AIA, LEED

(805) 549-0400



Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0100
MBarchitecture.com

A 1 A

Morro del Mar

14 New
Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

87-Plans-A-Base

Scale 1/4" = 1'-0"

Sheet Title

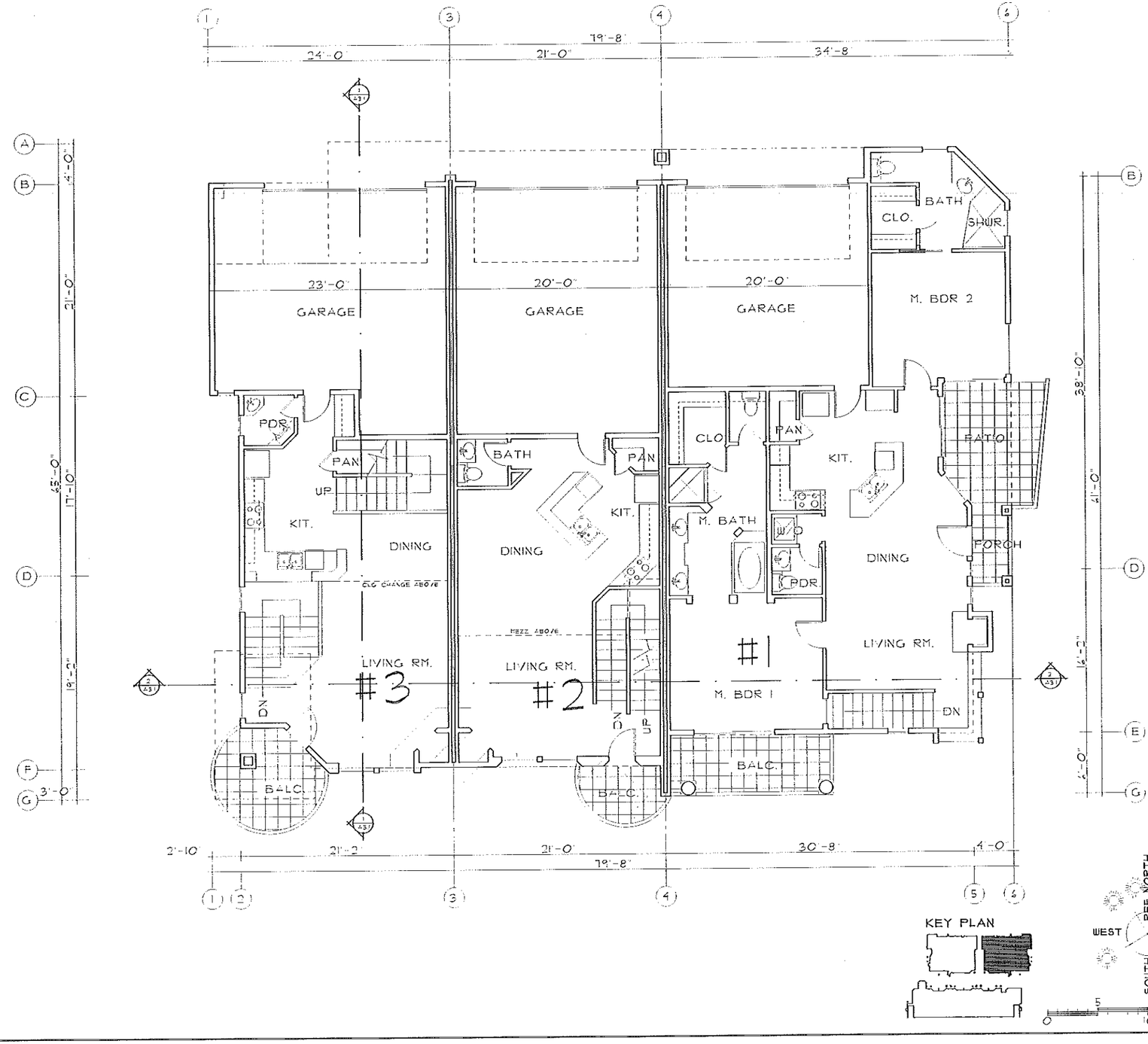
Townhouse Group A
1st Floor Plan

Sheet Number

A 2A-1

Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0100
MBarchitecture.com

A 1 A



Morro del Mar

14 New
Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068--231--018

© 2011

Date July 1, 2011

Revisions

Job Number 2011-83

Scale 1/4" = 1'-0"

Sheet Title

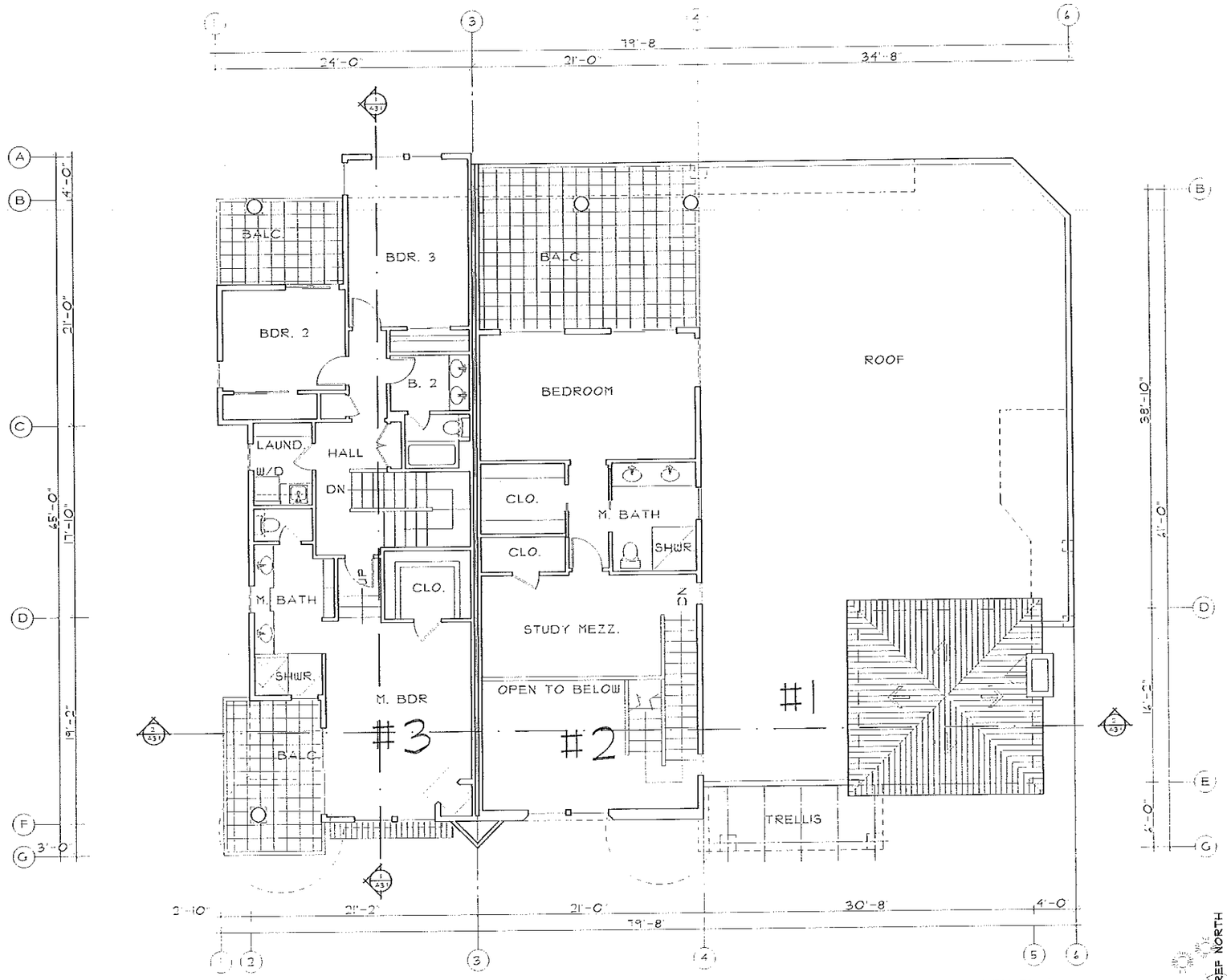
Townhouse Group A
2nd Floor Plan

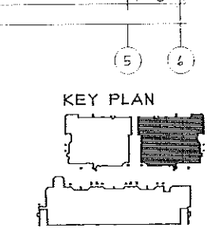
Sheet Number

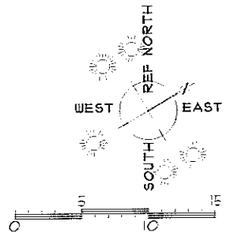
A 2A-2

Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MIBarchitecture.com

A I A







Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

03-Floor-A-Base

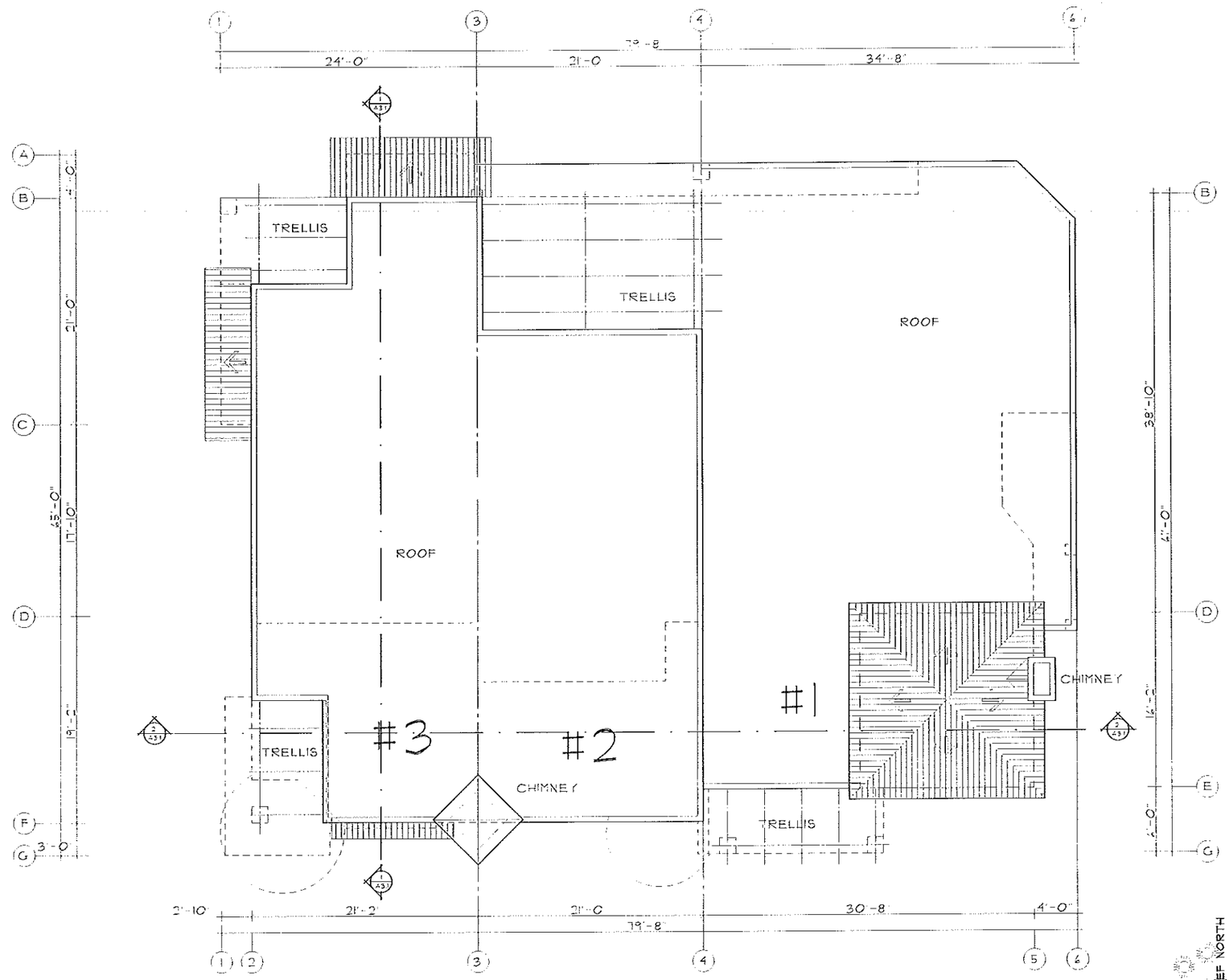
Scale 1/4" = 1'-0"

Sheet Title

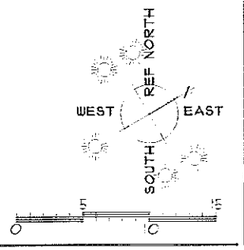
Townhouse Group A
3rd Floor Plan

Sheet Number

A 2A-3



KEY PLAN



Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93101
(805) 549 0100
MBSarchitecture.com

A I A

LICENSED ARCHITECT MICHAEL BOUDREAU No. 15511 STATE OF CALIFORNIA

Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

83-First-A-Base

Scale 1/4" = 1'-0"

Sheet Title

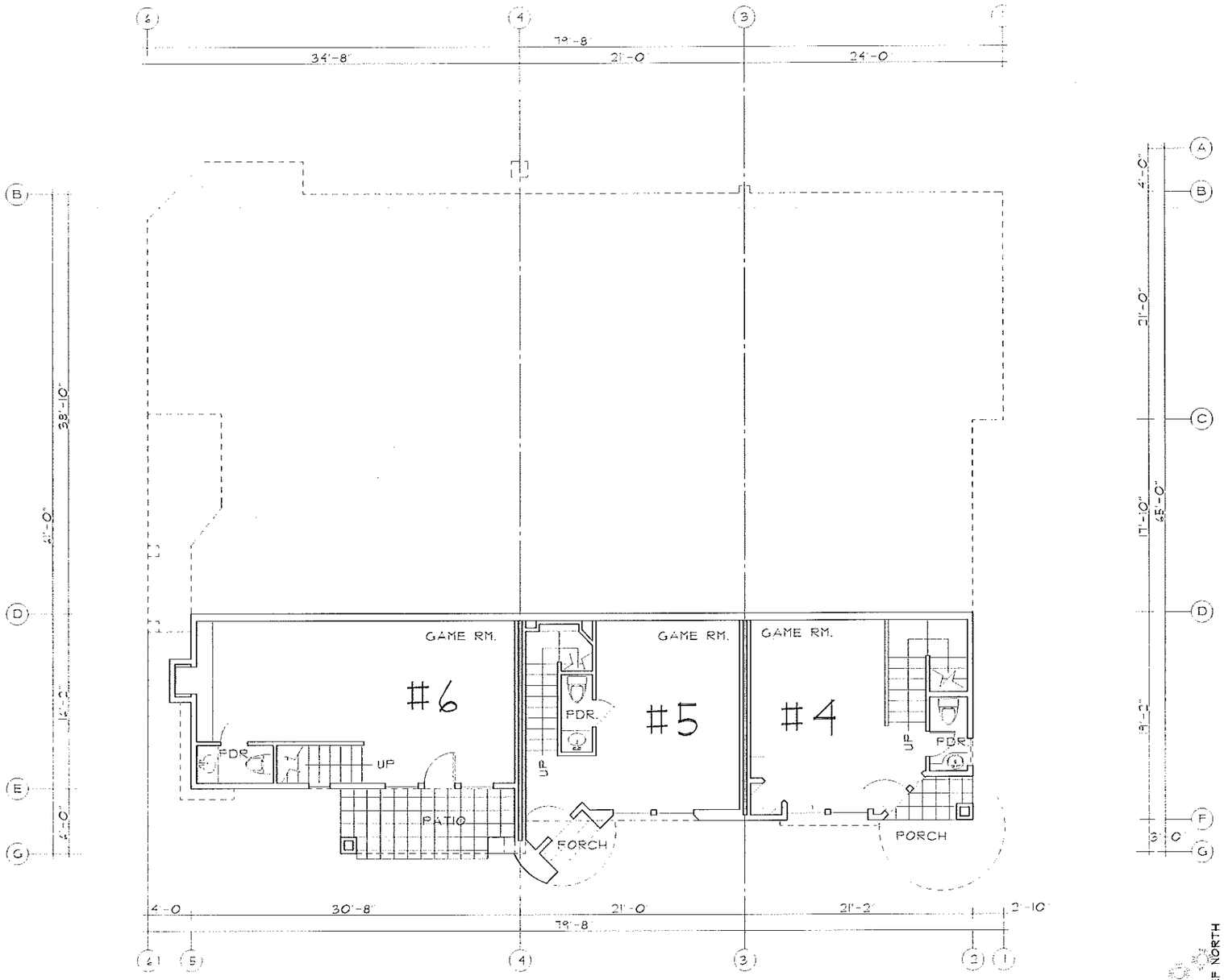
Townhouse Group A
Roof Plan

Sheet Number

A 2A-4

Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MBarchitecture.com

A 1 A



Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

63-Hoge-A-Base

Scale 1/4" = 1'-0"

Sheet Title

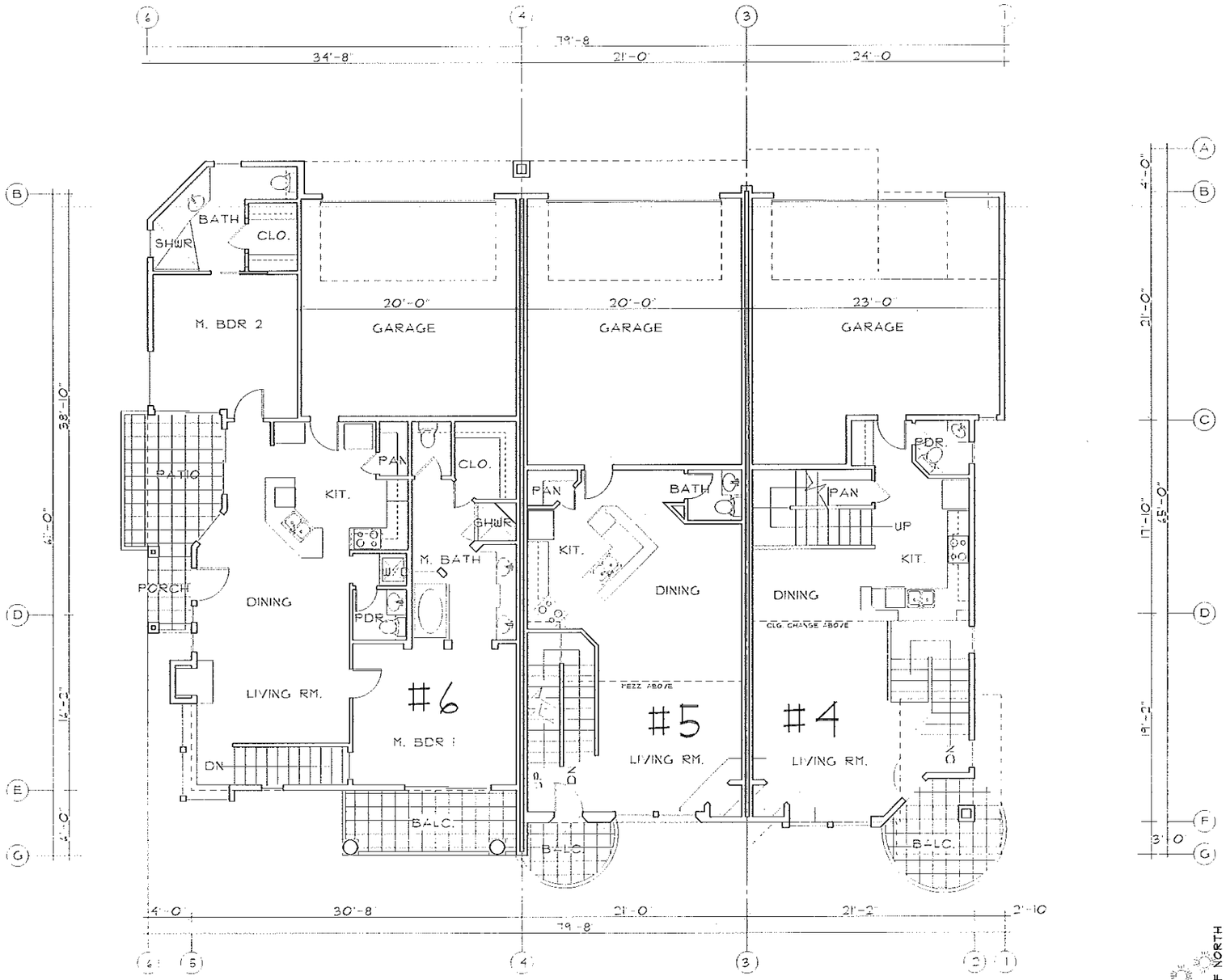
Townhouse Group B
1st Floor Plan

Sheet Number

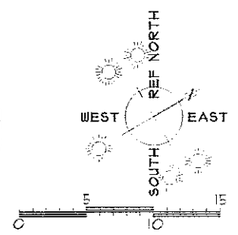
A 2B-1

Michael Boudreau
Architecture + Design
1009 Morro Street, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MBarchitecture.com

A I A



KEY PLAN



Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

© 2011

Date July 1, 2011

Revisions

Job Number 2011-83

83-Floor-A-Base

Scale 1/4" = 1'-0"

Sheet Title

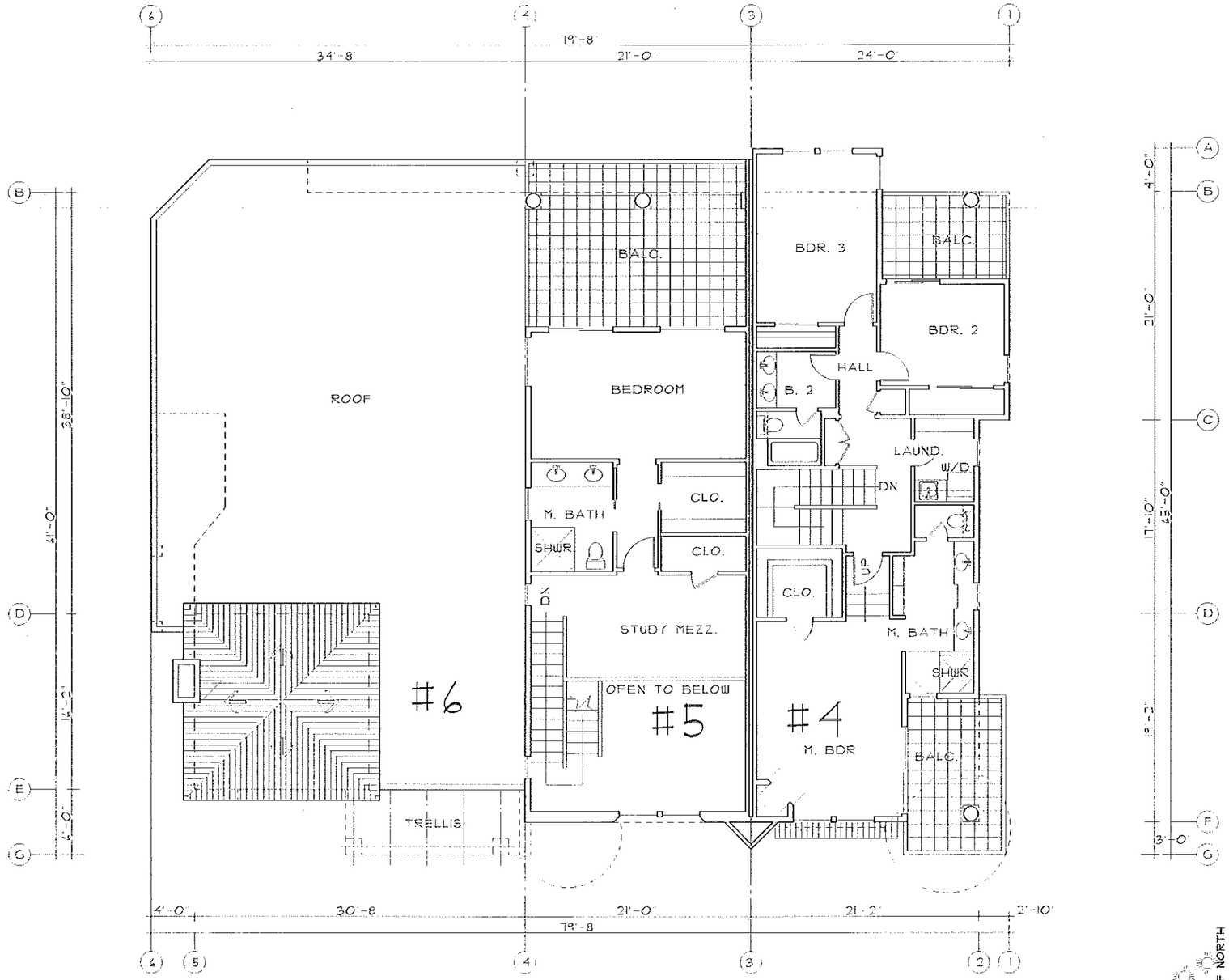
Townhouse Group B
2nd Floor Plan

Sheet Number

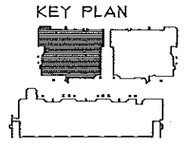
A 2B-2

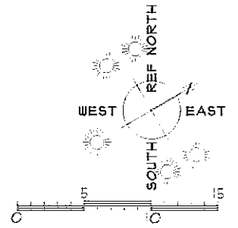
Michael Boudreau
Architecture + Design
1009 Morro Street, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MBArchitecture.com

A I A



KEY PLAN





Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

82-Flwn-A-Base

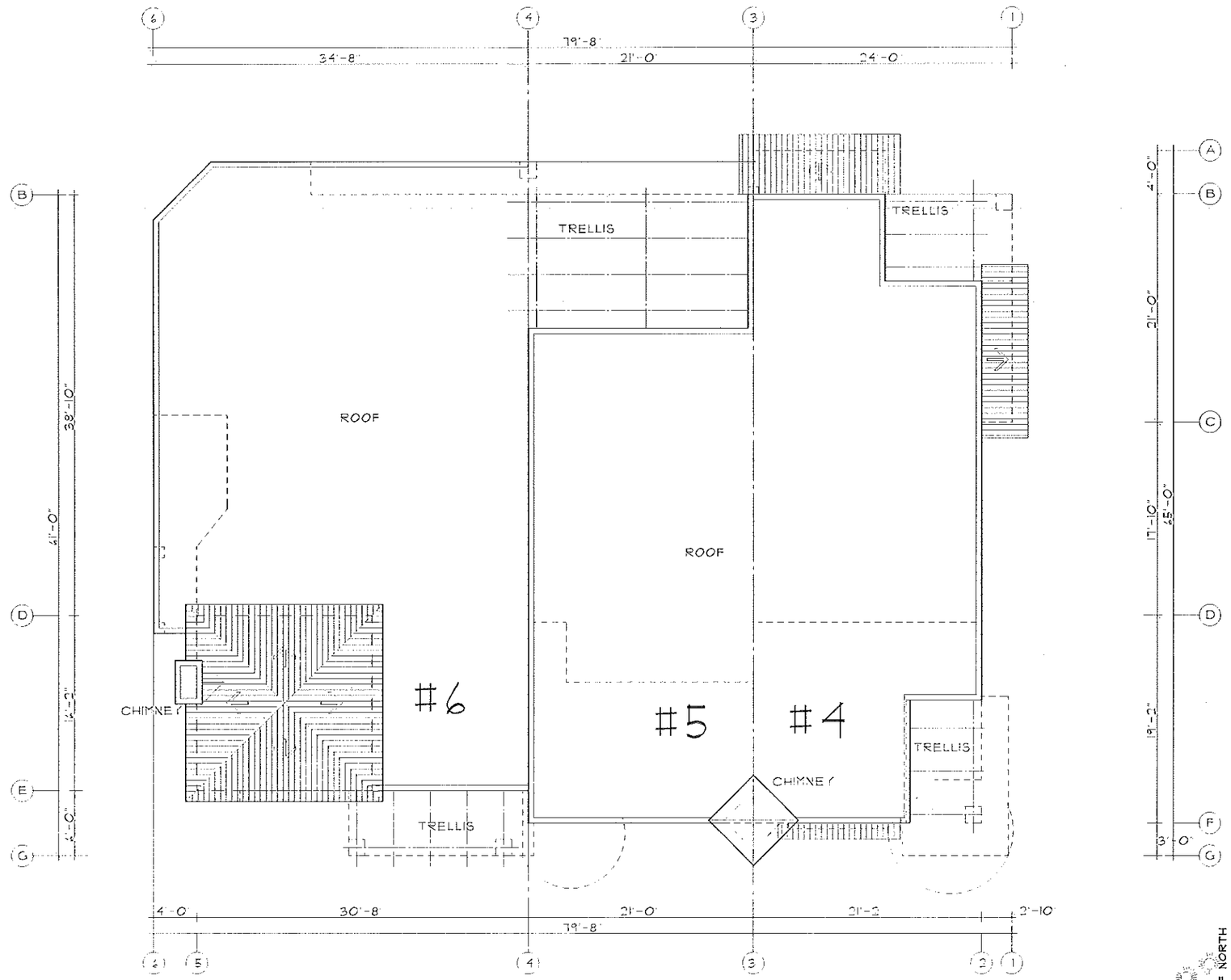
Scale 1/4" = 1'-0"

Sheet Title

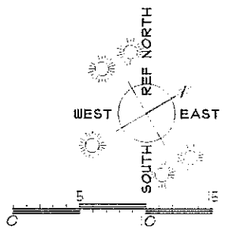
Townhouse Group B
3rd Floor Plan

Sheet Number

A 2B-3



KEY PLAN



Michael Boudreau
Architecture + Design
1069 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0100
MBarchitecture.com
A I A

Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-03

03-Plan-A-Base

Scale 1/4" = 1'-0"

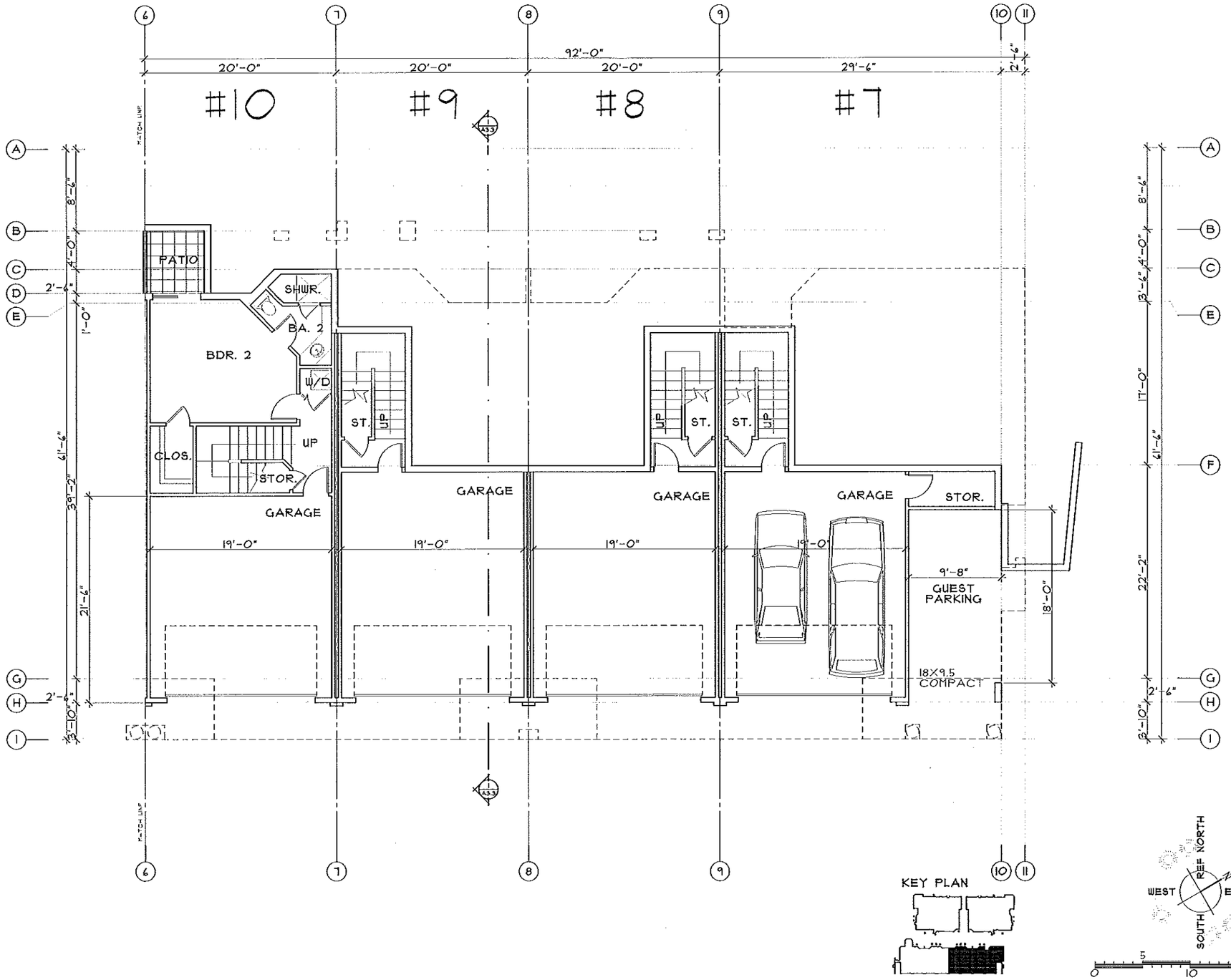
Sheet Title

Townhouse Group B
Roof Plan

Sheet Number

A 2B-4

Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MTBarchitecture.com
A I A



Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

© 2011

Date July 1, 2011

Revisions

Job Number 2011-83

83-Plan-C.sec

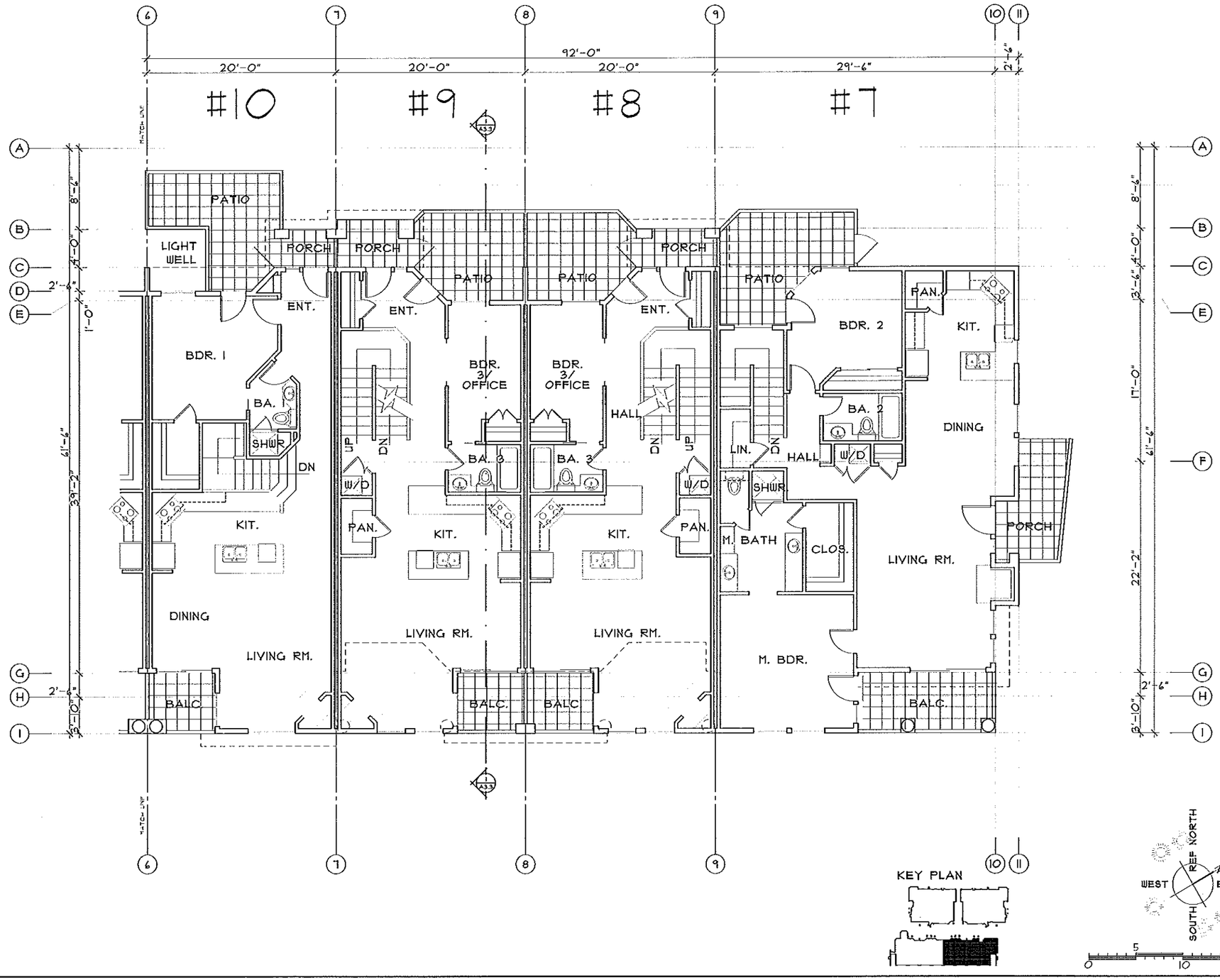
Scale 1/4" = 1'-0"

Sheet Title

Townhouse Group C
East
1st Floor Plan

Sheet Number

A 2CE-1



Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MTBarchitecture.com
A I A

Morro del Mar

14 New Townhouses

1685 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

83-Plan-C.sec

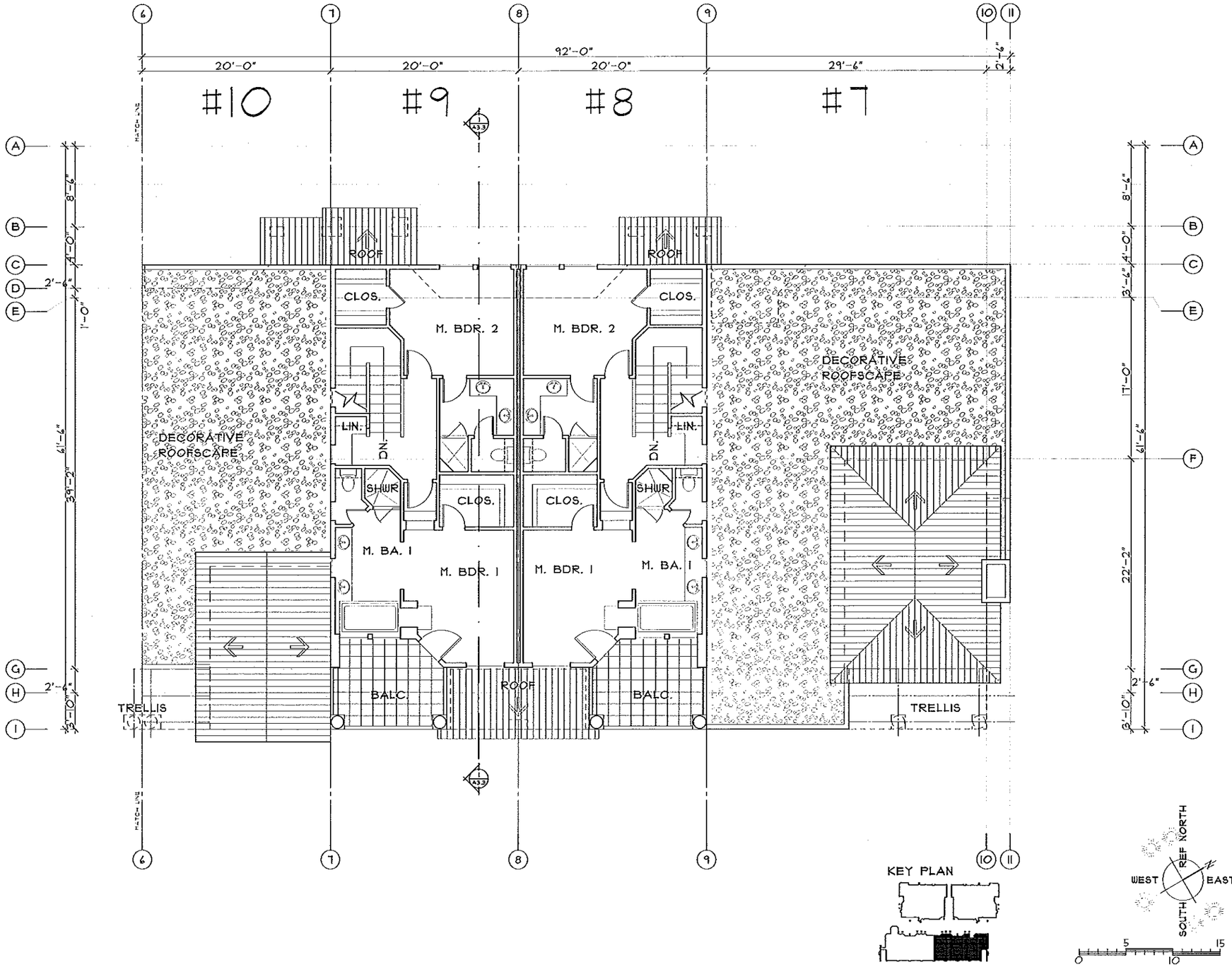
Scale 1/4" = 1'-0"

Sheet Title

Townhouse Group C
East
2nd Floor Plan

Sheet Number

A 2CE-2



KEY PLAN

Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MTBarchitecture.com
A I A

Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

83-Plan-C.rec

Scale 1/4" = 1'-0"

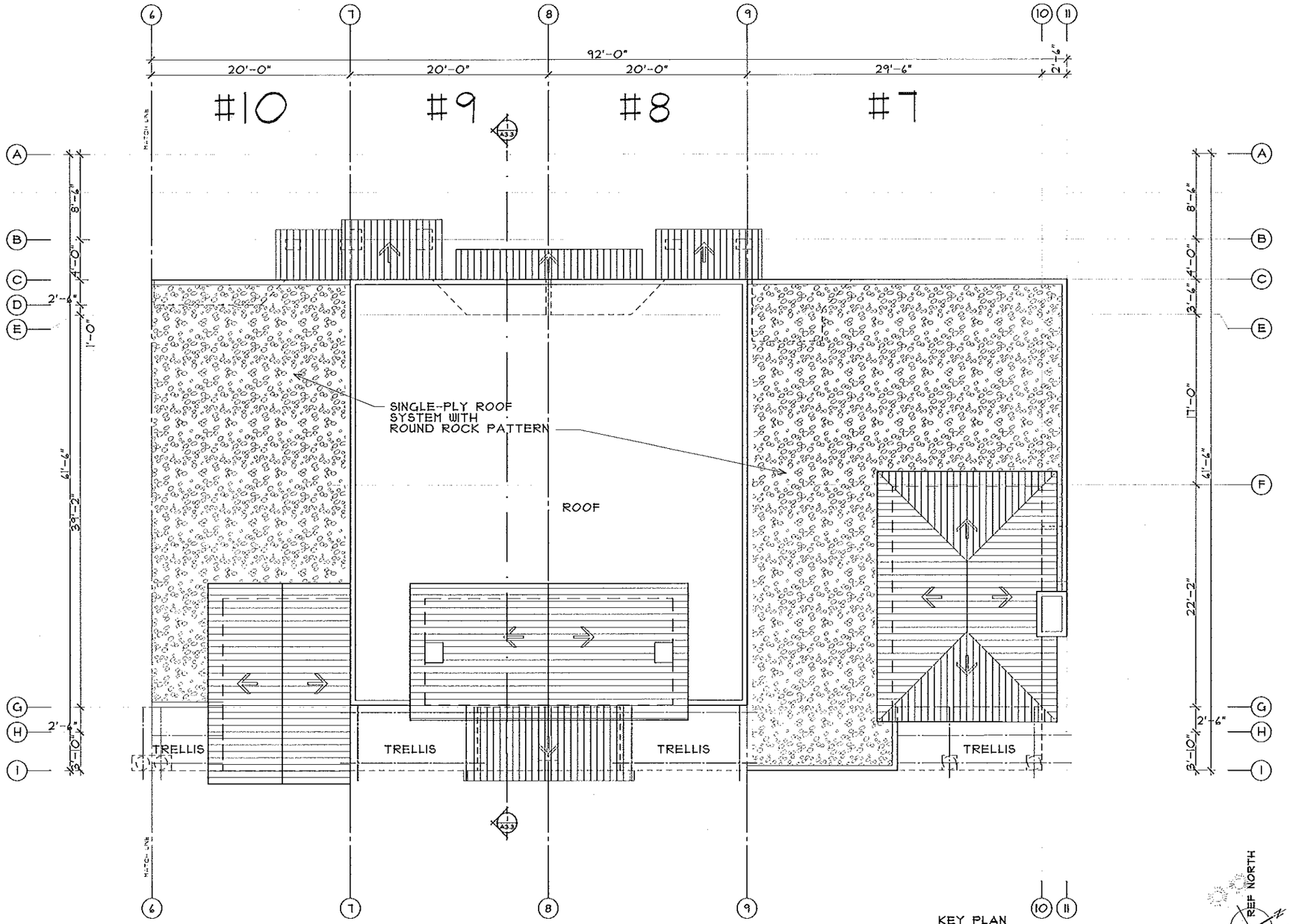
Sheet Title

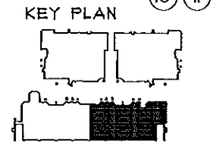
Townhouse Group C
East
3rd Floor Plan

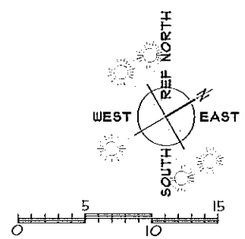
Sheet Number

A 2CE-3

Michael Boudreau
Architecture + Design
1009 Morro Street, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MBarchitecture.com
A I A







Morro del Mar

14 New
Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

© 2011

Date July 1, 2011

Revisions

Job Number 2011-83

63-Plan-C sec

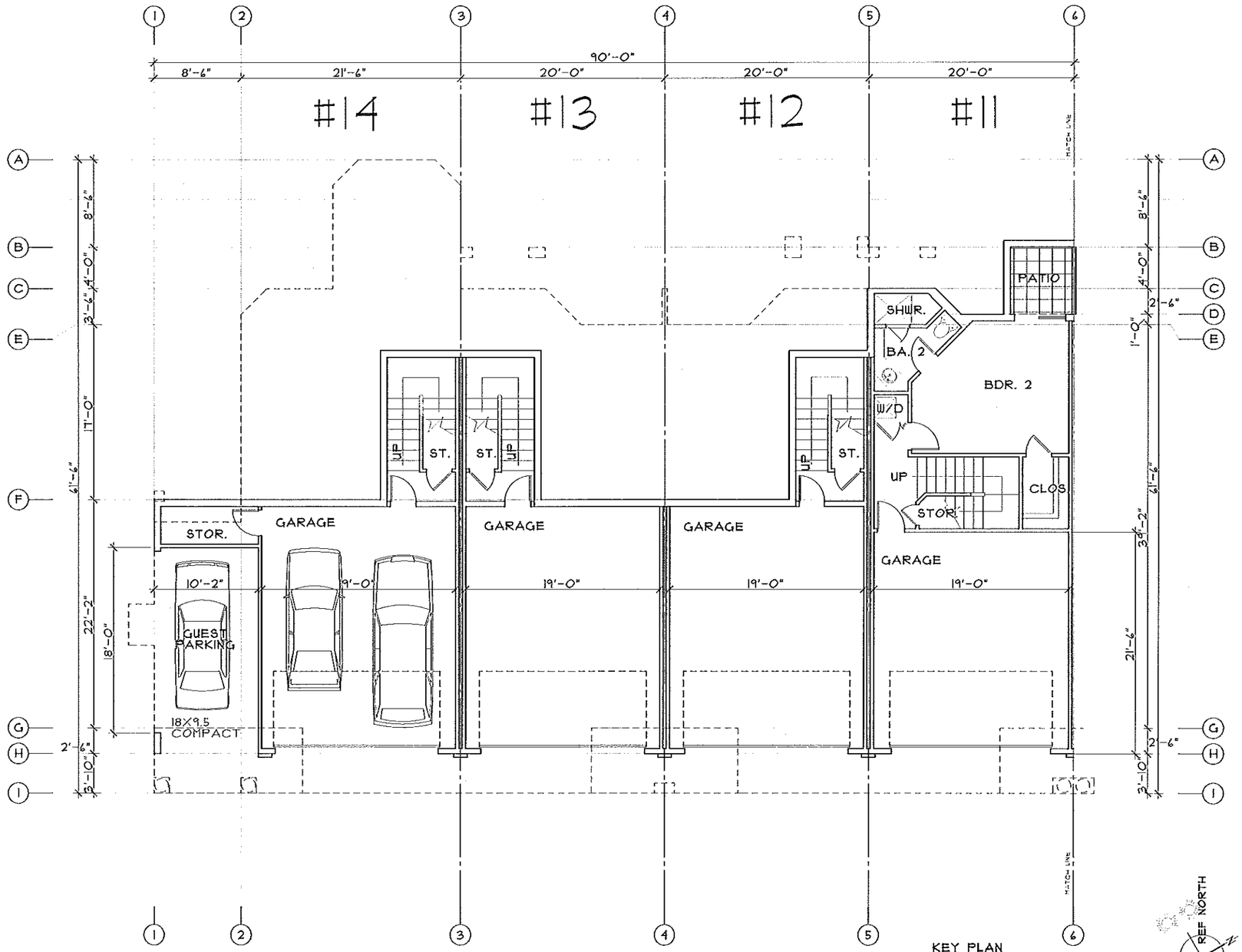
Scale 1/4" = 1'-0"

Sheet Title

Townhouse Group C
East
Roof Plan

Sheet Number

A 2CE-4



Michael Boudreau
Architecture + Design
1009 Morro Street, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MTBarchitecture.com
A I A

LICENSED ARCHITECT MICHAEL THOMAS BOUDREAU STATE OF CALIFORNIA

Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

83-Plan-C.sec

Scale 1/4" = 1'-0"

Sheet Title

Townhouse Group C
West
1st Floor Plan

Sheet Number

A 2CW-1

Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MTBarchitecture.com
A I A

Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

83-Plan-C sec

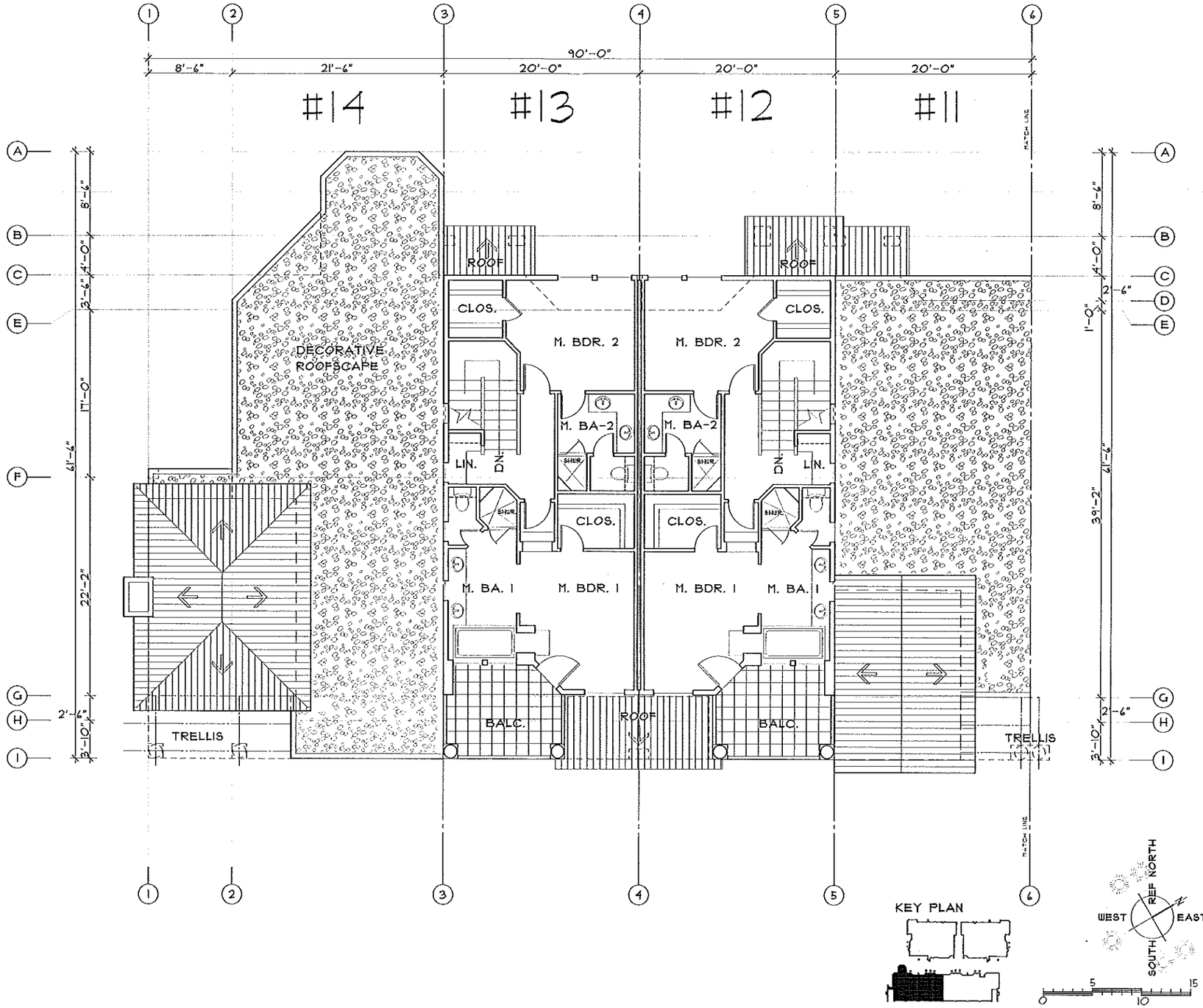
Scale 1/4" = 1'-0"

Sheet Title

Townhouse Group C
West
2nd Floor Plan

Sheet Number

A 2CW-2



Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 649 0400
MTBarchitecture.com

A I A

Morro del Mar

14 New Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-83

83-Plan-C.sec

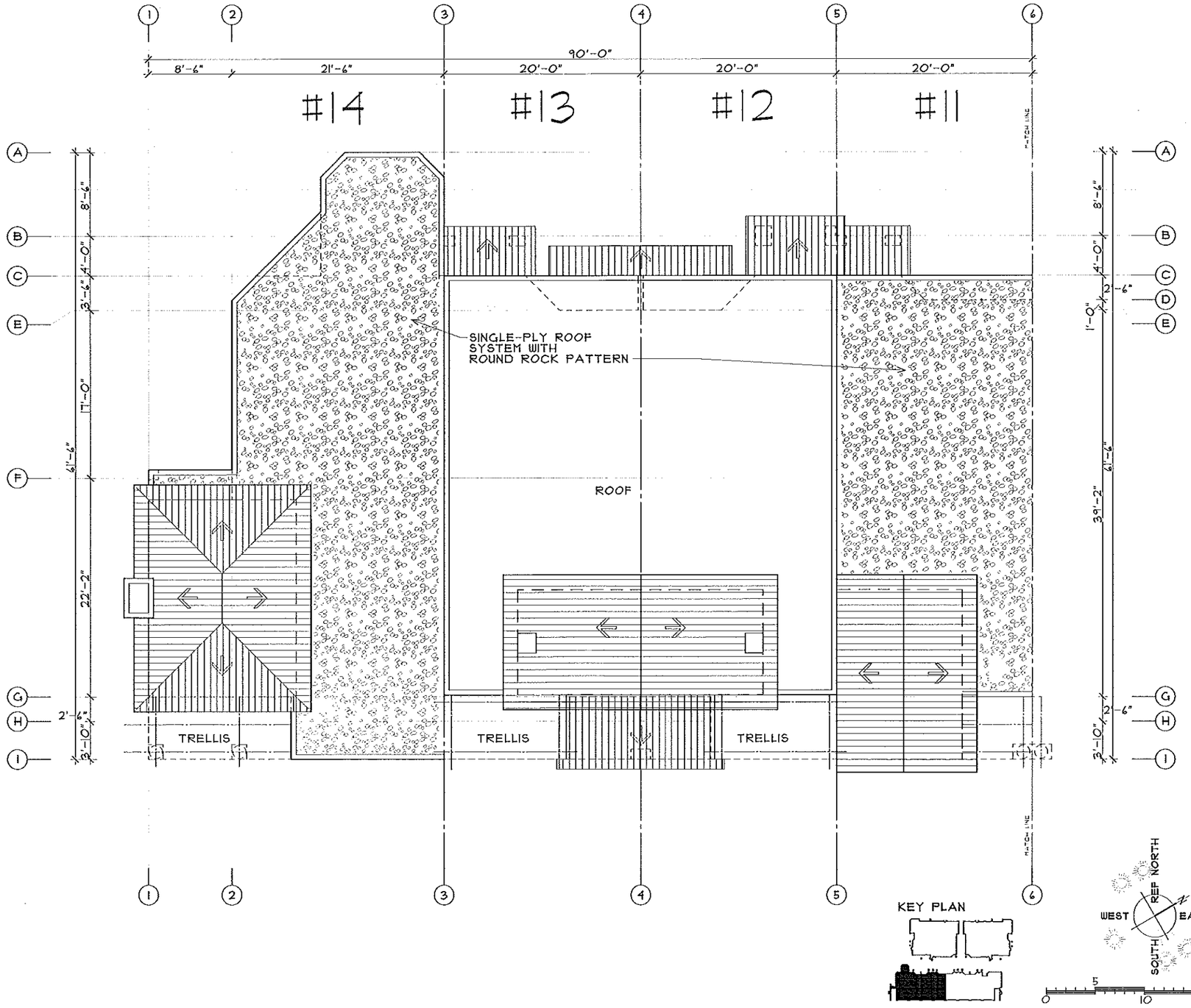
Scale 1/4" = 1'-0"

Sheet Title

Townhouse Group C
West
3rd Floor Plan

Sheet Number

A 2CW-3



KEY PLAN

Michael Boudreau
Architecture + Design
1009 Morro Steet, Suite 205
San Luis Obispo, CA 93401
(805) 549 0400
MTBarchitecture.com

A 1 A

Morro del Mar

14 New
Townhouses

1885 Ironwood
Morro Bay, CA
93442
County of
San Luis Obispo
APN: 068-231-018

Date July 1, 2011

Revisions

Job Number 2011-63

63-Plan-Core

Scale 1/4" = 1'-0"

Sheet Title

Townhouse Group C
West
Roof Plan

Sheet Number

A 2CW-4

1885 Ironwood - Proposed Unit Area with Common and Open Space Calculations

July 1, 2011
Michael Boudreau, AIA
(805) 549-0400

				Per Table below																			
	Unit Floor Area	Required Private Open Space	Provided Private Open Space	Total Required Open Space*	1st Level Gross Floor Area	less Stair	Net Floor Area	Patio	Balcony	Total Private Area	2nd Level Gross Floor Area	less Stair	Net Floor Area	Patio	Balcony	Total Private Area	3rd Level Gross Floor Area	less Stair	Net Floor Area	Patio	Balcony	Total Private Area	Garage
Building A		15%																					
Unit #1	**1,794**	269	**311**	807	496	0	496	98	0	98	1,341	43	1,298	120	93	213	0	0	0	0	0	0	425
Unit #2	**1,693**	254	**359**	762	411	0	411	0	0	0	693	78	615	0	45	45	667	0	667	0	314	314	525
Unit #3	**2,132**	320	**323**	1,066	380	0	380	0	0	0	727	81	646	0	95	95	1,172	66	1,106	0	228	228	535
Building B																							
Unit #4	**2,132**	320	**315**	1,066	380	0	380	0	0	0	727	81	646	0	95	95	1,172	66	1,106	0	220	220	535
Unit #5	**1,693**	254	**359**	762	411	0	411	0	0	0	693	78	615	0	45	45	667	0	667	0	314	314	525
Unit #6	**1,794**	269	**303**	807	496	0	496	98	0	98	1,341	43	1,298	112	93	205	0	0	0	0	0	0	425
Building C																							
Unit #7	**1,410**	211	**224**	564	117	0	117	0	0	0	1,365	72	1,293	132	92	224	0	0	0	0	0	0	532
Unit #8	**1,680**	252	**261**	756	117	0	117	0	0	0	900	82	818	103	45	148	818	73	745	0	113	113	490
Unit #9	**1,680**	252	**263**	756	117	0	117	0	0	0	900	82	818	105	45	150	818	73	745	0	113	113	490
Unit #10	**1,291**	194	**210**	517	440	0	440	39	0	39	904	53	851	126	45	171	0	0	0	0	0	0	433
Unit #11	**1,291**	194	**210**	517	440	0	440	39	0	39	904	53	851	126	45	171	0	0	0	0	0	0	433
Unit #12	**1,680**	252	**263**	756	117	0	117	0	0	0	900	82	818	105	45	150	818	73	745	0	113	113	490
Unit #13	**1,680**	252	**261**	756	117	0	117	0	0	0	900	82	818	103	45	148	818	73	745	0	113	113	490
Unit #14	**1,378**	207	**233**	551	117	0	117	0	0	0	1,332	72	1,261	141	92	233	0	0	0	0	0	0	553
										274						2,096						1,528	
Totals	**23,326**	**3,499**	**3,898**	**10,442**	Total Required Common Open Space = (Sum of Common and Private)																	Total Garage:	**6,882**

All patio and balcony space is private open space

*** Common open space Table, Subdivision Ordinance Section 16-10.003 (F&G)**

less than	600	30%
600	799	32%
800	999	34%
1000	1199	36%
1200	1499	40%
1500	1799	45%
1800	and over	50%

Arbutus and Ceanothus

Callistemon 'Little John'

Salvia leucantha

Chamerops humulis

Myrica californica

Ceanothus 'Concha'

Rumohra adiantiformis

Phormium tenax 'Atropurpurea'

Stipa tenuissima

Heliotrichon sempervirens

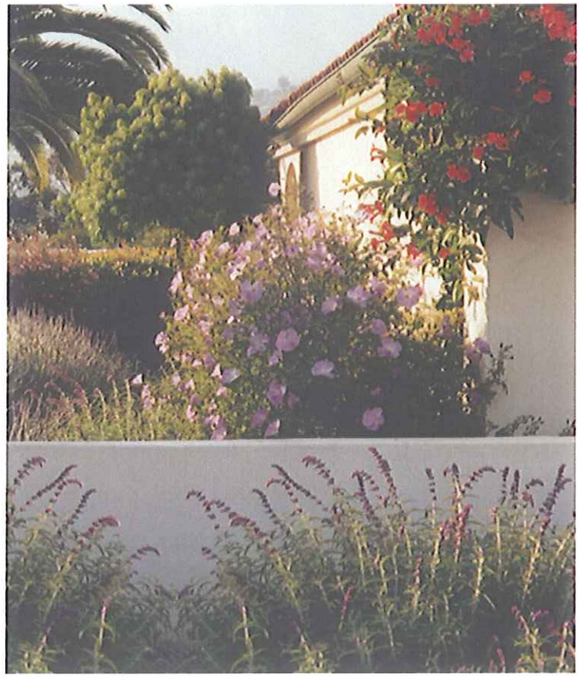
Lantana montevidensis

Gazania sp.

Arctostaphylos 'Carmel Sur'

Ceanothus 'Yankee Point'

Clivia miniata



Landscape Character

Anizigozanthus, Senecio and Aeonium

Morro Del Mar

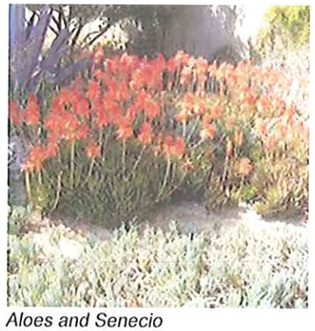
Landscape Character and Plant Materials Palette

Shrubs, Groundcovers and Grasses

187 Tank Farm Road, Suite 230
San Luis Obispo, CA 93401
(805) 781-9800 • fax (805) 781-9803

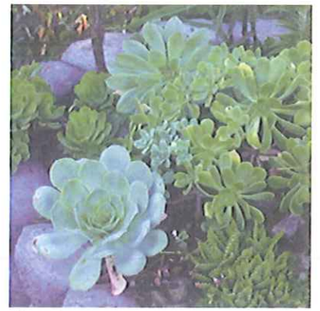
firma landscape architects planning environmental studies

Firma_VillaIronwood1_21103



Aloes and Senecio

Succulent varieties



Aeonium spp.

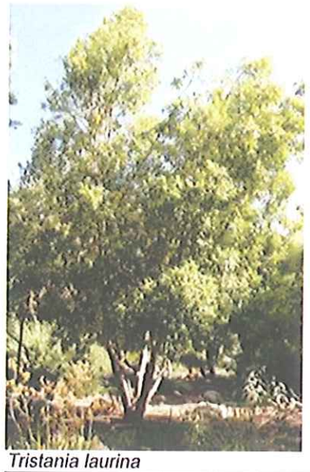
Agave, Senecio and Rosemary

Aloe striata

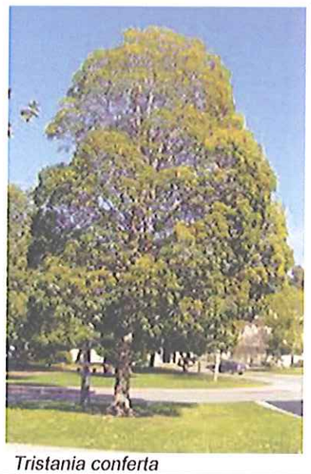
Lampranthus sp.

Aeonium haworthii

Aloe aristata



Tristania laurina

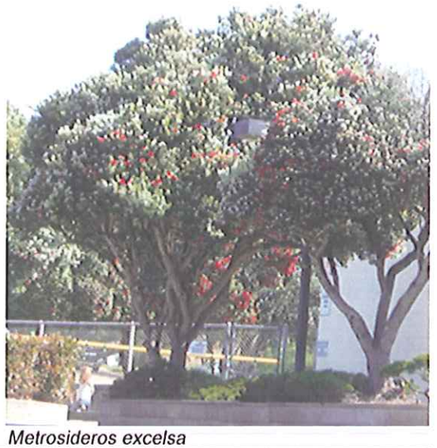


Tristania conferta

Photinia fraseri

Raphiolepis indica 'Majestic Beauty,

Arbutus 'Marina'



Metrosideros excelsa

Morro Del Mar

Landscape Character and Plant Materials Palette

Trees and Succulents

187 Tank Farm Road, Suite 230
San Luis Obispo, CA 93401
(805) 781-9800 • fax (805) 781-9803

firma landscape architects planning environmental studies

Firma_VillaIronwood2_21103

ATTACHMENT D

City of Morro Bay
PUBLIC SERVICES DEPARTMENT
955 SHASTA AVENUE ♦ MORRO BAY, CA 93442
805-772-6261

DRAFT MITIGATED NEGATIVE DECLARATION

CEQA: CALIFORNIA ENVIRONMENTAL QUALITY ACT
CITY OF MORRO BAY
955 Shasta Avenue
Morro Bay, California 93442
805-772-6210

The State of California and the City of Morro Bay require, prior to the approval of any project, which is not exempt under CEQA, that a determination be made whether or not that project may have any significant effects on the environment. In the case of the project described below, the City has determined that the proposal qualifies for a Mitigated Negative Declaration.

CASE NO.: UPO-316, CPO-349

PROJECT TITLE: Morro del Mar, Vesting Tentative Tract Map #3031

PROJECT LOCATION: northwest corner of Highway 41 and Ironwood Avenue

APPLICANT / PROJECT SPONSOR:

Applicant:

Morro del Mar Properties LLC

Applicant's Representative:

Cathy Novak Consulting
P.O. Box 296
Morro Bay, CA 93443
(805) 772-9499

PROJECT DESCRIPTION: The applicant proposes to subdivide one 0.92-acre parcel (APN # 068-231-018) into 15 lots for the development of 14 townhouse residences between 1,099 and 2,059 square feet each, and one 19,416-square foot common area lot. All townhouses would be clustered in three separate two-story building structures. The common lot would include a shared driveway along the perimeter of the parcel and common walkways, guest parking, trash enclosure, landscaping and general open areas in between and around the buildings.

The project would result in the disturbance of the entire 0.92-acre site, including approximately 1,000 cubic yards of cut and 2,000 cubic yards of fill. The project would include the removal of all existing structures, improvements (private well abandonment), landscaping, and trees. A combination retaining wall and vehicle and wood pedestrian guard is proposed along the western

property line (up to 9 feet in height as measured from the adjacent property, tapering to 2.5 feet in height) and along the northern property line (up to 7.5 feet in height as measured from the project site); the applicant requests a height exception to allow a fence exceeding six feet, six inches. The project would utilize existing City water and sewer connections, and stormwater drainage would connect to the existing catch basin running within the Caltrans right of way along Highway 41 (Atascadero Road).

The project also proposes to utilize the Caltrans right-of-way adjacent to the southern boundary of the project site for landscaping purposes and construction of an approximately 25 foot long, 2.5 foot wide, and 5 foot deep trench for installation of an approximately 18 inch diameter pipe for storm water drainage to tie into an existing system. The pipe would be installed approximately 200 feet southwest of the Ironwood Avenue/Highway 41 intersection and would run perpendicular to the highway. This component is also designed to add fill material in the right-of-way, which would avoid the need for construction of a 4 foot retaining wall along the south property line. Plant materials in this area would be native, drought tolerant and would not exceed 30 inches in height, per Caltrans standards. The existing asphalt driveway located at the western side of the Caltrans right of way and providing access to the site would be abandoned. The asphalt would be removed from the right of way, top soil added, and the area would be re-vegetated to match existing plant material and stabilize the area.

The proposed project is located at the northwest corner of Highway 41 and Ironwood Avenue in the city of Morro Bay. The project is within the High Density Residential land use category, with a Planned Development overlay, and is surrounded by single family residences to the east and west, a multi-family residential development to the north, and Highway 41 to the south. Morro Creek runs roughly parallel to the southeast edge of Highway 41, and is bounded by intensive agricultural uses, including row crops and large orchards. The project is currently developed with an existing residence, driveways, patio and parking areas, exterior walkways and a small private fruit tree orchard.

FINDINGS OF THE: Environmental Coordinator

It has been found that the project described above will not have a significant effect on the environment. The Initial Study includes the reasons in support of this finding. Mitigation measures are required to assure that there will not be a significant effect to the environment; these are described in the attached Initial Study and Checklist and have been added to the permit as conditions of approval.

City of Morro Bay
PUBLIC SERVICES DEPARTMENT
955 SHASTA AVENUE • MORRO BAY, CA 93442
805-772-6261

Public Notice of Availability

Document Type: Mitigated Negative Declaration

CEQA: CALIFORNIA ENVIRONMENTAL QUALITY ACT

CITY OF MORRO BAY

December 13, 2011

The City has determined that the following proposal qualifies for a

☐ **Negative Declaration** ☒ **Mitigated Negative Declaration.**

PROJECT TITLE: Morro del Mar, Vesting Tentative Tract Map #3031

PROJECT LOCATION: northwest corner of Highway 41 and Ironwood Avenue

CITY: Morro Bay **COUNTY:** San Luis Obispo

CASE NO.: UPO-316, CPO-349

PROJECT DESCRIPTION: The applicant proposes to subdivide one 0.92-acre parcel (APN # 068-231-018) into 15 lots for the development of 14 townhouse residences between 1,099 and 2,059 square feet each, and one 19,416-square foot common area lot. All townhouses would be clustered in three separate two-story building structures. The common lot would include a shared driveway along the perimeter of the parcel and common walkways, guest parking, trash enclosure, landscaping and general open areas in between and around the buildings.

The project would result in the disturbance of the entire 0.92-acre site, including approximately 1,000 cubic yards of cut and 2,000 cubic yards of fill. The project would include the removal of all existing structures, improvements (private well abandonment), landscaping, and trees. A combination retaining wall and vehicle and wood pedestrian guard is proposed along the western property line (up to 9 feet in height as measured from the adjacent property, tapering to 2.5 feet in height) and along the northern property line (up to 7.5 feet in height as measured from the project site); the applicant requests a height exception to allow a fence exceeding six feet, six inches. The project would utilize existing City water and sewer connections, and stormwater drainage would connect to the existing catch basin running within the Caltrans right of way along Highway 41 (Atascadero Road).

The project also proposes to utilize the Caltrans right of way adjacent to the southern boundary of the project site for landscaping purposes and construction of an approximately 25 foot long, 2.5 foot wide, and 5 foot deep trench for installation of an approximately 18 inch diameter pipe for storm water drainage to tie into an existing system. The pipe would be installed approximately 200 feet southwest of the Ironwood Avenue/Highway 41 intersection and would run perpendicular to the highway. This component is also designed to add fill material in the right of way, which would avoid the need for construction of a 4 foot retaining wall along the

south property line. Plant materials in this area would be native, drought tolerant and would not exceed 30 inches in height, per Caltrans standards. The existing asphalt driveway located at the western side of the Caltrans right of way and providing access to the site would be abandoned. The asphalt would be removed from the right of way, top soil added, and the area would be re-vegetated to match existing plant material and stabilize the area.

The proposed project is located at the northwest corner of Highway 41 and Ironwood Avenue in the city of Morro Bay. The project is within the High Density Residential land use category, with a Planned Development overlay, and is surrounded by single family residences to the east and west, a multi-family residential development to the north, and Highway 41 to the south. Morro Creek runs roughly parallel to the southeast edge of Highway 41, and is bounded by intensive agricultural uses, including row crops and large orchards. The project is currently developed with an existing residence, driveways, patio and parking areas, exterior walkways and a small private fruit tree orchard.

LEAD AGENCY: City of Morro Bay

CONTACT PERSON: Kathleen Wold

TELEPHONE: (805) 772-6211

ADDRESS WHERE DOCUMENT MAY BE OBTAINED:

Public Services Department
955 Shasta Avenue
Morro Bay, California 93442
(805) 772-6261

PUBLIC REVIEW PERIOD: Begins: December 15, 2011 to January 14, 2012

Anyone interested in this matter is invited to comment on the document by written response or contacting the Public Services Department.

Kathleen Wold, Planning Manager
Signature

City of Morro Bay
PUBLIC SERVICES DEPARTMENT
955 SHASTA AVENUE ♦ MORRO BAY, CA 93442
805-772-6261

INITIAL STUDY AND CHECKLIST

I. PROJECT INFORMATION

Project Title:	Morro del Mar Vesting Tentative Tract Map #3031		
Case Number:	UPO-316, CPO-349		
LEAD AGENCY:	City of Morro Bay	Phone:	(805) 772-6261
	955 Shasta Ave	Fax:	(805) 772-6268
	Morro Bay, CA 93442		
Project Applicant:	Morro del Mar Properties, LLC	Phone:	(559) 696-4253
	7108 N. Van Ness	Fax:	
	Fresno, CA 93711		
Project Landowner:	Morro del Mar Properties, LLC	Phone:	(559) 696-4253
Project Agent:	Cathy Novak Consulting	Phone:	(805) 772-9499
	P.O. Box 296	Fax:	(805) 772-9499
	Morro Bay, CA 93443		

Project Description:

The applicant proposes to subdivide one 0.92-acre parcel (APN # 068-231-018) into 15 lots for the development of 14 townhouse residences between 1,099 and 2,059 square feet each, and one 19,416-square foot common area lot. All townhouses would be clustered in three separate two-story building structures. The common lot would include a shared driveway along the perimeter of the parcel and common walkways, guest parking, trash enclosure, landscaping and general open areas in between and around the buildings.

The project would result in the disturbance of the entire 0.92-acre site, including approximately 1,000 cubic yards of cut and 2,000 cubic yards of fill. The project would include the removal of all existing structures, improvements (private well abandonment), landscaping, and trees. A combination retaining wall and vehicle and wood pedestrian guard is proposed along the western property line (up to 9 feet in height as measured from the adjacent property, tapering to 2.5 feet in height) and along the northern property line (up to 7.5 feet in height as measured from the project site); the applicant requests a height exception to allow a fence exceeding six feet, six inches. The project would utilize existing City water and sewer connections, and stormwater drainage would connect to the existing catch basin running within the Caltrans right of way along Highway 41 (Atascadero Road).

The project also proposes to utilize the Caltrans right of way adjacent to the southern boundary of the project site for landscaping purposes and construction of an approximately 25 foot long, 2.5 foot wide, and 5 foot deep trench for installation of an approximately 18 inch diameter pipe for storm water drainage to tie into an existing system. The pipe would be installed approximately 200 feet southwest of the Ironwood Avenue/Highway 41 intersection and would run perpendicular to the highway. This component is also designed to add fill material in the right of way, which would avoid the need for construction of a 4 foot retaining wall along the south property line. Plant materials in this area would be native, drought tolerant and would not exceed 30 inches in height, per Caltrans standards. The existing asphalt driveway located at the western side of the Caltrans right of way and providing access to the site would be abandoned. The asphalt would be removed from the right of way, top soil added, and the area would be re-vegetated to match existing plant material and stabilize the area.

The proposed project is located at the northwest corner of Highway 41 and Ironwood Avenue in the city of Morro Bay. The project is within the High Density Residential land use category, with a Planned Development overlay, and is surrounded by single family residences to the east and west, a multi-family residential development to the north, and Highway 41 to the south. Morro Creek runs roughly parallel to the southeast edge of Highway 41, and is bounded by intensive agricultural uses, including row crops and large orchards. The project is currently developed with an existing residence, driveways, patio and parking areas, exterior walkways and a small private fruit tree orchard.

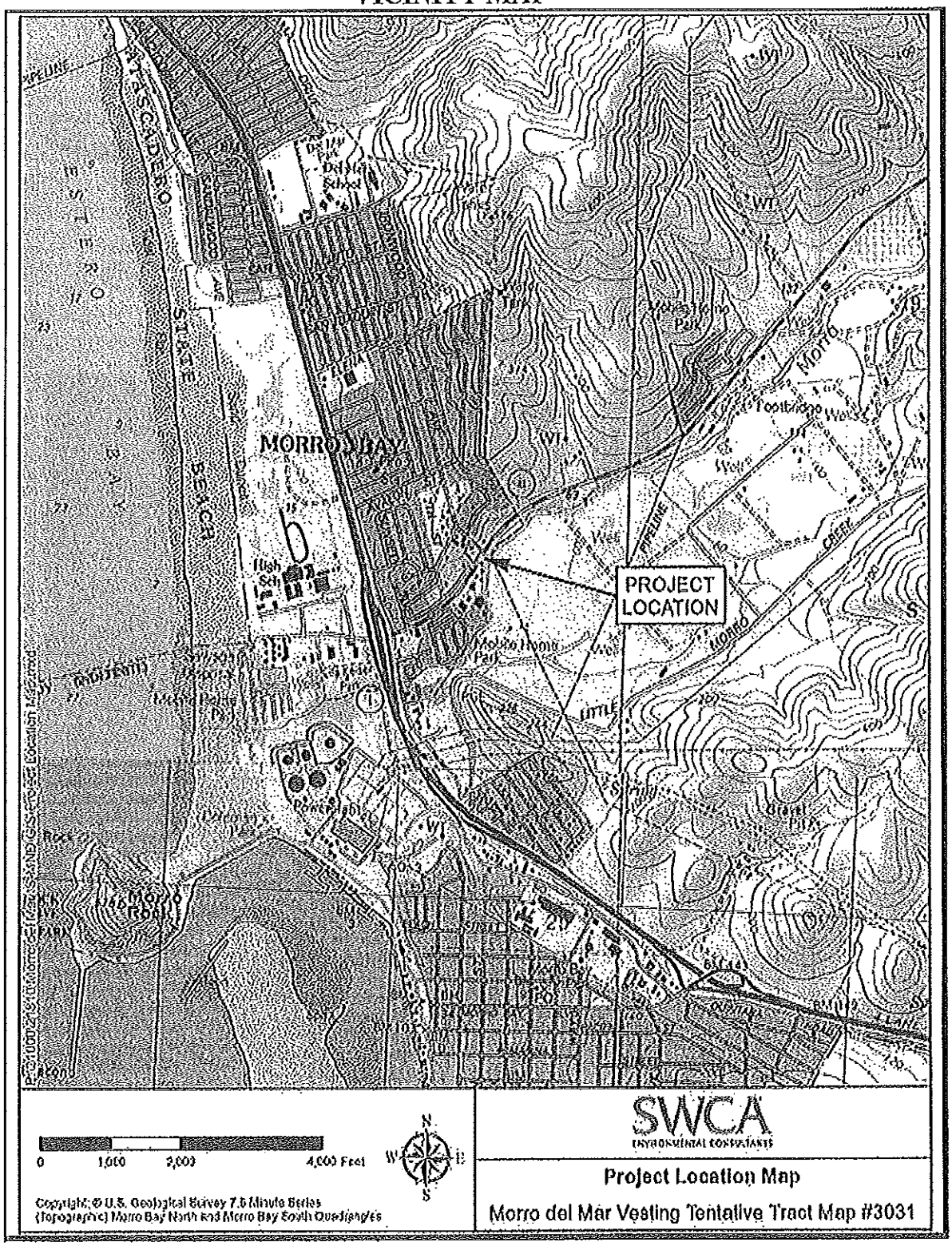
Project Location:	Northwest corner of Highway 41 and Ironwood Avenue
Assessor Parcel Number(s)	068-231-018
General Plan Designation:	High Density Residential
Zoning:	R-4, Multiple Residential-Hotel-Professional; Planned Development

Surrounding Zoning and Land Uses	
North	R-4; multiple family residential condominiums
South	M-I (Light Industrial); row crops, accessory agricultural uses/structures, Highway 41, Morro Creek
West	R-4; large lot single family residences
East	R-4; large lot single family residences

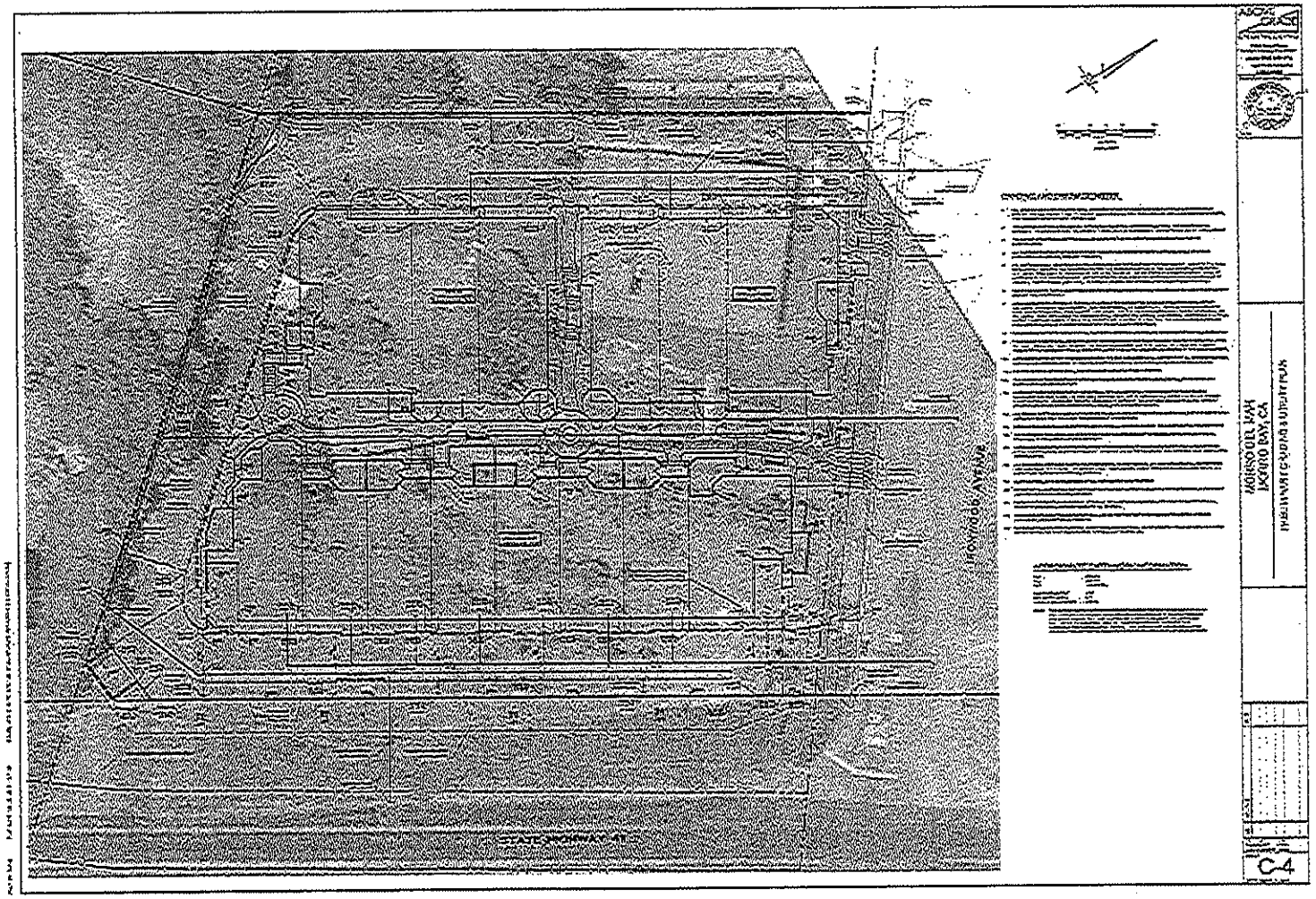
Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

_X_ Caltrans Encroachment Permit
____ California Coastal Commission

VICINITY MAP



SITE PLAN



II. ENVIRONMENTAL SETTING AND IMPACTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated", as indicated by the Environmental Checklist:

x	1. Aesthetics			10. Land Use/Planning
	2. Agricultural Ressources			11. Mineral Resources
x	3. Air Quality		x	12. Noise
x	4. Biological Resources			13. Population/Housing
x	5. Cultural Resources			14. Public Services
x	6. Geology/Soils			15. Recreation
	7. Greenhouse Gas Emissions		x	16. Transportation/Circulation
x	8. Hazards/Hazardous Materials			17. Utility/Service Systems
x	9. Hydrology/Water Quality		x	18. Mandatory Findings of Significance

Environmental Setting:

Surrounding Land Use			
North:	High Density Residential (R-4/PD) Multi-family townhouse development	East:	Low Density Residential (R-A) Large lot single family residences
South:	General Industrial (M-I/PD/I/ESH); Highway 41, Morro Creek, agricultural uses and structures	West:	High Density Residential (R-4/PD) Large lot single family residences

Determination: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effect that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measure that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	For

III. ENVIRONMENTAL CHECKLIST

1. AESTHETICS: Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?			x	
b.	Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within view of a state scenic highway?			x	
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			x	
d.	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?		x		

Environmental Discussion:

The visual resources of an area comprise the features of its built and natural land forms, vegetation, water surfaces and landscape. Landscape features, naturally occurring or otherwise, form the overall impression of the area. The proposed project is located within the city of Morro Bay, in an urban area characterized by single family and multifamily development. The project site is directly adjacent to Highway 41, and currently developed with an existing residence, driveways, patio and parking areas, exterior walkways and a small private fruit tree orchard. Uses south of Highway 41 include intensive agricultural uses (row crops and orchards), light industrial uses and an open space corridor associated with Morro Creek.

Impact Discussion:

a. A substantial adverse impact to a scenic vista would occur if the project would significantly degrade the scenic landscape as viewed from public roads or areas. The project site is visible from surrounding residential areas and along Highway 41. However, since this is an infill area currently developed with a single family residence, change from the current view to a built environment similar to that which occurs in adjacent areas would be insignificant. The proposed use is consistent with multifamily development to the north and is an appropriate use within the land use designation and zoning categories applied to the parcel. The project area is not identified as an "area of visual significance" by the City of Morro Bay Visual Resources and Scenic Highway Element of the General Plan (Morro Bay 1988). The project is located within the city's urban built environment and proposed landscaping would likely enhance views at this city entryway. Impacts would be less than significant.

b. State Route 1 is an Officially Designated State Scenic Highway through Morro Bay, and Highway 41, is an eligible state scenic highway, though not officially designated. The project site is located approximately 0.3 mile east of State Route 1 and directly adjacent to Highway 41. The proposed project would be highly visible from Highway 41 and would be briefly visible to State Route 1 travelers. However, the use is infill development similar to that on surrounding parcels. Onsite views are not specifically scenic and do not include rock outcroppings, historic buildings or trees, other than fruit trees of a small personal orchard. Impacts would be less than significant.

c. Current onsite uses include a single family residence and associated structures, consistent with the large lot residential developments to the east and west of the parcel. The proposed project would develop the parcel into 14 townhouse residences, similar to the existing multifamily use north of the project site. The architectural character of the proposed structures would be compatible with the surrounding area. While the density and intensity of use at the site would increase, proposed uses would occur at an infill location with similar surrounding uses, and would be consistent with zoning and general plan designations applicable to the parcel. Impacts would be less than significant.

d. As the property is developed with more intensive residential uses, there will be an increase in lighting and glare. However, the project is infill development surrounded on three sides by urban uses and would not create lighting or glare inconsistent with adjacent uses, provided standard measures are incorporated (see below). The following mitigation measures are recommended to reduce potential impacts to less than significant.

Mitigation and Residual Impact:

AES Impact 1 **Visibility of night lighting and daytime glare would adversely affect views resulting in a direct long-term impact.**

AES/mm-1 *Prior to issuance of a building permit, a comprehensive lighting plan shall be submitted for review and approval by the City. The lighting plan shall be prepared using guidance and best practices endorsed by the International Dark Sky Association. The lighting plan shall address all aspects of the lighting, including but not limited to all buildings, infrastructure, parking and driveways, paths, recreation areas, safety, and signage. The lighting plan shall include the following at minimum:*

a) The point source of all exterior lighting shall be shielded from offsite views.

b) Light trespass from exterior lights shall be minimized by directing light downward and utilizing cut-off fixtures or shields.

c) Lumination from exterior lights shall be the lowest level allowed by public safety standards.

d) Exterior lighting shall be designed to not focus illumination onto exterior walls.

e) Bright white-colored light shall not be used for exterior lighting.

f) Any signage visible from offsite shall not be internally luminated.

AES/mm-2 *Prior to issuance of a building permit, the applicant shall submit building plans and elevations for review and approval consistent with the following conditions:*

a) No highly reflective glazing or coatings shall be used on windows.

b) No highly reflective exterior materials such as chrome, bright stainless steel, or glossy tile shall be used on the portions of the development where visible from off-site locations.

After implementation of these measures, residual impacts would be less than significant.

Monitoring:

The City of Morro Bay would verify implementation of these design details through review and approval of the lighting plan and building plans prior to issuance of building permits for the project.

2. AGRICULTURAL RESOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocol adopted by the California Air Resources Board. Would the project:				
a. Convert prime farmland, unique farmland, or farmland of statewide importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				x
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				x
d. Result in the loss of forest land or conversion of forest land to non-forest use?				x
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?			x	

Environmental Discussion:

The city of Morro Bay contains a relatively limited area devoted to agricultural uses within the city limits. The Chorro and Morro Valleys, within and adjacent to the city, support intensive agricultural activity. Morro Valley, traversed by Morro Creek, runs adjacent to the project location on a northeast course towards the Atascadero area. The confluence of Morro Creek and Little Morro Creek is approximately 0.5 mile wide at this location.

One of the limited agricultural uses within the city is located approximately 200 feet south of the project site, just south of Highway 41 and Morro Creek. This approximately 40-acre area supports intensive row crops, with significant lands (approximately 1,400 acres) extending to the east including similar row crops and orchards.

Impact Discussion:

a. The project site is classified as Urban and Built Up Land by the Department of Conservation's Farmland Monitoring and Mapping Program. No Farmland would be converted; no impacts would result.

b. The project site is designated High Density Residential, zoned for Multiple Residential-Hotel-Professional uses (R-4), and is not subject to a Williamson Act contract. The nearest land under a Williamson Act

contract is located almost one mile east of the proposed project. The proposed use would not conflict with any existing zoning and no impacts would result.

c. The project location does not consist of forest land or timberland; no impacts would result.

d. The project location does not consist of forest land or timberland; no impacts would result.

e. The project is located approximately 200 feet from some of the most intensive agricultural uses within or adjacent to the city. These areas consist of Prime Farmland and Unique Farmland (FMMP 2008). However, the project is not expected to result in any changes to the environment that would impact these existing agricultural uses. The project would be served by City water supplies, which are considered sufficient to adequately meet project-related demands, and construction and long-term operation of the project is not expected to cause any significant impacts on surrounding uses. Impacts would be less than significant.

Mitigation and Residual Impact:

The project is not expected to result in any potentially significant impacts to agricultural resources and no mitigation measures are necessary.

Monitoring.

None required.

3. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?				x
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			x	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			x	
d. Expose sensitive receptors to substantial pollutant concentrations?		x		
e. Create objectionable odors affecting a substantial number of people?			x	

Environmental Setting:

The San Luis Obispo County Air Pollution Control District has developed the CEQA Air Quality Handbook (2009) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. The APCD has also prepared a Clean Air Plan to evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels.

The project proposes to disturb 0.92 acres of soils with moderate to low wind erodibility hazards. Proposed development includes approximately 1,000 cubic yards of cut and 2,000 cubic yards of fill. These project activities

would result in the creation of construction dust and short-term construction vehicle emissions (Construction Emissions). The project also proposed development of 14 residential townhouse units, which would add additional traffic and vehicle trips to area roads. This proposed use of the property would generate long-term vehicle emissions from future residents (Operational Emissions).

Impact Discussion:

a. The proposed development is consistent with the goals and policies of the City of Morro Bay General Plan and is consistent with the APCD's CEQA Handbook and Clean Air Plan. The project includes residential development within an urban area currently zoned for this type of development. There would be no impact.

b. Construction Emissions. Construction emissions that would result from the proposed project were calculated using Urbemis 2007 Version 9.2.4, pursuant to the CEQA Handbook. Construction emissions (winter) are estimated as follows (unmitigated):

Table 1. Construction Emissions

	ROG	NO$_x$	CO	PM_{10}	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)	CO_2
Winter (lbs/day)	11.32	52.65	32.80	7.88	3.26	2.99	4,588
Threshold (lbs/day)*	137		n/a	n/a	7		n/a
Mitigation Required	No		n/a	n/a	No		n/a

*Source: County of San Luis Obispo, APCD CEQA Air Quality Handbook, 2009

For construction projects expected to be completed in less than one quarter (90 days), exceedance of the 137 lb/day threshold requires Standard Mitigation Measures. The actual construction schedule for this project is unknown; however, estimated construction emissions are not expected to exceed the APCD thresholds requiring mitigation. Any potential impacts would be further minimized by implementation of the City's standard dust control measures.

In addition to the construction air quality thresholds defined above, there are a number of special conditions, local regulations or state and federal rules that apply to construction activities. Based on consultation with the APCD (Gary Arcemont, October 21, 2011), these conditions must be addressed in proposed construction activity and are summarized below.

Sensitive Receptors
The proximity of sensitive individuals (receptors) to a construction site constitutes a special condition and may require a more comprehensive evaluation of toxic diesel PM impacts and more aggressive implementation of mitigation measures described below in the diesel idling section (if deemed necessary by the SLOAPCD). Areas where sensitive receptors are most likely to spend time include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The types of construction projects that typically require a more comprehensive evaluation include large-scale, long-term projects that occur within 1,000 feet of a sensitive receptor locations.

Permits
Portable equipment and engines 50 horsepower (hp) or greater, used during construction activities will require California statewide portable equipment registration (issued by the Air Resources Board) or an Air District permit.

Operational Emissions. The APCD has set thresholds for ozone precursor emissions, diesel particulate matter (DPM), fugitive particulate matter emissions (dust), and carbon monoxide emissions (CO). Ozone precursor emissions are measured as combined ROG and NOx emissions. DPM is seldom emitted from individual projects in quantities which lead to local or regional air quality attainment violations. DPM is, however, a toxic air contaminant and carcinogen, and exposure to DPM may lead to increased cancer risk and respiratory problems. Certain industrial and commercial projects may emit substantial quantities of DPM through the use of stationary and mobile on-site diesel-powered equipment as well diesel trucks and other vehicles that serve the project.

Projects which emit more than 25 lbs/day or 25 tons/year of fugitive particulate matter need to implement permanent dust control measures to mitigate the emissions below these thresholds or provide suitable off-site mitigation approved by the APCD. Any land uses or activities can result in dust emissions that exceed the APCD significance thresholds, cause violations of an air quality standard, or create a nuisance impact in violation of APCD Rule 402, Nuisance. In all cases where such impacts are predicted, appropriate fugitive dust mitigation measures shall be implemented.

Carbon monoxide is a colorless, odorless, tasteless gas emitted during combustion of carbon-based fuels. While few land use projects result in high emissions of CO, this pollutant is of particular concern when emitted into partially or completely enclosed spaces such as parking structures and garages. Projects that emit more than 550 lbs/day of CO and occur in a confined or semi-confined space (e.g., parking garage or enclosed indoor stadium) must be modeled to determine their significance. In confined or semi-confined spaces where vehicle activity occurs, CO modeling is required. If modeling shows the potential to violate the State CO air quality standard, mitigation or project redesign is required to reduce CO concentrations to a level below the health-based standard.

Operational emissions that would result from the proposed project were calculated using Urbemis 2007 Version 9.2.4, pursuant to the CEQA Handbook. Operational emissions are estimated as follows (unmitigated):

Table 2. Area Source and Operational Emissions

	ROG	NO$_x$	CO	PM$_{10}$	CO$_2$
Winter (lbs/day)	2.43	1.51	17.06	2.56	1,052
Threshold (lbs/day)*	25		550	25	n/a
Mitigation Required	No		No	No	n/a
Annual (tons/yr)	0.33	0.22	2.14	0.28	155.27
Threshold (tons/yr)*	25		n/a	25	n/a
Mitigation Required	No		n/a	No	n/a

*Source: County of San Luis Obispo, APCD CEQA Air Quality Handbook, 2009

In general, projects that do not exceed APCD thresholds for ozone precursor emissions or dust do not require mitigation for long-term operational effects on air quality. APCD's recommended levels of mitigation for these pollutants are shown below.

Table 3. SLOAPCD Mitigation Threshold Guide

Combined ROG+NOx or PM10 Emissions (lbs/day)	Mitigation Measures Recommended	
	Residential, Commercial or Industrial	Off-Site Mitigation
< 25	None	None
25 – 29	8	*
30 – 34	14	*
35 – 50	18	*
≥ 50	All Feasible	*
≥ 25 ton/yr	All Feasible	Yes

* Will be dependent on the effectiveness of the mitigation measures, location of project and high vehicle dependent development. Examples of projects potentially subject to off-site mitigation include: rural subdivisions, drive-through applications, commercial development located far from urban core.

Source: County of San Luis Obispo, APCD CEQA Air Quality Handbook, 2009

The recommended standard air quality mitigation measures have been separated according to land use (i.e., residential, commercial and industrial), measure type (i.e., site design, energy efficiency and transportation) and pollutant reduced (i.e., ozone, particulate, DPM, and GHGs). Any project generating 25 lbs/day or more of ROG + NOx or PM10 should select the applicable number of mitigation measure as outlined above from Table 4 to reduce the air quality impacts from the project below the significance thresholds. Table 3-5 of the SLOAPCD CEQA Air Quality Handbook provides a list of applicable mitigation measures.

Based on the CEQA Air Quality Handbook, the project would result in less than 25 pounds per day (lbs/day) of operational pollutants, which is below thresholds warranting any mitigation. The project is consistent with the general level of development anticipated and projected in the Clean Air Plan. Therefore, no significant long-term air quality effects are expected to occur and no mitigation measures are required.

c. San Luis Obispo County is currently designated as non-attainment under the state standard for ozone. As noted above, the project would not result in the generation of emissions exceeding identified thresholds; therefore, the project's contribution would not be cumulatively considerable, and impacts would be less than significant.

d. The project is located within close proximity to sensitive receptors, including numerous residences within 1,000 feet of the proposed development and Morro Bay High School, located approximately 1,600 feet to the west. The proposed project is also within 0.5 mile of various area churches, schools and parks. Each of these uses constitutes a sensitive receptor. The project would create short-term fugitive dust and diesel particulate matter (DPM) during construction activities with the potential to constitute a nuisance. After implementation of standard dust control and DPM measures, impacts would be less than significant.

There is also the potential for naturally occurring asbestos (NOA) to be encountered during earthmoving activities. NOA is present in serpentine and ultramafic rocks that are very common throughout California, and the APCD has identified NOA as a toxic air contaminant. The existing residence and other structures

proposed for demolition could also include asbestos containing materials (ACM). Mitigation measures have been proposed to minimize the potential for exposure to NOA or ACM.

c. The proposed residential uses would not create objectionable odors, other than minimal effects potentially associated with short-term construction activities. Impacts would be less than significant.

Mitigation and Residual Impact:

AQ Impact 1 **Construction activities associated with development of the proposed project would result in short-term emissions of DPM.**

AQ/mm-1 *Upon application for grading and building permits, the applicant shall submit plans including the following notes, and shall comply with the following standard mitigation measures for reducing diesel particulate matter (DPM) emissions from construction equipment as follows:*

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 Regulation;

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 that do not have engines in their fleet 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) Excessive diesel idling within 1,000 feet of sensitive receptors is not permitted;

h) Electrify equipment when feasible;

i) Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

j) Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

AQ Impact 2 **Construction activities associated with development of the proposed project could generate dust that could be a nuisance to adjacent sensitive receptors.**

AQ/mm-2 *Upon application for grading and building permits, the applicant shall submit plans including the following notes, and shall comply with the following standard mitigation measures for reducing fugitive dust emissions such that they do not exceed the APCD's 20 percent opacity limit (APCD Rule 401) and do not impact off-site areas prompting nuisance violations (APCD Rule 402) as follows:*

a) Reduce the amount of disturbed area where possible;

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 should be used whenever possible;

c) All dirt stockpile areas should be sprayed daily as needed;

d) Permanent dust control measures identified in the approved project revegetation and landscape plans should 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 should 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 should 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 should be completed as soon as possible. In addition, building pads should 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 should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code 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 should be used where feasible;

l) All PM_{10} mitigation measures required shall be shown on grading and building plans; and

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 percent opacity, and to prevent transport of dust off-site. 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.

AQ Impact 3 **Construction activities associated with development of the proposed project could result in disturbance of Naturally Occurring Asbestos.**

AQ/mm-3 *Prior to issuance of grading and building permits, the project applicant shall conduct a geologic evaluation to determine if NOA is present within the area to be disturbed. If NOA is not present, the applicant shall file an exemption request with the APCD. If NOA is present, the applicant must comply with all requirements outlined in the Air Resources Board's Asbestos Air Toxics Control Measure.*

AQ Impact 4 **Demolition activities associated with the proposed project could result in hazards associated with the presence of Asbestos Containing Materials.**

AQ/mm-4 *Demolition of the existing residence and any other onsite structures and/or infrastructure shall be conducted in compliance with applicable regulatory requirements, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M – asbestos NESHAP). These requirements include, but are not limited to, notification to the APCD, an asbestos survey conducted by a Certified Asbestos Inspector, and applicable removal and disposal requirements of identified asbestos containing materials.*

With implementation of these measures, air quality impacts would be less than significant.

Monitoring:

Monitoring shall occur as necessary to ensure all construction activities are conducted in compliance with the above measures. Measures also require that a person be appointed to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust off-site.

4. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California department of Fish and Game or U.S. Fish and Wildlife Service?		x		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of fish and Game or U.S. Fish and Wildlife service?		x		
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc) through direct removal, filling, hydrological interruption, or other means?		x		
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			x	

e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			x	
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?			x	

Environmental Setting:

Onsite vegetation includes ornamental vegetation, landscaped fruit trees, and ruderal vegetation. The vegetative structure on the site includes fruit trees and ornamental shrubs in the overstory; the understory includes ruderal species such as ripgut brome (*Bromus diandrus*), wild oats (*Avena sp.*), prickly ox-tongue (*Picris echiodes*), horseweed (*Conyza bonariensis*), and Italian rye grass (*Lolium multiflorurm*). The site does not support any native vegetative communities. Project disturbance will also extend south of the project site boundaries, into the Caltrans right of way north of Highway 41, through an encroachment permit. This area is dominated by ice grass (*Carpobrotus sp.*) with pockets of ruderal vegetation.

The US Geological Service quadrangle map for Morro Bay North, California shows one blue-line channel within the project vicinity. Morro Creek is an ephemeral creek that runs along the south side of Highway 41, approximately 150 feet south of the project area until draining directly into Estero Bay. Morro Creek is designated as an Environmentally Sensitive Habitat Area by the City of Morro Bay Local Coastal Program (1982). It provides habitat for steelhead trout (*Oncorhynchus mykiss*), as well as other important commercial and recreational species. National Marine Fisheries Service (NMFS) has designated Morro Creek as Critical Habitat for the South/Central California Coast Steelhead Distinct Population Segment (DPS). Morro Creek is included in the Estero Bay Hydrologic Unit 3310 and Sub-unit 22 for steelhead critical habitat (NMFS 2005). Steelhead trout is an anadromous fish; it spends a portion of its life cycle in the ocean and then returns to the stream where it was spawned to reproduce. The streams then serve as a nursery for the young fish until they are old enough to return to the ocean (City of Morro Bay 1982).

A search of the California Natural Diversity Database (CNDDB) database also indicated the potential for the following sensitive plant and animal species to occur within 1 mile of the project site: California red-legged frog (*Rana draytonii*), Western pond turtle (*Emys marmorata*), Monarch butterfly (*Danaus plexippus*), Western snowy plover (*Charadrius alexandrinus nivosus*), Morro shoulderband snail (*Helminthoglypta walkeriana*), Coast horned lizard (*Phrynosoma coronatum blainvillii*), Sandy beach tiger beetle (*Cicindela hirticollis gravid*), Tidewater goby (*Eucyclogobius newberryi*), Pallid bat (*Antrozous pallidus*), Morro Bay blue butterfly (*Plebejus icarioides morroensis*), California seablite (*Suaeda californica*), Blochman's dudleya (*Dudleya blochmaniae ssp. Blochmaniae*), Jones' layia (*Layia jonesii*), San Luis Obispo monardella (*Monardella frutescens*), Salt marsh bird's-beak (*Cordylanthus maritimus*), Miles' milk-vetch (*Astragalus didymocarpus var. milesianus*), San Joaquin spearscale (*Atriplex joaquiniana*), San Luis Obispo owl's clover (*Castilleja densiflora ssp. Obispoensis*), and Blochman's leafy daisy (*Erigeron blochmaniae*). However, South/Central California Coast Steelhead is the only sensitive species with documented occurrences adjacent to the site.

The above listed sensitive species occupy a variety of habitats but require aquatic, wetland, or upland systems that are largely intact. The project site only supports upland conditions and has been extensively disturbed. Therefore, there is no potential for these species to occur within the parcel.

Impact Discussion:

a. The project proposes the use of heavy equipment and machinery during proposed grading and construction activities within 150 feet of the Morro Creek riparian corridor, which is directly downgrade from the area

of proposed disturbance. These activities may result in pollutant discharges, including sediment, oils, and fuels entering Morro Creek and indirectly impacting potential steelhead trout and their habitat.

Prior to issuance of permits, the project applicant would be required to prepare and submit a drainage and erosion control plan to the City, a Stormwater Pollution Prevention Plan (SWPPP) in conjunction with the RWQCB, a spill prevention control and countermeasure plan subject to City approval, and a final grading and drainage plan for approval by the City Engineer (refer to mitigation measures GS/mm-3, HAZ/mm-1, and HWQ/mm-1, below, for additional information). These measures would mitigate potential impacts resulting from pollutant discharges into Morro Creek, and impacts after implementation would be considered less than significant.

The project also proposes connection to the existing stormwater drainage system adjacent to Highway 41, which directs all surface water flows through a culvert and drain pipe under Highway 41 and into the Creek (refer to Section 9, Hydrology/Water Quality, below for additional information). The project is expected to increase surface runoff by approximately 81 percent, and this increased volume would eventually flow to Morro Creek. Increased runoff volume has the potential to impact critical habitat for steelhead trout. However, as more fully discussed in Section 9, Hydrology/Water Quality, below), these potential impacts have been mitigated through design of the project's hydraulics and stormwater detention system. A description of the proposed system is summarized below.

The project proposes to collect all runoff generated by the project and direct it into an on-site, underground detention basin, that would hold all flows until they could be released at existing historical flow rates (i.e., the basins would detain waters comprising the 81 percent increase). This would prevent flow volumes entering the Creek at any given time from exceeding those that currently exists. While detained additional flows would eventually flow into the Creek once capacity of the storm drainage system allowed for it, this is not expected to impact creek conditions because maximum flow amounts would not be increased and the controlled flows may actually provide a beneficial effect on the creek's health, by providing a more consistent flow of waters during storm events.

Mitigation measures proposed in the sections below would serve to minimize potential impacts to biological resources associated with development of the proposed project to a less than significant level. However, this determination relies on currently available information that concludes that (1) no increase in maximum stormwater flow or discharge volumes into the Creek would result due to design of the proposed system, and (2) that the existing stormwater drainage system has sufficient capacity to accommodate connection to the proposed project, and that no improvements or additional maintenance activities to the existing system, particularly to drain pipes or the outlet into Morro Creek, would be required. Measures to ensure that these conclusions are verified prior to issuance of permits and that the proposed uses would not require future upgrades or improvements to the drainage system are included in the relevant mitigation measures referenced above.

b. Refer to a., above. Based on the applicant provided project description, no physical disturbances to the banks, riparian vegetation, or channel of Morro Creek would be necessary to connect to the existing stormwater drainage system. Therefore, permitting under section 1602 of the California Fish and Game Code is not necessary. If in future project modification, disturbance to any portion of the Morro Creek riparian system is determined to be necessary, the project shall be reevaluated to determine if the above stated permitting is necessary. With implementation of the referenced mitigation measures, impacts to riparian habitat or other sensitive natural areas would be considered less than significant.

c. There are no wetlands on the project site or adjacent Caltrans right-of-way. Based on the applicant provided project description, no physical disturbances to the banks, riparian vegetation, or stream channel of Morro Creek would be necessary to connect to the existing stormwater drainage system. Therefore, permitting under section 401/404 of the Clean Water Act is not necessary. If in future project modification, disturbance to any portion of the Morro Creek riparian system is determined to be necessary, the project shall be reevaluated to determine if the above stated permitting is necessary. Implementation of the above

referenced measures would serve to protect Morro Creek and its riparian corridor. Impacts would be less than significant.

d. The project site is currently developed with a single family residence, driveways, paving, patios, and fencing. It is surrounded by similar residential developments to the north, east and west, and by Highway 41 to the south. It is not located in proximity to any native wildlife nursery sites and is not particularly suitable to migratory movement due to its location on the urban fringe of the city of Morro Bay. The project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Impacts would be less than significant.

e. Refer to a., above. The project is consistent with the City's General Plan and Local Coastal Program, and would not conflict with any local policies or ordinances protecting biological resources. Impacts would be less than significant.

f. The project site is not subject to any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Impacts would be less than significant.

Mitigation and Residual Impact:

Refer to mitigation measures GS/mm-3, HAZ/mm-1, HWQ/mm-1 and HWQ/mm-2, below.

Monitoring:

Monitoring would be required as necessary to ensure compliance with the referenced mitigation measures.

5. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?				x
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		x		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			x	
d. Disturb any human remains, including those interred outside of formal cemeteries?			x	

Environmental Setting:

The project site is located in an area historically occupied by the Obispeno Chumash, and is considered by some to include the southern boundary of the Playano Salinan people. During prehistoric times, the areas surrounding the Morro Bay inlet and estuary were rich in terrestrial, littoral, and estuarine resources, which directly correlates to the high frequency of prehistoric cultural sites identified in the Morro Bay region (Lee 2010). Most of the larger sites are clustered near the bay and estuary, indicating a more constant, sedentary lifestyle at this location, while smaller ephemeral sites that were used as temporary camps and areas of specialized use or activity appear as you move away from these areas.

An updated records search for the project site was performed in July 2010 at the Central Coast Information Center, Department of Anthropology, at the University of California Santa Barbara. The search identified one previously

recorded archaeological site and fifteen previous cultural resource surveys within an eighth of a mile of the project site. Most notably, the records search revealed a multiple-component prehistoric village site that encompasses the subject property (CA-SLO-165), which is listed in the National Register of Historic Places and the California Register of Historical Resources.

A surface investigation was conducted at the project location on July 27, 2010 by walking one-meter transects to determine whether any archaeological/cultural resources were present at the project area, and if so, to determine their nature and significance (Lee 2010). Surface visibility ranged from poor to good due to the existing residence, driveways and overgrown landscape. The investigation revealed some prehistoric cultural remains on the site, including shell and bone fragments and fire affected rocks.

Based on the indicated presence of cultural resources at the project location, a Phase II archaeological test was conducted on January 24, 2011 (Lee 2011). Phase II archaeological testing generally involves sampling of soil deposits and recovery of cultural remains. Between November 1 and November 10, 2010, five 1-meter by 50 centimeter hand-excavated test units were dug to test the nature and extent of onsite resources and determine if any intact prehistoric deposits or features exist within the property.

Phase II test results showed a small but constant sample of prehistoric and historic materials, including chipped stone artifacts and shell and bone fragments. No intact or unique deposits or features were documented. The data found indicated that (1) anthropic soils do exist on the subject property which contain a prehistoric, low-frequency Middle Period archaeological deposit; (2) existing development of the subject property has impacted the integrity of the archaeological deposits; (3) the archaeological deposit at the project site is most likely a peripheral area of the larger prehistoric village site; and (4) cultural remains recovered lend a representation of prehistoric activities within the subject property.

An additional archaeological study was conducted within the Caltrans right-of-way area lying between the property boundary and Highway 41, as this area is proposed to be utilized for addition of fill and landscaping purposes through the use of an encroachment permit (LSA Associates, Inc. 2011). The surveyed area consisted of a strip of land, approximately 300 feet by 25 feet, adjacent to Highway 41. This area was originally included in the multiple-component prehistoric village site that encompasses the project site, described above. However, the right-of-way area of study was found to have been previously extensively disturbed by the installation of underground utilities and the original construction and widening of the highway. Archaeological testing and data recovery were conducted in 1994 and 1998 in anticipation of the widening of Highway 41. Both of these reports resulted in negative findings for subsurface investigations within the right-of-way area. Due to the evidence of extensive previous disturbance and the lack of observable archaeological deposits, intact archaeological deposits are not expected to be present within the right-of-way area.

When cultural resources are found in the area of a proposed development, CEQA requires a lead agency to first consider project alternatives that preserve cultural resources in place in an undisturbed state through either avoidance, establishment of a permanent conservation easement, or capping/covering the archaeological site with a layer of sterile soil prior to building on the site (Public Resources Code Section 21083.2). To the extent that unique archaeological resources cannot be preserved in place or left in an undisturbed state, mitigation measures must be required to allow for the recovery of scientifically consequential information.

Impact Discussion:

a. The project site does not include any resources included on a local register of historical resources, and does not contain any building, structure or other object that is historically significant to California's history or cultural heritage as defined by CEQA Section 15064.5. No historic resources are located onsite; therefore no impact would occur.

b. Existing development, including the residence, driveway, utilities, and the adjacent construction of Highway 41 have impacted the integrity of the documented archaeological site. Implementation of the project would further disturb approximately 1 acre of the site, at the periphery, within a currently disturbed area. Avoidance of the identified onsite resources is not possible; therefore, mitigation must be

incorporated to allow for recovery of scientifically consequential information regarding the archaeological resource. Implementation of recommended mitigation, including monitoring and documentation, would reduce potential impacts to less than significant.

c. No unique paleontological or geographic resources are known to exist at the project site. Based on the area of disturbance, significant paleontological discovery is unlikely; therefore, impacts are less than significant.

d. No human remains were observed during surface and subsurface surveys of the project site. However, the site has been identified as part of a larger prehistoric village and the presence of human remains has been documented offsite within the larger village site. There is always the possibility that development activities could result in the discovery of human remains, particularly because prehistoric habitation was known to occur at or near this site. Health and Safety Code Section 7050.5 requires construction to cease if in situ cultural resources are encountered until the County Coroner has been notified and necessary findings as to origin and disposition of the remains can be made pursuant to Public Resources Code Section 5097.98. Construction must halt in the area of the discovery, the area must be protected, and consultation and treatment must occur as prescribed by law. The presence of archaeological and Native American monitors onsite during all excavation activities would further minimize potential impacts. Impacts would be less than significant, and no measures outside of those already in place would be necessary.

Mitigation and Residual Impact:

CR Impact 1 **Grading and excavation associated with the project would result in the further disturbance of a significant archaeological resource.**

CR/mm-1 *Prior to issuance of a grading or building permit, the applicant shall submit to the City of Morro Bay Department of Planning and Building an Archaeological Monitoring Plan for review and approval. The plan shall include, at minimum:*

a) Archaeological and Native American monitoring of al all site preparations, including but not limited to foundation removal, grading, building pad preparations, footing excavations, roadway grading, underground trenching, and all other earth disturbances associated with the proposed development. Archaeological and Native American monitors shall be approved by the City.

b) A list of all personnel involved in the monitoring activities.

c) Clear identification of what portions of the project (e.g., phases, areas of the site, types of activities) would require monitoring.

d) Description of how the monitoring shall occur.

e) Description of monitoring frequency.

f) Description of resources expected to be encountered.

g) Description of circumstances that would result in work stoppage or diversion in the case of discovery at the project site.

h) Description of procedures for stopping or diverting work at the project site and notification procedures.

i) Description of monitoring reporting procedures.

CR/mm-2 *In the event that intact and/or unique archaeological artifacts or historic or paleontological resources are encountered during grading, clearing, grubbing, and/or other construction activities associated with the proposed project involving ground disturbance, all work in the immediate vicinity of the find shall be stopped immediately, the onsite archaeological and Native American monitors shall be notified, and the resource shall be evaluated to ensure the discovery is adequately recorded, evaluated and, if significant, mitigated.*

CR/mm-3 *Upon completion of all monitoring and mitigation activities, and prior to final inspection or occupancy, whichever occurs first, the Applicant shall submit to the City of Morro Bay Department of Planning and Building a report summarizing all monitoring and mitigation activities and confirming that all recommended mitigation measures have been met.*

CR/mm-4 *Prior to any grading or construction, contractors involved in grading and grubbing activities shall receive training from a City-approved qualified archaeologist knowledgeable in local tribes. At a minimum, the training shall address the following:*

a) Review of the types of archaeological artifacts that may be uncovered.

b) Provide examples of common archaeological artifacts to examine.

c) Review what makes an archaeological resource significant to archaeologists and local Native Americans.

d) Describe procedures for notifying involved or interested parties in case of a new discovery.

e) Describe reporting requirements and responsibilities of construction personnel.

f) Review procedures that shall be used to record, evaluate, and mitigate new discoveries.

g) Describe procedures that would be followed in the case of discovery of disturbed or intact human burials and burial-associated artifacts.

Employees completing this training shall be given a special helmet sticker or card to show they have completed the training. The sticker or card shall be kept with them at all times while at the work site.

After implementation of these measures, residual impacts would be less than significant.

Monitoring:

Archaeological monitoring and reporting by a qualified subsurface archaeologist and Native American representative would be required during all earth disturbances associated with development of the project.

6. GEOLOGY /SOILS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		x		

i	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Publication 42)		x		
ii	Strong Seismic ground shaking?		x		
iii	Seismic-related ground failure, including liquefaction?		x		
iv	Landslides?		x		
b.	Result in substantial erosion or the loss of topsoil?		x		
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		x		
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		x		
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				x

Environmental Setting:

Onsite soils at the project location consist of Diablo and Cibo clays, 9 to 15 percent slopes, and Psamments and Fluvents, occasionally flooded.

130 – Diablo and Cibo clays, 9 to 15 percent slopes: These soils are generally found on strong slopes of low lying foothills. Diablo soil differs from Cibo soil by being deep, having a darker surface layer, being calcareous in the underlying material, and overlying softer, weathered rock. Both soils are increasingly important for urban development. The main limitations are high shrink-swell potential, low strength, and slow permeability. The soils are hard to pack because of the high clay content, and shallow excavations are difficult to perform.

The Diablo soil is deep and well drained. Permeability is slow, and the available water capacity is moderate to very high. Surface runoff is medium, and the water erosion hazard is moderate. The Cibo soil is moderately deep and well drained. Permeability is slow, and the available water capacity is very low to moderate. Surface runoff is medium, and the hazard of water erosion is moderate. Both soils have a high shrink-swell potential and are subject to slippage when wet. The Diablo and Cibo soils in this unit are in the Land Capability Classification IIIe-5(15), irrigated and non-irrigated (set by the Natural Resources Conservation Service (NRCS) of the United States Department of Agriculture (USDA)).

192 – Psamments and Fluvents, occasionally flooded: This mapping unit is found on nearly level areas adjacent to stream and river bottoms. It consists of excessively drained, stratified deposits of sand and loamy sand that may contain thin layers of sandy loam, silt, or gravel. This soil unit is subject to flooding and deposition during moderate or severe storms. Permeability is moderately rapid or rapid and available water capacity is very low to low. Surface runoff is very slow to slow, and the hazard of water erosion is moderate. The profile of these soils is highly variable; therefore, onsite investigation is needed to determine the erosion and flooding potential, and suitability for specific uses. Psamments and Fluvents are in the VIw-2 Land Capability Classification, irrigated and nonirrigated.

A Soils Engineering Report was prepared for the proposed project in October 2010 to explore and evaluate the surface and sub-surface soil conditions at the site and develop geotechnical information and design criteria (GeoSolutions, Inc. 2010). This section is based largely on the findings of that report. An updated engineering report may be required prior to development to ascertain any changed conditions or changes to the project previously analyzed.

The project site is situated on a hill slope that slopes down to the southwest at an approximate gradient of 10:1 (horizontal to vertical), increasing to 3:1 along the southern boundary of the site. Surface drainage follows the topography to the southwest towards existing drainage facilities along Highway 41. Surface conditions consist of a single family residence, driveways, landscaped fruit trees, and native grasses and shrubs. Soil borings drilled to a depth of 15.5 to 25 feet obtained during the 2010 survey consisted of olive brown silty clay, found in a dry and hard condition to approximately 1-1.5 feet below the surface, underlain by mottled grayish brown and dark yellowish brown sandy clay and clayey sand between 11.5 and 15 feet below the surface. Groundwater was not encountered in any of the borings (GeoSolutions, Inc. 2010).

The proposed project is located within the Coast Range Geomorphic Province of California located between the Pacific Ocean and the Sacramento-San Joaquin Valley. The Coast Ranges trend northwesterly along the California coast for approximately 600 miles between Santa Maria and the Oregon border. This domain's surface geology consists of Quaternary and Holocene sediments of alluvium and dune deposits underlain by Jurassic Age Franciscan basement (SWCA 2010).

No unique geologic features exist on the site.

Impact Discussion:

a. The Southern Coast Ranges Province is one of the most complex geologic provinces in the state, characterized by a number of sub-parallel structural blocks bounded by several on- and off-shore faults. There are no official maps of Alquist-Priolo Earthquake Fault Zones in the city of Morro Bay. However, the 2010 GeoSolutions report indicates that all known faults within 100 miles for the project site were used in the probabilistic seismic hazard analysis. GeoSolutions, Inc. utilized the Seismic Hazard Curves and Uniform Hazard Response Spectra, Earthquake Ground Motion Tool computer application (available from the United States Geological Survey website) to determine the site's spectral response accelerations and site coefficients pursuant to California Building Code and Minimum Design Loads for Buildings and Other Structures (ASCE7) requirements. These requirements require all structures to be designed to resist the effects of seismic loadings caused by earthquake ground motions caused by the "maximum considered earthquake".

   Liquifaction occurs when saturated, cohesionless soils lose strength due to earthquake shaking. The presence of loose, poorly graded, fine sand material that is saturated by groundwater within an area known to be subjected to high intensity earth quakes and long-duration ground motion are the key factors that indicate potentially liquefiable areas and conditions that could lead to liquifaction. Based on the consistency and relative density of the onsite soils, the potential for liquifaction at the project site was determined to be low (GeoSolutions, Inc. 2010). Adherence to the recommendations of the Soils Engineering Report prepared for the project would result in low potential for seismically induced settlement and differential settlement.

   The project is located on a slope with gradients as high as 3:1 (horizontal to vertical). The site is identified in an area of high landslide potential on the County of San Luis Obispo's Landslide Hazards Map.

   Based on the various structural design parameters, GeoSolutions concluded that the site supports soils that are suitable for the proposed development provided the recommendations in the report are incorporated into project plans and specifications. Based on the results of the Soils Engineering Report, the project can be constructed to withstand ground shaking, liquifaction and landslide potential, consistent with building code requirements.

b. Erosion potential at the project site is a concern due to the sloped topography. The Natural Resources Conservation Service maps soils and establishes erosive factors to predict the erodibility of a soil and its tolerance to erosion in relation to specific land uses and treatments. Erosive factors are influenced by factors such as plant cover, grade and length of slope, management practices, and climate. Diablo and Cibo clays, 9 to 15 percent slopes, and Psamments and Fluvents, occasionally flooded, have a moderate water

erosion hazard. Implementation of recommended mitigation measures would reduce potential impacts to less than significant.

c. Refer to a., above. Impacts would be less than significant with implementation of recommended mitigation.

d. Onsite Diablo and Cibo clay soils have high shrink-swell potential. The presence of potentially expansive materials and the potential for expansive soils problems resulting from water from irrigation, leakage from residences or natural seepage was identified as one of the primary geotechnical concerns at the site. However, the report concluded that the site was suitable for the proposed development provided the recommendations provided in the report were incorporated into project plans and specifications. Implementation of GS/mm-1 and GS/mm-2, below, would minimize potential impacts to less than significant.

e. The project proposes use of the City wastewater collection and treatment system; no septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impacts would occur.

Mitigation and Residual Impact:

GS Impact 1 **Development associated with the proposed project places structures and people in an area subject to instability during a seismic event and risks associated with lateral spreading, subsidence, liquifaction, or collapse of underlying soils.**

GS/mm-1 *Prior to issuance of grading and building permits, the applicant shall submit plans incorporating recommendations put forth by the Soils Engineering Report (GeoSolutions, Inc. 2010). These apply to preparation of building pads, mat foundation, driven piles, preparation of paved areas, foundation settlement, slab-on-grade construction, retaining walls, pavement design, additional geotechnical services needed during plan development, review of grading and foundation documents prior to construction, construction inspections and testing as required, beginning with the stripping of vegetation at the site, special inspection services, preparation of construction reports and special inspection reports, and inspections for controlled fill thicknesses greater than 12 inches.*

GS/mm-2 *Development design shall conform to the requirements of the latest edition of the California Building Code.*

GS Impact 2 **Soils disturbed during construction and general site use after construction would be subject to erosion from stormwater runoff.**

GS/mm-3 *Prior to issuance of grading permits, a drainage and erosion control plan and Stormwater Pollution Prevention Plan (SWPPP) shall be developed in conjunction with RWQCB staff and City staff to reduce the potential for erosion and down-gradient sedimentation. Grading and construction plan shall include measures to prevent and avoid spills or spread of dangerous materials and clean-up procedures in the event of a spill, and measures to reduce rilling of any stockpiled soils. The plan shall be completed prior to construction for review and approval by the City. Monitoring of construction activities shall occur as needed to ensure compliance with the erosion control plan.*

After implementation of these measures, residual impacts would be less than significant.

Monitoring:

Design plans shall be inspected and approved to ensure compliance with the requirements of the Soils Engineering Report. Monitoring of construction activities shall occur as needed to ensure compliance with design plans and the drainage and erosion control plan.

7. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
b. Conflict with an applicable plan, policy of regulation adopted for the purpose of reducing the emissions of greenhouse gases?			x	

Environmental Setting:

In California, the main sources of Greenhouse Gases (GHGs) are from the transportation and energy sectors. According to the California San Luis Obispo County Annual Resource Summary Report (2010), approximately 40 percent of GHG emissions result from transportation and 23.5 percent result from commercial/industrial uses (County of San Luis Obispo 2010). GHGs remain in the atmosphere for periods ranging from decades to centuries; the main GHGs emitted by human activities include CO2, methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCS), perfluorocarbons (PFCS), and sulfur hexafluoride (SF6).

A warming trend of approximately 1.0 to 1.7 degrees Fahrenheit occurred during the 20th Century. It is generally agreed that human activity has been increasing the concentration of GHGs in the atmosphere, mostly CO2 from the combustion of coal, oil and gas (NCDC 2008). The effect of each GHG on climate change is measured as a combination of the volume or mass of its emissions, and the potential of a gas or aerosol to trap heat in the atmosphere (global warming potential), and is expressed as a function of how much warming would be caused by the same mass of CO2.

The potential effects on future climate change on California resources include increases of air temperature, sea level rise, reduced water resources and changed flood hydrology, changed forest composition and productivity, increased wild fires, changed habitats and ecosystems, changed crop yields and increased irrigation demands, and increased smog and public health issues.

Impact Discussion:

a. Carbon dioxide (CO_2) is the most dominant greenhouse gas, making up approximately 84 percent of total GHGs by volume. Based on emission estimates calculated with URBEMIS 2007 (refer to Section 3, Air Quality, above), development of the project would generate approximately 4,588 lbs/day of CO_2 during construction and then 155.27 tons/year throughout the life of the project. While statewide and local/regional thresholds have not yet been adopted, the level of construction and operational emissions are considered to be substantial because of the transportation sector's heavy influence on GHG emissions and the project's creation of approximately 81daily vehicle trips on local roads.

   The APCD has no authority to require implementation of GHG reduction measures, as no applicable standard or threshold has been established which could be applied to the project. However, CEQA requires the Lead Agency (City) to implement any feasible alternatives or mitigation measures which would substantially lessen significant environmental effects of a project prior to agency approval (Public Resources Code Section 21002). Standard APCD GHG reduction measures are recommended to reduce any GHG impacts to the maximum extent feasible.

b. The project incorporates sidewalks along Ironwood Avenue, walkways within the project leading to common open area, provides garage space for bicycles, provides one bicycle rack space for guests, is within walking distance of the City's fixed route transit system stop at Morro Bay High School/City Teen Center and can utilize the City's on-demand transit service. The proposed development is consistent with the goals and policies of the City of Morro Bay General Plan and is consistent with the APCD's CEQA Handbook and Clean Air Plan. Impacts would be less than significant.

Mitigation and Residual Impact:

GHG Impact 1 **Construction and operation of the project would contribute to the generation of GHG emissions within the city and air basin.**

GHG/mm-1 *Prior to issuance of grading and building permits, the applicant shall incorporate GHG reduction measures listed below, to the maximum extent feasible:*

Site Design Measures

a) Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.

b) No residential wood burning appliances except those approved by the APCD (APCD Rule 504).

Energy Efficiency Measures

a) Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted.

b) Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.

c) Utilize high energy efficiency heating and cooling systems, gas or solar water heaters, appliances (i.e., Energy Star), and interior lighting.

d) Utilize double-paned windows.

e) Install door sweeps and weather stripping (if more efficient doors and windows are not available).

f) Install energy-reducing programmable thermostats.

g) Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.

After implementation of these measures, residual impacts would be less than significant.

Monitoring:

Compliance with recommended measures will be verified by the City prior to issuance of building permits, and verified during building inspection.

8. HAZARDS/HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			x	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		x		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				x
d.	Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?				x
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			x	
h.	Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wildlands?			x	

Environmental Setting:

Based on review of the City of Morro Bay General Plan, Local Coastal Plan, and the California Department of Toxic Substances Control Cortese List and EnviroStar databases, there is no evidence that hazardous materials were ever used, stored or spilled on the project site at any time in the past, and there are no oil wells, tanks or related structures located on the property.

In general, residential developments do not use hazardous materials or present hazards that would threaten construction workers, residents, the public, or the environment. However, risks related to hazardous materials and their release into the environment could occur during both the construction and operational stages of the project. Sensitive uses/resources that could be impacted by hazards resulting from the proposed project include adjacent residences, traffic along Highway 41, Morro Creek, and sensitive agricultural uses south of the site.

Impact Discussion:

a. The project does not propose the routine transport, use or disposal of hazardous materials. Construction materials, including fuels and oils, may be transported during construction, in compliance with existing regulations. Associated hazard to the public or the environment would be less than significant.

b. Risks related to hazardous materials and their release into the environment could occur during both the construction and operational phases of the project. Although a limited amount of hazardous materials would be present at the project site (namely oil and gas for construction equipment and resident vehicles) during normal construction and operating conditions, hazardous materials would not pose a substantial risk.

However, there is the potential for spills to occur at the project site, which would potentially affect sensitive areas, such as Morro Creek, due to the parcel's southward slope and proximity to these resources.

Demolition activities could also cause potential impacts associated with handling, demolition, and disposal of asbestos containing materials. Asbestos containing materials can be found in existing buildings or utility pipes and pipelines. Compliance with standard asbestos regulatory requirements (refer to AQ/mm-3 and AQ/mm-4, above) and preparation of a Spill Prevention Control and Countermeasure Plan are recommended to reduce impacts to less than significant.

c. The project would not be located within 0.25 mile of a school and does not propose to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Impacts would be less than significant.

d. The project site is not located on a known hazardous materials site. No impacts would occur.

e. The project site is not located within an airport land use plan or within two miles of a public airport. No impacts would occur.

f. The project site is not located within the vicinity of a private airstrip. No impacts would occur.

g. Construction of the proposed project may result in temporary traffic delays along Highway 41 during work within Caltrans right-of-way. However, these impacts would be temporary and minimized through implementation of standard Caltrans traffic control measures, and the project would not conflict with any regional evacuation or emergency response plan.

h. The project is proposed in an urban setting, and is not in a high fire risk area. It is in the Medium Fire Hazard Zone (San Luis Obispo County Safety Element), and would be served by the City Fire Department. Based on review by the City Fire Department, no concerns were identified (Tom Prows, August 8, 2011). The project would conform to all Fire Code requirements, including minimum access road widths, turning radius and vertical clearance requirements, access road angles and grade limits, curb paintings and signage, availability of one fire hydrant, installation of automatic fire sprinkler systems in all townhouse units, and address identification. The project would not expose people or structures to a significant risk of fire, and impacts would be less than significant.

Mitigation and Residual Impact:

HAZ Impact 1 **Development associated with the proposed project has the potential to result in the accidental release of hazardous materials into sensitive areas adjacent to the project site.**

HAZ/mm-1 *Prior to issuance of grading permits, a Spill Prevention Control and Countermeasure Plan shall be developed and submitted to the City for approval. The plan shall identify hazardous materials to be used during construction and operation, and shall identify procedures for storage, distribution, and spill response. The plan shall specifically address potential spill events into the existing culvert in the Caltrans right-of-way and Morro Creek. Equipment refueling shall be done in non-sensitive areas and such that spills can be easily and quickly contained and cleaned up without entering the existing stormwater drainage system or creek. The plan shall include procedures in the event of accidents or spills, identification of and contact information for immediate response personnel, and means to limit public access and exposure. Any necessary remedial work shall be done immediately to avoid surface or ground water contamination.*

With implementation of these mitigation measures, impacts would be less than significant.

Monitoring:

Monitoring shall occur as necessary to ensure development is proceedings consistent with the Spill Prevention Control and Countermeasure Plan and standard asbestos regulations.

9. HYDROLOGY/WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			x	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			x	
c. Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site?		x		
d. Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?		x		
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		x		
f. Otherwise substantially degrade water quality?		x		
g. Place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?				x
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				x
i. Expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			x	
j. Inundation by seiche, tsunami, or mudflow?			x	

Environmental Setting:

A Project Drainage Report and Hydraulic Design for the project was prepared in June 2011 (Above Grade Engineering, Inc. 2011). This section relies largely on the findings of that report. The City's hydrologic design criteria requires new projects to mitigate increases in storm water quantity by detaining the difference between pre-development and post-development runoff for the 10-, 25-, 50-, and 100-year storm events (Above Grade Engineering, Inc. 2011). Storm water quality is also required to be mitigated through cleaning runoff and treating the water with bioremediation, filtration or infiltration.

Surface hydrology of the project site follows the topography, and flows southwest towards existing drainage facilities along Highway 41. The site slopes directly towards Morro Creek, which is located on the south side of Highway 41, approximately 150 feet south of the project site. runoff from the site flows into an existing stormwater

culvert in the Caltrans right-of-way, which extends under Highway 41 and flows to Morro Creek. Runoff from upslope development is cut off by a concrete masonry site wall along the north property line and does not enter the site. The project site is not within FEMA's Flood Insurance Rate Map flood hazard zone.

Redevelopment would affect the entire site area, and would remove the existing buildings, paving, and landscaping. This would be replaced with new buildings, flatwork, paving, and landscaping. The gross increase in runoff is estimated to be 81 percent (Above Grade Engineering, Inc. 2011).

The project proposes detention of storm waters through utilization of a series of catch basins connected to a storm drain system. The storm drain system would flow to an underground storm water detention system designed to hold, and release, a quantity of stormwater equivalent to the difference between the pre-development and post-development runoff in a 100-year storm, consistent with City policy. Stormwater quality treatment measures would include use of an inlet filter at each of the storm drain system catch basins with the capacity to flow at least 0.8 cubic feet per second (cfs) while filtering out a particle size of 140 US Sieve. On-site retention of waters is not recommended due to the hard sandy clay nature and slow infiltration rate of soils.

Caltrans previously reviewed the hydraulics reports on the subject property, and found that the Project Drainage Report & Hydraulic Design adequately summarized site hydrology and proposed on-site detention. Typically Caltrans does not recommend or accept direct storm drain connections. However, because of the reduced peak storm flow and site topography, Caltrans has determined that connection is acceptable in this case.

The Central Coast Regional Water Quality Control Board (RWQCB) has also provided preliminary comments on the project, and has recommended that the development incorporate low impact development (LID) principles to the maximum extent feasible to reduce the project impacts and maintain natural watershed processes (Tamara Presser, October 21, 2011). LID is an alternative land planning and design strategy that minimizes water quality impacts by preserving or imitating the natural hydrologic function of the landscape as much as possible. These principles should be incorporated into the project design to the greatest extent feasible to minimize project effects on hydrology, water quality, and onsite geology and soils.

Impact Discussion:

a. The project would be served by City water and wastewater systems, which appear capable of adequately meeting the project's needs (refer to Section 17, Utilities and Service Systems, below, for additional information). No violations of any water quality standards or waste discharge requirements are expected. Impacts would be less than significant.

b. The proposed project would utilize City water supplies, which are estimated to be sufficient to meet project demands (refer to Section 17, Utilities and Service Systems, below). No depletion of groundwater supplies or effects on groundwater recharge would result. Impacts would be less than significant.

c. The project would disturb the entire 0.92-acre site and would increase pervious surfaces at the location with development of townhouses, paving and other infrastructure, resulting in a 81 percent increase in runoff. According to the project's Hydraulic Design, increased runoff from the developed site would be mitigated to the historic flow rate, and detained in an underground storage system to contain the difference in pre- and post-development runoff capacity. Measures are recommended to ensure compliance with the Project Drainage Report and Hydraulic Design prepared for the project, and maintenance of the system. In addition, incorporation of LID planning principles is recommended to further reduce impervious surfaces and associated increased runoff. With implementation of these measures, impacts would be less than significant.

d. Refer to c., above. The project would not increase runoff which would result in flooding on- or off-site. Impacts would be less than significant with implementation of the recommended mitigation measures.

e. Refer to c., above. The project would contribute additional runoff; however, all increases in runoff would be detained on-site in an underground storage system, and then released at historic flow rates. No increase in capacity or additional sources of runoff would be placed within the existing storm water drainage

system. With implementation of recommended mitigation measures, impacts would be less than significant.

f. The project proposes to treat stormwater with an inlet filter at each of the storm drain system catch basins. With implementation of recommended mitigation measures, no impacts to water quality would occur. Impacts would be less than significant.

g. The project location is not within FEMA's 100-year flood hazard area. No impacts would occur.

h. The project location is not within the FEMA 100-year flood hazard area, and would not redirect or impede any flood flows. Impacts would be less than significant.

i. The project does not place structures or people in a high flood hazard area and is not within an area that would be affected by a levee or dam failure. Impacts would be less than significant.

j. The project is not proposed in an area subject to inundation by seiche, tsunami or mudflow hazards. Impacts would be less than significant.

Mitigation and Residual Impact:

HWQ Impact 1 **The project would increase impervious surfaces at the project site, which would increase the total volume of storm water runoff and could contribute to erosion, siltation and flooding risks.**

HWQ/mm-1 *Prior to issuance of grading permits, the applicant shall submit a final grading and drainage plan for review and approval by the City Engineer. The plans shall be consistent with the Project Drainage Report and Hydraulic Design prepared for the project (Above Grade Engineering, Inc. 2011).*

HWQ/mm-2 *Prior to issuance of grading permits, the applicant shall submit a Storm Drain and Storage System Maintenance Plan for review and approval by the City Engineer. The plans shall include requirements for annual maintenance of the catch basins, storm drains and storage system, including detention basins, vegetated swales, and any storm drain systems including catch basins and cleanouts.*

HWQ/mm-3 *Prior to issuance of grading and building permits, the applicant shall submit construction plans incorporating Low Impact Development (LID) planning principles, to the maximum extent feasible:*

a. Preserve native vegetation;

b. Reduce impervious area;

c. Use pervious pavements and green roofs wherever practicable;

d. Disconnect impervious areas by routing runoff to vegetated or pervious areas (e.g., tree boxes, rain gardens, lawns, buffers, and strips);

e. Minimize the use of gutters, pipelines, and channels which concentrate and accelerate flow;

f. Keep drainage paths long (e.g., with meandering grassy swales);

g. *Decentralize retention through the use of small, dispersed facilities (e.g., rain gardens);*

h. *Amend soils to increase soil absorption and infiltration rates.*

After implementation of these measures, residual impacts would be less than significant.

Monitoring:

Monitoring shall occur as necessary to ensure development is proceedings consistent with the final grading and drainage plan and Storm Drain and Storage System Maintenance Plan.

10. LAND USE AND PLANNING Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Physically divide an established community?			x	
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			x	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				x

Environmental Setting:

The proposed project is located in an urban area on the eastern edge of the city of Morro Bay within the Coastal Zone. The project is within the High Density Residential land use designation and is zoned R-4, Multiple Residential-Hotel-Professional. The project site is currently developed with an existing residence, patio and driveway areas, paving, and landscaped fruit trees. The project area is surrounded by R-4 zones to the north, east and west, which are developed with large lot single family residences to the east and west and multi-family residential condominiums to the north. The project is bordered on the south by Highway 41, and immediately south of Highway 41 are light industrial uses (within an M-I zone), Morro Creek and intensive agricultural uses (row crops).

Impact Discussion:

a. The proposed project proposes residential development consistent with surrounding land uses. The project would not divide an existing community and impacts would be less than significant.

b. The proposed project is generally consistent with the City of Morro Bay General Plan, Municipal Code and Local Coastal Plan. Title 16 of the Municipal Code, the Subdivision Ordinance, sets forth minimum lot width, coverage, yards, and setback requirements for Compact In-Fill Developments. However, exceptions to Title 16 requirements are commonly given to allow for unique, non-traditional developments as long as the project is consistent with the intent of the code. This development proposes varying lot sizes, widths, and private and common open space areas, all of which meet the intent of the Title 16. The Planned Development overlay also allows exceptions to strict code requirements when developments are proposed that would provide beneficial development in the City.

Title 17 of the Municipal Code describes the purpose of the R-4 zone to allow higher density apartment projects and, where appropriate, hotel, motel, community housing developments and professional offices, ensuring that the district is free of excessive traffic and other uses causing congestion, noise, confusion and interference in the pattern of higher density family living and visitor serving uses. The applicant is requesting a height exception for a fence exceeding six feet, six inches in height. The intent of the exception is to allow construction of a retaining wall to stabilize proposed fill at the northern and western property boundaries, and a vehicle and pedestrian guard to avoid onsite access hazards and protect public safety. Mitigation is recommended to address potential environmental effects related to land use, including aesthetics, air quality, hazards and hazardous materials, noise, and traffic (refer to applicable analysis section). Based on implementation of recommended mitigation, impacts would be less than significant.

c. There are no habitat conservation plans or natural community conservation plans that apply to the project site. No impacts would occur.

Mitigation and Residual Impact:

The project is not expected to result in any potentially significant impacts to land use and planning. Recommended mitigation measures addressing environmental effects that may also effect land use, and potential use conflicts, include: *AES/mm-1, AES/mm-2, AQ/mm-1, AQ/mm-2, AQ/mm-3, AQ/mm-4, GHG/mm-1, HAZ/mm-1, N/mm-1, TC/mm-1, and TC/mm-2.*

After implementation of these measures, residual impacts would be less than significant.

Monitoring:

Compliance will be verified by the City through review of project plans and onsite inspection.

11. MINERAL RESOURCES Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resources that would be of value to the region and the residents of the state?			x	
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				x

Environmental Setting:

The area of proposed development is within the city limits in an existing developed area that does not contain significant amounts of any known mineral resources. Even if mineral resources were present, extraction would not be feasible due to the site's location in an urban setting.

Impact Discussion:

a. The project is not located in an area of known mineral resources. Impacts would be less than significant.

b. The project site is not designated on any local or regional plan as a locally-important mineral resource recovery site. No impacts would occur.

Mitigation and Residual Impact:

The project is not expected to result in any potentially significant impacts to mineral resources and no mitigation measures are necessary.

Monitoring:

None required.

12. NOISE Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	Expose people to, or generate, noise levels exceeding established standards in the local general plan, coastal plan, noise ordinance or other applicable standards of other agencies?		x		
b.	Expose persons to or generation of excessive groundborne vibration or groundborne noise levels?			x	
c.	Cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
d.	Cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			x	

Environmental Setting:

The City of Morro Bay Noise Element states that residential land uses in areas with exterior noise levels above 60 decibels (dBA) may only be permitted after implementation of noise protective mitigation measures in compliance with the Noise Element. Mitigation measures are also required if interior noise levels exceed 45 dBA.

A Sound Level Assessment for the project was prepared in February 2011 (Lord 2011). On-site sound measurements were taken on February 4, 2011 and existing and future on-site noise levels were generated by a computer acoustics modeling program (CADNA/A) based on average values over a 24-hour period. The primary noise source associated with the project location is traffic from Highway 41. Other ambient noise sources have minimal noise effect on the site in relation to the more significant transportation source.

Units 9 through 14 of the project are situated in a single building on the southern side of the parcel adjacent to Highway 41. The southern side of this building (facing the highway) would be subjected to the highest sound levels on the site, as it is located directly adjacent to transportation noises coming from Highway 41. The building would serve as a buffer and would block some of the traffic noise from the north side of this building and other interior portions of the parcel (Lord 2011). Sound levels generally increase with elevation above grade, and sound levels would be higher on second and third floors of the buildings.

Projected noise measurements along the southern face of the building housing Units 9 through 14 ranged from 63 dBA at ground level to approximately 65 dBA at the third floor elevation. Interior noise levels were much lower in areas where the southern building provided a buffer from traffic noises, and ranged between 40 and 61 dBA along the northern face of the building housing Units 9 through 14 (which also encompasses most of the project's proposed open space and exterior use areas), and between 35 and 60 dBA around the interior buildings/Units 1 through 8. It should be noted that projected noise levels at the southern property line were slightly higher than those measured at the southern face of behind the building structures due to the proximity to Highway 41. However, this area would be used as a driveway, and no interior or exterior uses are proposed in this area; therefore, noise mitigation is not required.

Interior noise levels are estimated by incorporating noise reduction characteristics of the building materials. Typical wood frame construction provides between 15 to 20 dBA of noise reduction. This level of reduction would equate to interior noise levels in the southern building (Units 9 through 14) ranging between 43 to 48 dBA at ground level, and 45 to 50 dBA at third floor elevations.

In general, doors, windows, and ventilation, plumbing and electrical systems are the acoustical weak links in building construction. Therefore, careful consideration must be given to the design and placement of these components. By limiting the number and size of openings on the sides of the building exposed to the primary noise source, interior noise levels will be minimized (Lord 2011).

Impact Discussion:

a. Construction activities associated with the proposed project would generate increased noise levels due to the use of heavy construction equipment and vehicles. Development of the proposed project would likely expose surrounding areas to noise levels that exceed those established in the Noise Element. This effect would be short-term, however, and would be limited to daytime hours pursuant to City policy. Short-term construction impacts would be less than significant.

   Long-term effects of the proposed project include exposure of people to projected noise levels that exceed those recommended in the Noise Element and an increase in noise levels caused by additional traffic in the area. Noise impacts have been analyzed in the Sound Level Assessment prepared for the project and mitigation measures have been recommended that would reduce noise impacts to acceptable levels (Lord 2011). Implementation of all measures set forth in the Assessment is recommended to bring noise levels within acceptable ranges. The report shows that, with mitigation, acceptable noise levels could be achieved; therefore, after implementation of these measures, impacts would be less than significant.

b. The proposed project would result in some groundborne vibration and noise during the short-term construction phase. These potential impacts would be short-term and limited to daytime hours consistent with City policy. Impacts would be less than significant.

c. Implementation of the project would generate approximately 81 average daily trips, which would not substantially increase noise levels in the immediate area. Use of the residential area would generate operational noise; however, the increase would not result in a substantial permanent increase in the ambient noise level, due to existing residential and transportation-related noise in the immediate area. The impact would be less than significant.

d. The project would create temporary increased in noise levels in the project vicinity above those existing without the project due to construction activities (refer to a. and b., above). However, potential increased would not differ from those typically associated with similar development projects, and activities would be conducted in compliance with existing City policy. Impacts would be less than significant.

Mitigation and Residual Impact:

N Impact 1 **The proposed project places structures and people in an area subject to excessive noise levels associated with traffic along Highway 41.**

N/mm-1 *Prior to issuance of building permits, the applicant shall submit plans incorporating noise mitigation measures, including, but not limited to:*

a. Exterior balcony railings of solid construction to a height of at least 36 inches

b. location of all vents and other roof and wall penetrations on walls and roofs facing away from the noise source (on the north, west and east elevations whenever possible)

c. *use of bends and insulation in ventilation systems*

d. *use of closable dampers*

e. *Sound Transmission Class rated wall, door and window materials*

f. *use of acoustical sealant on all windows and other openings as appropriate.*

With implementation of these construction measures, impacts would be less than significant.

Monitoring:

Monitoring shall occur as necessary to ensure development is proceedings consistent with the specifications set forth in the Sound Level Assessment and that all exterior and interior noise levels are consistent with levels established in the Noise Element prior to occupancy.

13. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				x
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				x
c. Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?			x	

Environmental Setting:

The city of Morro Bay has a population of 10,234 based on data from the 2010 Census. The population has remained relatively constant over the last decade, down approximately 1.1 percent from 10,350 in 2000 (California Department of Finance, Table E-4).

The San Luis Obispo County Council of Governments (SLOCOG) allocates housing production goals for the County and incorporated cities based on their fair share of the region's population and employment, which is outlined in the SLOCOG 2008 Regional Housing Needs Plan. The Plan designated a Regional Housing Needs Allocation (RHNA) of 180 of the total 4,885 housing units to the City of Morro Bay over the 2007-2014 planning period (SLOCOG 2008). The City's 2009 Housing Element showed the city's capacity to accommodate all 180 allocated units, and a remaining surplus of lands suitable to develop as many as 400 additional units.

Impact Discussion:

a. The project proposes demolition of one existing residence and development of 14 townhouse units. The project would not displace substantial numbers of people or housing, or necessitate the construction of replacement housing elsewhere. The existing residence is currently unoccupied. No impacts would result.

b. Refer to a., above. No impacts would result.

c. The project proposes development of 14 new townhouse units within the city, which could potentially induce population growth in the area. However, this growth is consistent with that anticipated in the Land

Use Element, Zoning Code and build out under the General Plan. Infrastructure is in place to meet the anticipated growth and impacts would be less than significant.

Mitigation and Residual Impact:

The project is not expected to result in any potentially significant impacts to population or housing and no mitigation measures are necessary.

Monitoring:

None required.

14. PUBLIC SERVICES Would the project result in a substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?			X	
b. Police protection?			X	
c. Schools?			X	
d. Parks or other recreational facilities?			X	
e. Other governmental services?			X	

Environmental Setting:

According to the California Department of Finance, the city of Morro Bay's population in 2010 was 10,234 and San Luis Obispo County's population was 269,637. SLOCOG published a Long Range Socio-Economic Projections Report in May 2009, updating population projections in the county after accounting in the dramatic downturn in the economy and adjusting population projections accordingly. The report projects the city population to grow by 8.1 percent to 11,190 by 2030 (County growth was estimated to reach 18.1 percent) (City of Morro Bay 2009).

The city of Morro Bay is served by the Morro Bay Police and Fire Departments and the San Luis Coastal Unified School District. The project site is located in a Medium Fire Hazard Zone and 15 Minute Emergency Response Zone on the County of San Luis Obispo safety maps.

There are two schools within the city, Del Mar Elementary School and Morro Bay High School. The San Luis Coastal Unified School District is operating at acceptable capacities at all grade levels. Elementary schools are currently operating at approximately 82.5 percent capacity, and serving 3,409 students. Middle schools serve approximately 1,071 students and are operating at 69.1 percent capacity. High schools within the district are the closest to reaching their capacity levels, and currently serve approximately 2,493 students at 93.4 percent capacity (County of San Luis Obispo 2010). High school capacity levels have been designated a Level of Severity II, which means enrollment projections are estimated to reach school capacity with five years.

Impact Discussion:

a. The proposed project would result in the addition of 14 residential units in the city, and cause an increase in demand for City services, including fire and police protection. However, the Morro Bay Fire Department and Morro Bay Police Department have both been contacted and asked to comment on the proposed development. Both departments indicated their approval of the project and made no further comments.

The project involves residential growth consistent with levels anticipated at build out under the City's General Plan and Zoning Code. The city has capacity and infrastructure in place to facilitate the residential use planned for this area. The project is not located within a high fire risk area and is not expected to generate demand on police services above the level generally utilized for surrounding residential uses. The proposed project would not alter the existing services currently provided by the City, and no new or physically altered facilities would be required. The project's incremental effect on existing services would be mitigated through payment of standard development fees. Impacts would be less than significant.

b. Refer to a., above. Impacts would be less than significant.

c. Schools within Morro Bay are currently operating at acceptable levels. With an average household size of 2.1 (calculated by dividing the total city population by total number of housing units), it could be estimated that the development of 14 residential units could result in the addition of less than 5 school aged children to local schools. Schools within the district would be capable of meeting this additional demand. Impacts would be less than significant.

d. Recreational facilities are discussed in Section 15, below. Impacts would be less than significant.

e. The proposed project is not expected to result in any significant adverse impacts on any other governmental services within the city or San Luis Obispo County. Impacts would be less than significant.

Mitigation and Residual Impact:

The project is not expected to result in any potentially significant impacts to public utilities and no mitigation measures are necessary.

Monitoring:

None required.

15. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			x	
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?			x	

Environmental Setting:

The city of Morro Bay manages 13 city parks, and also offers three state parks and a significant number of open space and recreational opportunities associated with more than 10 miles of ocean shoreline within the city limits, over 95 percent of which is open to lateral coastal access. Approximately 90 percent of the lands abutting the Pacific Ocean in Morro Bay are publicly owned (City of Morro Bay 1982). The proposed project is located within 0.5 mile of Lila Keiser Park, a 10-acre park that provides softball and baseball fields, picnic and barbeque areas, a children play area, and horseshoe pits.

Impact Discussion:

a. The proposed project would result in an increased demand on existing City recreational facilities. However, based on the average household size of 2.1, the project would only add approximately 30 people to the city's

population. The City's substantial existing recreational facilities would be sufficient to accommodate this increased demand. Impacts would be less than significant.

b. The project does not propose the construction or expansion of any new or existing recreational facilities, the development of which may result in adverse environmental effects. Impacts would be less than significant.

Mitigation and Residual Impact:

The project is not expected to result in any potentially significant impacts to recreational facilities and no mitigation measures are necessary.

Monitoring:

None required.

14 TRANSPORTATION/CIRCULATION Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, street, highway and freeways, pedestrian and bicycle path, and mass transit?		x		
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the country congestion management agency for designated roads or highways?		x		
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			x	
d. Substantially increase hazards due to a design feature (e.g. limited sight visibility, sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?			x	
e. Result in inadequate emergency access?			x	
f. Conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?			x	

Environmental Setting:

The project is located at the northwestern corner of Highway 41 (Atascadero Road) and Ironwood Avenue. Access is proposed via two driveways along Ironwood Avenue, and on-site parking would be provided for each unit in garages (two spaces per unit), with an additional eight guest spaces available on-site. The project frontage would be improved with concrete curb, gutter and sidewalks.

Primary circulation for the project would be provided by Highway 41 (Atascadero Road), Ironwood Avenue, State Route 1, and Main Street. Other residential access roads in the vicinity include Mimosa Street and Avalon Street. Highway 41 (also known as Atascadero Road within the Morro Bay city limits) provides regional access between State Route 1 and U.S. 101, approximately 13 miles inland in Atascadero. Highway 41 provides one travel lane in each direction with separate turning lanes as needed along the route. At Ironwood Avenue, paved shoulders and a left turn lane is provided on Highway 41. Vehicle travel speeds are transitioning between a posted 55 mile per hour zone and 40 mile per hour zone.

Ironwood Avenue is a residential collector that intersects with Highway 41 and is controlled with a stop sign for Ironwood Avenue traffic only. The Highway 41/Main Street intersection is located approximately 0.3 mile west of the project site. The intersection is a stop controlled series of three closely spaced intersections. Congestion regularly occurs during peak hours and the City has identified an improvement project for the intersection for which funds are currently being collected. State Route 1 is a major four lane freeway that extends north-south through Morro Bay, connecting the city to San Luis Obispo to the southeast and Cayucos to the north. State Route 1 extends along (or near) the coast through the entire length of San Luis Obispo County. Main Street is a major two lane roadway that extends through the entire north-south length of the city. Main Street serves as a frontage road to State Route 1 in northern Morro Bay before extending south through the downtown area and terminating at the Morro Bay Estuary and State Park. Mimosa Street is a two lane street passing through residential areas to the west and north of the project site, and Avalon Street provides a connection to residential roads surrounding the project site with Main Street. State

Impact Discussion:

a. The Traffic Engineering and Circulation Analysis Study prepared for the project (OEG 2011) estimated the number of trips that would be generated by the project using the ITE Trip Generation Manual (8th Edition), which provides estimates for daily vehicle trips that would result from specific land uses . Based on the ITE Manual, the proposed project is expected to generate approximately 81 trips per weekday, with seven PM peak hour trips. Existing traffic conditions were analyzed based on their respective Level of Service (LOS), which range from LOS A (free flow conditions with minimal or no delays) to LOS F (forced flow severe congestion). Caltrans has set a goal of LOS C for all streets within its jurisdiction. Existing Levels of Service at intersections within the project vicinity are summarized in Table 4, and estimated operations after implementation of the proposed project are provided in Table 5, below.

Table 4. Existing Intersection Operations (LOS)

Location	Type of Control	Weekday LOS	Weekend LOS
Highway 41/Ironwood Ave.	Stop on Ironwood only	A	B
Highway 41/Main Street	All-way stop	D	C
Highway 41/Northbound State Route 1 ramps	Stop on S.R. 1 ramp only	A	A
Highway 41/Southbound State Route 1 ramps	Stop on S.R. 1 ramp only	B	A

*Source: OEG 2011

Table 5. Estimated Future Intersection Operations (LOS) with Implementation of the Proposed Project

Location	Type of Control	Weekday LOS	Weekend LOS
Highway 41/Ironwood Ave.	Stop on Ironwood only	A	B

Highway 41/Main Street	All-way stop	D	C
Highway 41/Northbound State Route 1 ramps	Stop on S.R. 1 ramp only	A	A
Highway 41/Southbound State Route 1 ramps	Stop on S.R. 1 ramp only	B	A

*Source: OEG 2011

Although the Traffic Engineering Study shows some very minimal increases in vehicle delays at these intersections (i.e., weekday delays at the Highway 41/Main Street intersection would increase from 29.6 seconds per vehicle to 30), the proposed project would not result in any increase in the Level of Service of surrounding roadways. However, the project does add additional trips to the Highway 41/Main Street intersection, which is currently operating at unacceptable levels (LOS D).

The City of Morro Bay Planning Division has recommended that project approval be contingent on the payment of intersection improvement fees, to account for the project's partial impacts on traffic conditions at the Highway 41/Main Street intersection. The traffic volume at Atascadero Road/State Route 1 is approximately 6,900 ADT. The estimated cost of planned improvements to the intersection is $980,000 based on the City's 1988 Circulation Element (City of Morro Bay 1988). Present day cost is estimated at $1,940,000. Mitigation has been recommended to minimize the project's contribution to impacts to this intersection to less than significant.

The Circulation Element also identifies the Highway 41/Ironwood Avenue intersection as a "Moderate Selected Problem Area". During peak traffic times, a maximum of five vehicles may be entering the project site. With existing traffic volumes on Ironwood Avenue, there are adequate gaps in traffic to allow project traffic to turn left into the project site without waiting for extended periods of time. The ITE model indicates that a maximum queue (or back-up) of vehicles waiting at the intersection would be approximately 9 feet, or one car length. Therefore, project traffic would not block or queue traffic back to Highway 41 from the proposed project driveways. There is adequate site distance from the proposed access ways, and impacts would be less than significant.

b. Refer to a., above.

c. The project would not have any effect on area flight patterns. No change in air traffic patterns would result from the proposed project, and no impacts would occur.

d. The project includes improvements within Caltrans right-of-way, along the southern property boundary, and the applicant has been coordinating with Caltrans to obtain an Encroachment Permit. Based on consultation with Caltrans, no significant issues related to traffic and safety have been identified (personal communication, Chris Shaeffer, November 7, 2011). No dangerous design features are being proposed and the proposed use would be consistent with existing uses. Internal circulation was found to be adequate (OEG 2011). Impacts would be less than significant.

e. All project streets and access ways would be designed consistent with City standards. The project would not result in inadequate emergency access from any on-site or adjacent location. Impacts would be less than significant.

f. The project would not conflict with any adopted plans, policies, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be less than significant.

<u>Mitigation and Residual Impact</u>:

TC Impact 1 **The proposed project would add approximately 81 average daily trips to local roads, and would contribute to increased traffic congestion or reduced level of service at the Highway 41/Main Street intersection, which currently operates at unacceptable levels.**

TC/mm-1 *Prior to issuance of building permits, the applicant shall pay a pro rata share for signalization and related improvements at the intersection of Highway 41 (Atascadero Road) and Main Street. The fee shall be proportional to increased traffic generated by the subject project at the intersection (81 average daily trips), as estimated by the Traffic Engineering and Circulation Analysis Report (OEG 2011) and subject to review and approval of the City Engineer.*

Based on traffic levels at the intersection (6,900 based on the most recent Caltrans data) and estimated cost of improvements ($1,940,000), the project's pro rata share would be $23,280 (81/6,900 trips = 1.2%, 1.2% of $1,940,000 = $23,280).

TC/mm-2 *Prior to issuance of grading and building permits, the applicant shall submit a copy of the Encroachment Permit issued by the California Department of Transportation (Caltrans) for improvements within Highway 41 right of way.*

With implementation of this measure and payment of standard development impact fees, traffic impacts would be less than significant.

Monitoring:

Compliance will be verified by the City prior to development of the project.

17. UTILITIES & SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			x	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			x	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			x	
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			x	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			x	

g.	Comply with federal, state, and local statutes and regulations related to solid waste?			x	

Environmental Setting:

The City receives water from a variety of sources: groundwater from the Morro Creek and Chorro Creek underflows, converted water through the City's desalination facility, and state water via the Chorro Valley pipeline. The desalination facility also treats brackish water from the Morro Creek underflow for nitrate removal. The desalination facility provides water when the State Water Project pipeline undergoes annual maintenance. The City has an allocation from the State Water Project, including a drought buffer amount, as shown in Table 6, below.

Table 6. City of Morro Bay State Water Project Allocation (acre feet/year)

Water Service Amount	Buffer	Total Reserved	Minimum Allocation	Average Allocation	Maximum Allocation
1,313	2,290	3,603	216	1,313	1,313

*Source: County of San Luis Obispo, Annual Resource Summary Report 2009-2010

Water use in the city has remained relatively steady over the past 10 years (as has the city's population), ranging from 1,317 afy in 2009-2010 at its lowest, to 1,475 afy in 2003-2004 at the highest.

Table 7. City of Morro Bay Total Water Use (acre feet/year)

1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2007-2008	2008-2009	2009-2010
1,372	1,417	1,437	1,423	1,475	1,400	1,384	1,420	1,369	1,317

*Source: County of San Luis Obispo, Annual Resource Summary Report 2009-2010

Based on information provided by the City for preparation of the County Resource Management System's 2009-2010 Annual Resources Summary Report, per capita water use in 2009-2010 was approximately 111 gallons per capita per day (gpc/d). Based on Morro Bay's previous reductions and current low usage, the City expects to be able to comply with state requirements for the reduction of per capita water use by 5 percent by 2020 (County of San Luis Obispo 2010). The City's water rates are relatively high (the second highest rates in the county), with an average single family unit paying $27.58 per month for approximately 5,236 gallons per month of water. This equates to a little more than $0.005/gallon.

The City shares a wastewater treatment plant with the Cayucos Sanitary District, located in Morro Bay near the Morro Bay power plant. The wastewater treatment plant currently has one of the few secondary treatment waivers in the state, which allows the plant to dispose of primary-treated sewage through an outfall to the ocean. The waiver is being phased out over the next several years, as the plant is upgraded to provide tertiary treatment. At that level of treatment, the wastewater effluent could be recycled to augment the City's water supply.

As of 2010, the City's sewer treatment facility was operating at approximately 85 percent capacity (County of San Luis Obispo 2010). Average daily dry weather flows for 2010 were 1.19 million gallons per day (mgd), and peak daily dry weather flow was 1.75 mgd. The facility's current daily capacity is 2.06 mgd (Bruce Keogh, personal communication, November 4, 2011). Wet weather flows are much higher (averaged approximately 2.6 mgd in 2010 and peaked at approximately 6.0 mgd). However, the system has sufficient detention capacity to hold these additional flow amounts and release flows consistent with the 2.06 mgd biological capacity. The City and Cayucos

are in the process of upgrading the facility, and the expansion is expected to be completed in January 2014. After the expansion, the facilities capacity would be approximately 1.5 mgd, a reduced capacity that has been adjusted to account for new population and flow projections for both communities over a 20 year planning period (Bruce Keogh, personal communication, November 4, 2011). Additional information can be found in the Facility Master Plan, and specifically the Facility Master Plan – July 2010 Amendment 2, which are located on the City's website, at http://www.morro-bay.ca.us/index.aspx?NID=352.

The City contracts with Morro Bay Garbage Service to provide residential and commercial garbage, recycling, and green waste collection services for Morro Bay. All of the city's waste is taken to Cold Canyon Landfill. Cold Canyon is located approximately five miles south of the city of San Luis Obispo on State Route 227. Total capacity at the landfill is 10.9 million cubic yards, and the County is currently conducting environmental review for a proposal to expand the existing facility and services. Currently, about 75 percent of the landfill's capacity is filled.

Impact Discussion:

a. The project would be served by existing City wastewater collection and treatment facilities, and would not include an onsite system. Therefore, there would be no impact.

b. The project would utilize City water resources and the City's existing wastewater collection and treatment system and facility. Both services have sufficient capacity to meet increased capacity and demand resulting from the proposed project and the project would not result in the construction of new or expanded facilities. Impacts would be less than significant.

c. The project would utilize the City's existing stormwater drainage system through connection to a culvert in the Caltrans right-of-way on the north side of Highway 41. The project proposes detention of storm waters in an underground storm water detention system designed to hold a quantity of stormwater equivalent to the difference between the pre-development and post-development runoff in a 100-year storm, consistent with City policy. Caltrans previously reviewed the hydraulics reports on the subject property, and found that the Project Drainage Report & Hydraulic Design adequately summarized site hydrology and proposed on-site detention. Typically Caltrans does not recommend or accept direct storm drain connections. However, because of the reduced peak storm flow and site topography, Caltrans has determined that connection is acceptable in this case (personal communication, Chris Shaeffer, October 10, 2011). The system would release storm waters at the historical rate and would not generate additional volume within the drainage system. Impacts associated with construction of the underground detention system have been analyzed as part of the proposed project, and no other significant environmental effects would result. Impacts would be less than significant.

d. The City's existing water supplies are considered adequate to meet any additional demand generated by development of the proposed project and no new or expanded entitlements would be required. Impacts would be less than significant.

e. The project would be served by the City's wastewater collection and treatment facility. The facility is expected to have sufficient capacity to meet additional capacity produced by the project, and impacts would be less than significant.

f. The proposed project's impact on capacity at Cold Canyon Landfill would be minimal. The landfill is expected to be able to meet the additional demand and impacts would be less than significant.

g. The project would comply with all applicable federal, state, and local statutes and regulations related to solid waste; impacts would be less than significant.

Mitigation and Residual Impact:

The project is not expected to result in any potentially significant impacts to utilities or service systems and no mitigation measures are necessary.

Monitoring:

None required.

IV. INFORMATION SOURCES:

A. City / County / Federal Departments Consulted :

City of Morro Bay Police Department
City of Morro Bay Fire Department
City of Morro Bay Public Services Department
Central Coast Regional Water Quality Control Board
San Luis Obispo County Air Pollution Control Board
California Department of Transportation

B. General Plan

x	Land Use Element	x	Conservation Element
x	Circulation Element	x	Noise Element
x	Seismic Safety/Safety Element	x	Local Coastal Plan and Maps
x	Zoning Ordinance		

C. Other Sources of Information

x	Field Work / Site Visit	x	Flood Control Maps
x	Calculations	x	Zoning Maps
x	Project Plans / Description	x	Soils Maps / Reports
	Traffic Study		Plant Maps
x	Records	x	Archeological Maps
x	Grading Plans	x	Other: County of San Luis Obispo Air Pollution Control District, CEQA Air Quality Handbook, adopted December 2009
x	Elevations /Architectural Renderings		
x	Published Geological Maps		
	Topographic Maps		
x	AG Preserve Maps		

D. References

Above Grade Engineering, Inc. June 27, 2011. *Driveway Site Distance Study for Morro del Mar, Morro Bay, California.*

Above Grade Engineering, Inc. June 30, 2011. *Project Drainage Report & Hydraulic Design for Morro del Mar, 1885 Ironwood Avenue, Morro Bay, California.*

California Department of Conservation, Division of Land Resource Protection. 2008. *Farmland Monitoring and Mapping Program – San Luis Obispo County Important Farmland Map 2008.*

California Natural Diversity Data Base (CNDDB). 2011. Morro Bay North and Morro Bay South USGS 7.5- minute quadrangle overlays. California Department of Fish and Game. Sacramento, California.

City of Morro Bay. 1982. *Proposed Land Use Plan of the Local Coastal Program.*

City of Morro Bay. 1988. *City of Morro Bay General Plan – Visual Resource and Scenic Highway Element.*

City of Morro Bay. 1988. *Circulation Element.*

City of Morro Bay. 2009. *Housing Element.*

County of San Luis Obispo, Resource Management System. 2010. *2009-2010 Annual Resource Summary Report, San Luis Obispo County General Plan.*

Department of Finance. 2011. *Table E-4, Population Estimates, 2001-2010.* Available at: http://www.dof.ca.gov/research/demographic/reports/estimates/e-4/2001-10/view.php. Accessed on: November 2, 2011.

GeoSolutions, Inc. October 22, 2010. *Soils Engineering Report – 1885 Ironwood Avenue, Morro Bay, California.*

Keogh, Bruce. November 4, 2011. Wastewater Division Manager. City of Morro Bay Public Services Department, Wastewater Treatment Plant Operations. Personal Communication.

Lee, Sean A., M.A. (Central Coast Archaeology). August 18, 2010. *Archaeological Resources Survey and Impact Assessment for 1885 Ironwood Avenue APN 068-231-018 in the City of Morro Bay, San Luis Obispo County, California.*

Lee, Sean A., M.A. January 24, 2011. *Phase II Archaeological Testing at 1885 Ironwood Avenue, A Portion of CA-SLO-165 In the City of Morro Bay, San Luis Obispo County, California.*

Lord, David, PH.D., Acoustics Consulting, 45dB.com. February 2011. *Sound Level Assessment, 1885 Ironwood, Morro Bay, CA.*

LSA Associates, Inc. [date]. *Archaeological Survey Report for the Morro del Mar Townhouse Project, 1885 Ironwood Avenue, San Luis Obispo County, California.* Prepared for the California Department of Transportation (Caltrans) – District 5.

National Oceanic and Atmospheric Administration National Marine Fisheries Service (NMFS). 2005. Endangered and Threatened Species; Designation of Critical Habitat for Seven Evolutionarily Significant Units of Pacific Salmon and Steelhead in California; Final Rule. Federal Register Vol. 70, No. 170:52488-52627.

Orosz Engineering Group, Inc. (OEG). August 26, 2011. *Traffic Engineering and Circulation Analysis Study for a 14 Unit Residential Development Morro del Mar.*

San Luis Obispo Coalition of Appropriate Technology. 2011. *San Luis Obispo County Homeowners' Guide to Rainwater Management for Low Impact Development.* Available at: http://www.slogreenbuild.org/cm/Home.html. Accessed on: October 28, 2011.

SWCA Environmental Consultants. 2010. Land Use Element Update Master EIR. Certified February 2010.

United States Department of Agriculture, Soil Conservation Service. 1984. *Soil Survey of San Luis Obispo, California, Coastal Part.*

V. MANDATORY FINDINGS OF SIGNIFICANCE (Section 15065)

A project may have a significant effect on the environment and thereby require a focused or full environmental impact report to be prepared for the project where any of the following conditions occur (CEQA Sec. 15065):

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Potential to degrade: Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		x		
Cumulative: Does the project have impacts that are individually limited but cumulatively considerable? (Cumulatively considerable means that incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		x		
Substantial adverse: Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			x	

Impact Discussion:

Potential to Degrade. The proposed project would not substantially degrade or threaten the quality of the environment, habitat or populations of any fish or wildlife species, or important examples of California history or prehistory. The greatest risk associated with development of the project is contamination, disturbance, runoff, or sedimentation into Morro Creek. Standard mitigation measures have been proposed to prevent potential impacts. Refer to Sections 4 Biological Resources, 5 Cultural Resources, 6 Geology and Soils, 8 Hazards and Hazardous Materials, and 9 Hydrology and Water Quality for additional information.

Cumulative. Project-specific impacts, when considered along with, or in combination with, other impacts, do not rise to a level of significance. Project impacts are limited and no substantial cumulative impacts resulting from other projects were identified other than traffic impacts at the Atascadero Road/Main Street intersection, which would be mitigated through implementation of recommended mitigation measures.

Substantial Adverse. The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. Project impacts are limited and standard mitigation measures would be incorporated that would reduce any potential impacts to a less than significant level.

Mitigation and Residual Impacts:

Section: Biological Resources

Mitigation Measures: Refer to mitigation measures GS/mm-3, HAZ/mm-1, HWQ/mm-1, and HWQ/mm-2, above.

Monitoring: Monitoring would be required as necessary to ensure compliance with the referenced mitigation measures.

Section: Cultural Resources

Mitigation Measures: Refer to CR/mm-1 through CR/mm-4, above.

Monitoring: Archaeological monitoring and reporting by a qualified subsurface archaeologist and Native American representative would be required during all earth disturbances associated with development of the project.

Section: Geology and Soils

Mitigation Measures: Refer to GS/mm-1 through GS/mm-3, above.

Monitoring: Design plans shall be inspected and approved to ensure compliance with the requirements of the Soils Engineering Report. Monitoring of construction activities shall occur as needed to ensure compliance with design plans and the drainage and erosion control plan.

Section: Hazards and Hazardous Materials

Mitigation Measures: Refer to HAZ/mm-1, above.

Monitoring: Monitoring shall occur as necessary to ensure development is proceedings consistent with the Spill Prevention Control and Countermeasure Plan and standard asbestos regulations.

Section: Hydrology and Water Quality

Mitigation Measures: Refer to HWQ/mm-1 and HWQ/mm-2, above.

Monitoring: Monitoring shall occur as necessary to ensure development is proceedings consistent with the final grading and drainage plan and Storm Drain and Storage System Maintenance Plan.

Section: Transportation/Circulation

Mitigation Measures: Refer to TC/mm-1 and TC/mm-2, above.

Monitoring: Compliance will be verified by the City prior to development of the project.

VI. DETERMINATION

On the basis of this initial evaluation:

The Public Services Director has found that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.	
The Public Services Director has found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.	X
The Public Services Director has found that the proposed project MAY have limited and specific significant effect on the environment, and a **FOCUSED ENVIRONMENTAL IMPACT REPORT** is required.	
The Public Services Director has found that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	

[X] With Public Hearing [ ] Without Public Hearing

Previous Document : _____

Project Evaluator : Kathleen Wold

Kathleen Wold
Signature

December 13, 2011
Initial Study Date

Kathleen Wold Planning & Building Manager
Printed Name

On behalf of Rob Livick, Public Services Director

Kathleen Wold
Lead Agency

VII Attachments

Attachment A – Summary of Mitigation Measures

VII. ATTACHMENTS

Attachment "A"

SUMMARY OF REQUIRED MITIGATION MEASURES

Section: Aesthetics

Mitigation Measures

AES/mm-1 *Prior to issuance of a building permit, a comprehensive lighting plan shall be submitted for review and approval by the City. The lighting plan shall be prepared using guidance and best practices endorsed by the International Dark Sky Association. The lighting plan shall address all aspects of the lighting, including but not limited to all buildings, infrastructure, parking and driveways, paths, recreation areas, safety, and signage. The lighting plan shall include the following at minimum:*

c) The point source of all exterior lighting shall be shielded from offsite views.

d) Light trespass from exterior lights shall be minimized by directing light downward and utilizing cut-off fixtures or shields.

e) Lumination from exterior lights shall be the lowest level allowed by public safety standards.

f) Exterior lighting shall be designed to not focus illumination onto exterior walls.

g) Bright white-colored light shall not be used for exterior lighting.

h) Any signage visible from offsite shall not be internally luminated.

AES/mm-2 *Prior to issuance of a building permit, the applicant shall submit building plans and elevations for review and approval consistent with the following conditions:*

a) No highly reflective glazing or coatings shall be used on windows.

b) No highly reflective exterior materials such as chrome, bright stainless steel, or glossy tile shall be used on the portions of the development where visible from off-site locations.

Monitoring: The City of Morro Bay would verify implementation of these design details through review and approval of the lighting plan and building plans prior to issuance of building permits for the project.

Section: Air Quality

Mitigation Measures

AQ/mm-1 *Upon application for grading and building permits, the applicant shall submit plans including the following notes, and shall comply with the following standard mitigation measures for reducing diesel particulate matter (DPM) emissions from construction equipment as follows:*

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 Regulation;*

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 that do not have engines in their fleet 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) *Excessive diesel idling within 1,000 feet of sensitive receptors is not permitted;*

h) *Electrify equipment when feasible;*

i) *Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,*

j) *Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.*

AQ/mm-2 *Upon application for grading and building permits, the applicant shall submit plans including the following notes, and shall comply with the following standard mitigation measures for reducing fugitive dust emissions such that they do not exceed the APCD's 20 percent opacity limit (APCD Rule 401) and do not impact off-site areas prompting nuisance violations (APCD Rule 402) as follows:*

a) *Reduce the amount of disturbed area where possible;*

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 should be used whenever possible;*

c) *All dirt stockpile areas should be sprayed daily as needed;*

d) *Permanent dust control measures identified in the approved project revegetation and landscape plans should 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 should 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 should 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 should be completed as soon as possible. In addition, building pads should 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 should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code 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 should be used where feasible;

l) All PM_{10} mitigation measures required shall be shown on grading and building plans; and

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 percent opacity, and to prevent transport of dust off-site. 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.

AQ/mm-3 *Prior to issuance of grading and building permits, the project applicant shall conduct a geologic evaluation to determine if NOA is present within the area to be disturbed. If NOA is not present, the applicant shall file an exemption request with the APCD. If NOA is present, the applicant must comply with all requirements outlined in the Air Resources Board's Asbestos Air Toxics Control Measure.*

AQ/mm-4 *Demolition of the existing residence and any other onsite structures and/or infrastructure shall be conducted in compliance with applicable regulatory requirements, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 CFR 61, Subpart M – asbestos NESHAP). These requirements include, but are not limited to, notification to the APCD, an asbestos survey conducted by a Certified Asbestos Inspector, and applicable removal and disposal requirements of identified asbestos containing materials.*

Monitoring: Monitoring shall occur as necessary to ensure all construction activities are conducted in compliance with the above measures. Measures also require that a person be appointed to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust off-site.

Section: Cultural Resources

Mitigation Measures

CR/mm-1 *Prior to issuance of a grading or building permit, the applicant shall submit to the City of Morro Bay Department of Planning and Building an Archaeological Monitoring Plan for review and approval. The plan shall include, at minimum:*

a) Archaeological and Native American monitoring of al all site preparations, including but not limited to foundation removal, grading, building pad preparations, footing excavations, roadway grading, underground trenching, and all other earth disturbances associated with the proposed development. Archaeological and Native American monitors shall be approved by the City.

b) A list of all personnel involved in the monitoring activities.

c) Clear identification of what portions of the project (e.g., phases, areas of the site, types of activities) would require monitoring.

d) Description of how the monitoring shall occur.

e) Description of monitoring frequency.

f) Description of resources expected to be encountered.

g) Description of circumstances that would result in work stoppage or diversion in the case of discovery at the project site.

h) Description of procedures for stopping or diverting work at the project site and notification procedures.

i) Description of monitoring reporting procedures.

CR/mm-2 *In the event that intact and/or unique archaeological artifacts or historic or paleontological resources are encountered during grading, clearing, grubbing, and/or other construction activities associated with the proposed project involving ground disturbance, all work in the immediate vicinity of the find shall be stopped immediately, the onsite archaeological and Native American monitors shall be notified, and the resource shall be evaluated to ensure the discovery is adequately recorded, evaluated and, if significant, mitigated.*

CR/mm-3 *Upon completion of all monitoring and mitigation activities, and prior to final inspection or occupancy, whichever occurs first, the Applicant shall submit to the City of Morro Bay Department of Planning and Building a report summarizing all monitoring and mitigation activities and confirming that all recommended mitigation measures have been met.*

CR/mm-4 *Prior to any grading or construction, contractors involved in grading and grubbing activities shall receive training from a City-approved qualified archaeologist knowledgeable in local tribes. At a minimum, the training shall address the following:*

a) Review of the types of archaeological artifacts that may be uncovered.

b) Provide examples of common archaeological artifacts to examine.

c) Review what makes an archaeological resource significant to archaeologists and local Native Americans.

d) Describe procedures for notifying involved or interested parties in case of a new discovery.

e) Describe reporting requirements and responsibilities of construction personnel.

f) Review procedures that shall be used to record, evaluate, and mitigate new discoveries.

g) Describe procedures that would be followed in the case of discovery of disturbed or intact human burials and burial-associated artifacts.

Employees completing this training shall be given a special helmet sticker or card to show they have completed the training. The sticker or card shall be kept with them at all times while at the

work site.

Monitoring: Archaeological monitoring and reporting by a qualified subsurface archaeologist and Native American representative would be required during all earth disturbances associated with development of the project.

Section: Geology/Soils

Mitigation Measures

GS/mm-1 *Prior to issuance of grading and building permits, the applicant shall submit plans incorporating the recommendations put forth by the Soils Engineering Report (GeoSolutions, Inc. 2010). These apply to preparation of building pads, mat foundation, driven piles, preparation of paved areas, foundation settlement, slab-on-grade construction, retaining walls, pavement design, additional geotechnical services needed during plan development, review of grading and foundation documents prior to construction, construction inspections and testing as required, beginning with the stripping of vegetation at the site, special inspection services, preparation of construction reports and special inspection reports, and inspections for controlled fill thicknesses greater than 12 inches.*

GS/mm-2 *Development design shall conform to the requirements of the latest edition of the California Building Code.*

GS/mm-3: *Prior to issuance of grading permits, a drainage and erosion control plan and Stormwater Pollution Prevention Plan (SWPPP) shall be developed in conjunction with RWQCB staff and City staff to reduce the potential for erosion and down-gradient sedimentation. Grading and construction plan shall include measures to prevent and avoid spills or spread of dangerous materials and clean-up procedures in the event of a spill, and measures to reduce rilling of any stockpiled soils. The plan shall be completed prior to construction for review and approval by the City. Monitoring of construction activities shall occur as needed to ensure compliance with the erosion control plan.*

Monitoring: Design plans shall be inspected and approved to ensure compliance with the requirements of the Soils Engineering Report. Monitoring of construction activities shall occur as needed to ensure compliance with design plans and the drainage and erosion control plan.

Section: Greenhouse Gas Emissions

Mitigation Measures

GHG/mm-1 *Prior to issuance of grading and building permits, the applicant shall incorporate GHG reduction measures listed below, to the maximum extent feasible:*

Site Design Measures

a) Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.

b) No residential wood burning appliances except those approved by the APCD (APCD Rule 504).

Energy Efficiency Measures

a) Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double counted.

b) Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available locally if possible.

c) *Utilize high energy efficiency heating and cooling systems, gas or solar water heaters, appliances (i.e., Energy Star), and interior lighting.*

d) *Utilize double-paned windows.*

e) *Install door sweeps and weather stripping (if more efficient doors and windows are not available).*

f) *Install energy-reducing programmable thermostats.*

g) *Eliminate high water consumption landscape (e.g., plants and lawns) in residential design. Use native plants that do not require watering and are low ROG emitting.*

Monitoring: Compliance with recommended measures will be verified by the City prior to issuance of building permits, and verified during building inspection.

Section: Hazards/Hazardous Materials

Mitigation Measures

HAZ/mm-1 *Prior to issuance of grading permits, a Spill Prevention Control and Countermeasure Plan shall be developed and submitted to the City for approval. The plan shall identify hazardous materials to be used during construction and operation, and shall identify procedures for storage, distribution, and spill response. The plan shall specifically address potential spill events into the existing culvert in the Caltrans right-of-way and Morro Creek. Equipment refueling shall be done in non-sensitive areas and such that spills can be easily and quickly contained and cleaned up without entering the existing stormwater drainage system or creek. The plan shall include procedures in the event of accidents or spills, identification of and contact information for immediate response personnel, and means to limit public access and exposure. Any necessary remedial work shall be done immediately to avoid surface or ground water contamination.*

Monitoring: Monitoring shall occur as necessary to ensure development is proceedings consistent with the Spill Prevention Control and Countermeasure Plan and standard asbestos regulations.

Section: Hydrology/Water Quality

Mitigation Measures

HWQ/mm-1 *Prior to issuance of grading permits, the applicant shall submit a final grading and drainage plan for review and approval by the City Engineer. The plans shall be consistent with the Project Drainage Report and Hydraulic Design prepared for the project (Above Grade Engineering, Inc. 2011).*

HWQ/mm-2 *Prior to issuance of grading permits, the applicant shall submit a Storm Drain and Storage System Maintenance Plan for review and approval by the City Engineer. The plans shall include requirements for annual maintenance of the catch basins, storm drains and storage system, including detention basins, vegetated swales, and any storm drain systems including catch basins and cleanouts.*

HWQ/mm-3 *Prior to issuance of grading and building permits, the applicant shall submit construction plans incorporating Low Impact Development (LID) planning principles, to the maximum extent feasible:*

a. *Preserve native vegetation;*

b. *Reduce impervious area;*

c. Use pervious pavements and green roofs wherever practicable;

d. Disconnect impervious areas by routing runoff to vegetated or pervious areas (e.g., tree boxes, rain gardens, lawns, buffers, and strips);

e. Minimize the use of gutters, pipelines, and channels which concentrate and accelerate flow;

f. Keep drainage paths long (e.g., with meandering grassy swales);

g. Decentralize retention through the use of small, dispersed facilities (e.g., rain gardens);

h. Amend soils to increase soil absorption and infiltration rates

Monitoring: Monitoring shall occur as necessary to ensure development is proceedings consistent with the final grading and drainage plan and Storm Drain and Storage System Maintenance Plan.

Section: Noise

Mitigation Measures

N/mm-1 *Prior to issuance of building permits, the applicant shall submit plans incorporating noise mitigation measures, including, but not limited to:*

a. Exterior balcony railings of solid construction to a height of at least 36 inches

b. location of all vents and other roof and wall penetrations on walls and roofs facing away from the noise source (on the north, west and east elevations whenever possible)

c. use of bends and insulation in ventilation systems

d. use of closable dampers

e. Sound Transmission Class rated wall, door and window materials

f. use of acoustical sealant on all windows and other openings as appropriate.

Monitoring: Monitoring shall occur as necessary to ensure development is proceedings consistent with the specifications set forth in the Sound Level Assessment and that all exterior and interior noise levels are consistent with levels established in the Noise Element prior to occupancy.

Section: Transportation/Circulation

Mitigation Measures

TC/mm-1 *Prior to issuance of building permits, the applicant shall pay a pro rata share for signalization and related improvements at the intersection of Highway 41 (Atascadero Road) and Main Street. The fee shall be proportional to increased traffic generated by the subject project at the intersection (81 average daily trips), as estimated by the Traffic Engineering and Circulation Analysis Report (OEG 2011) and subject to review and approval of the City Engineer.*

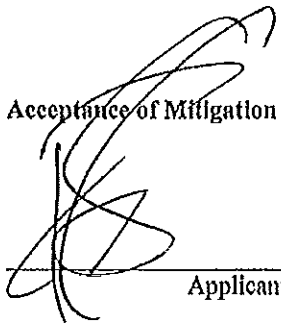
Based on traffic levels at the intersection (6,900 based on the most recent Caltrans data) and estimated cost of improvements ($1,940,000), the project's pro rata share would be $23,280

(81/6,900 trips = 1.2%, 1.2% of $1,940,000 = $23,280).

TC/mm-2 *Prior to issuance of grading and building permits, the applicant shall submit a copy of the Encroachment Permit issued by the California Department of Transportation (Caltrans) for improvements within Highway 41 right-of-way.*

Monitoring: Compliance will be verified by the City prior to development of the project.

Acceptance of Mitigation Measures by Project Applicant:



Applicant

12/13/11
Date

William & Judy Johnson
3151 W. Alluvial Ave
Fresno, CA. 93711

Our home in Morro Bay
1955 Ironwood Unit J
Morro Bay, CA. 93442
(559) 435 1661

January 14, 2012

Kathleen Wold
City of Morro Bay Public Services Department
955 Shasta Avenue
Morro Bay, CA 93442

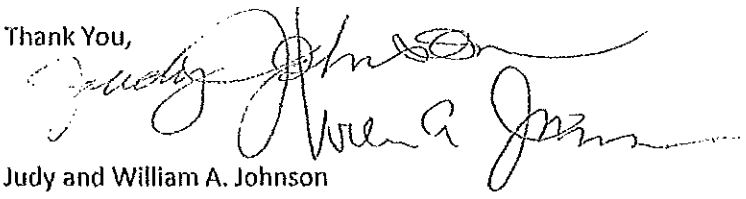
Subject: Comments to the Mitigated Negative Declaration (MND) for the Proposed Development at 1885 Ironwood Ave by Morro del Mar Properties, LLC.

Ms. Wold,
We are writing this letter in response to the proposed development at 1885 Ironwood Ave by Morro del Mar Properties, LLC. We are residents at 1955 Ironwood Ave, Unit J. We have had an opportunity to review the environmental documents and plans associated with this project and have the following concerns and comments:

1. **Soil Stability**
   We are concerned regarding soil stability resulting from grading/cutting and soil removal for the project. As you are aware, the city has building permits on file for the stabilization of buildings at 1955 Ironwood Ave. as a result of current soil instability. We are concerned about this potential negative impact.
2. **Lot coverage**
   From our review of the plans, it seems that the size of the project is inconsistent with the lot size. The change from 'pastoral' single family to high density multi-family appears to have significant impact to Highway 41 and the surrounding homes.
3. **Parking**
   The large number of units proposed will only add to traffic and parking issues and negatively impact all residents and Hwy 41 traffic.
4. **Variances**
   Lot coverage, open spaces requirements, and setbacks do not satisfy the current zoning ordinance. The development cannot be both "unique and non-traditional" as required by Title 16 and "comparable with surrounding area...would be consistent with zoning" as stated on page 11 of the MND.

We respectfully request that a study be conducted of the consequences and potential impacts of this project's requested exceptions.

Thank You,



Judy and William A. Johnson

January 14, 2012

Tim and Julie O'Donnell
1955 Ironwood Ave, Unit F
Morro Bay, CA 93442

Kathleen Wold
City of Morro Bay Public Services Department
955 Shasta Avenue
Morro Bay, CA 93442

Subject: Comments Regarding the Mitigated Negative Declaration (MND) Report for the Proposed Development at 1885 Ironwood Ave by Morro del Mar Properties, LLC.

Ms. Wold,

We are submitting this letter with regards to the proposed development with a project title of Morro del Mar to be located at 1885 Ironwood Ave. by Morro del Mar Properties, LLC. The case number is UPO-316, CPO-349. It is our understanding that this project includes the demolition of the current single residence and the construction of 14 multi-story townhouses. This proposed development is directly south of our condominium at 1955 Ironwood Ave. A condominium we have used both as a second home and at times a rental unit. We have reviewed the subject Negative Declaration Report. We commend Morro del Mar Properties, LLC for the quality and relative thoroughness of this report; however, we have the following comments, concerns and/or requests.

1. Aesthetics

While the measures listed to mitigate night time lighting and day time glare with respect to Hwy 41 and Hwy 1 views are noteworthy, we found no mention of need to mitigate lighting directly into condominium residences at 1955 Ironwood Ave. particularly Bldg. #2 Units E through H. These existing residences, in Bldg. 2, have back porches, back large picture windows and back sliding glass doors (to the back porch area) that will be in direct line of sight for many locations in the

new proposed development. In comparison to the present single residence at 1885 Ironwood Ave., the proposed 14 new townhomes with associated infrastructure represent a significant potential for light pollution for Bldg. #2 residences at 1955 Ironwood Ave. since there is no mention of this issue in the subject report. Also, it appears due to the height of the proposed townhomes on the northern edge of the property, there will be both increased amounts of nighttime light and glare as well as blocked sunlight and vista during the day. These represent significant and as yet unmitigated impacts.

Furthermore, the subject report states that the proposed development is not consistent with Morro Bay zoning ordinances 17.34 to 17.48 in the following areas: setback, lot coverages, and open space requirements. This will result in a higher density development that is inconsistent with the surrounding area and add the aforementioned light pollution plus proximity noise pollution. The subject report does not address these impacts.

2. Soils and Geology

The subject report does not address several potential hazards that may be present related to soils and water egress. These potential hazards include: soil stability of upgrade soils resulting from disturbance related to vibration from heavy equipment, soil removal for cutting and grading and subsequent post improvement impacts on water runoff due to northern property line retaining walls or other structures that could act as dams. It should be noted that the City has building permits on file for the stabilization of Building #2, on the adjacent property at 1955 Ironwood Ave., as a result of soil instability. The work just recently completed at Building #2 1955 Ironwood Ave involved stabilization of the foundation using helical piers. The Morro del Mar project as described does not mention any method to ensure that offsite soils are not disturbed in a way that requires further foundation stabilization at 1955 Ironwood, nor does it propose a project alternative that would avoid this potential hazard. This should be listed as a potentially significant impact with the project as described.

3. Hydrology and Water Quality

The subject report states that there will be an 81 percent increase in surface runoff due to the impervious surfaces created by the proposed development. At

the same time, the developer is proposing to apply for exceptions to the Morro Bay zoning ordinances related to lot coverage and open space requirements. The developer plans to mitigate these hazards via an underground retention system that will require annual maintenance. While on paper and in initial use, this underground retention system may meet the mitigation requirements intended, the City has no means to insure such mitigation continues to be effective year in and year out. We recommend a project alternative is proposed that would require the developer to comply with the current zoning standards for lot coverage and open space which would not require such an on-going unverifiable water retention system. If the developer were to comply with the current lot coverage and open space requirements then the impacts to hydrology and water quality would be reduced.

Furthermore, the negative declaration report does not take into account the increased pollution to Morro Creek from increased residential created pollution, such as oil from leaking vehicles, which will enter Morro Creek as a result of runoff from the proposed improvement. The amount of pollution runoff would be reduced if the developer were required to comply with the current zoning laws.

4. Land Use and Planning

We believe that allowance of a variance to the zoning ordinance as the developer has proposed for lot coverage, open space requirements, and setbacks, sets an unwise and dangerous precedence for the City and we would urge you to reconsider such a ruling. The granting of the subject variance has the appearance of a special privilege for the owner. We find no compelling evidence in the subject report that would justify such a variance request. This ruling could establish a trend in housing density that will negatively affect the quality of life in this fantastic coastal town.

5. Economic Impact

Since we are in the process of advertising our Unit #F in Bldg. #2 at 1955 Ironwood Ave for rent, we now must inform potential tenants of a pending noisy, dust generating, and extended construction activity 'next door' AND the likelihood of an impacted back porch view plus unknown light/noise pollution once the improvement is completed. In good conscious and due to a decrease in

fair market value, we will not be able to request the standard going rate for monthly rent during the construction phase.

Will Morro del Mar, LLC be willing to offset the expected drop in monthly rent that will incur during the construction phase? At this point in time I am estimating that instead of $900-$1000/month we may only be able to get around $700/month during the construction phase.

Sincerely,

Tim and Julie O'Donnell

Mail correspondence address:

733 West Grandview Ave.

Sierra Madre, CA 91024

818-731-4983

jayod@verizon.net

c:

Cathy Novak Consulting, Morro Bay, CA

Ironwood Arms Homeowner Association Board Members

Morro del Mar Properties, LLC, Fresno, CA

Michael Wagoner
1955 Ironwood Ave, Unit L
Morro Bay, CA 93442
805-772-3433

January 14, 2012

Kathleen Wold
City of Morro Bay Public Services Department
955 Shasta Avenue
Morro Bay, CA 93442

Subject: Comments to the Mitigated Negative Declaration (MND) for the Proposed Development at 1885 Ironwood Ave by Morro del Mar Properties, LLC.

Ms. Wold,

I am writing this letter in response to a notice I received in the mail about the proposed development at 1885 Ironwood Ave by Morro del Mar Properties, LLC. It is my understanding that this project includes the demolition of the current residence and the construction of 14 townhouses. I have had a chance to review the environmental documents and plans associated with this project and have the following comments / concerns.

1. **Aesthetics**

The MND states that the project has similar architectural style to the surrounding area, thus aesthetic impacts to the surrounding would be not significant. The style and design of the proposed development is in no way similar to any of the surrounding multi-residence structures. Many of the surrounding developments were built in the mid-1970's to the late 1990's. The style of the proposed development is much more modern and has a Mediterranean style which is not similar to the surrounding area. The style is even much more different than the more recent developments located at Rockview Street further to the west. This will create a unique mix of architectural styles not consistent with the surrounding area and should be reclassified at a significant and unmitigable impact.

Additionally, the MND states that the change from a single family residence to a multi-family residence is insignificant. This will result in a significant change to the view along highway 41, which involves the removal of many established trees and will significantly alter the view of those travelling along highway 41.

The MND does not take into account that the project area is currently unlit at night. The height of the proposed townhomes on the northern edge of the property will expose residents of 1955 Ironwood to increased amounts of nighttime light and glare. This is a significant and unmitigable impact as currently proposed.

Further, this MND states that the proposed development is not consistent with Morro Bay zoning ordinances 17.34 to 17.48 in the following areas: setback, lot coverages, and open space requirements. This will result in a higher density development that is inconsistent with the surrounding

area. The MND does not address these impacts which would be significant and unmitigable. The MND does not propose any project alternatives that follow the current zoning laws. The current project intends to maximize the amount of units that can be placed on the property, as the owner is likely more concerned about maximizing profit than keeping our town from looking like the highly developed areas of Los Angeles. This should be a significant and unmitigable impact.

2. Soils and Geology

The MND does not address hazards that may be present regarding soil stability of upgrade soils resulting from disturbance related to vibration from heavy equipment and soil removal for cutting and grading. The City has building permits on file for the stabilization of building on the adjacent property at 1955 Ironwood Ave as a result of soil instability. The work completed at 1955 Ironwood Ave involved stabilization of the foundation using helical piers. The project as described does not describe any method to ensure that offsite soils are not disturbed in a way that requires further foundation stabilization at 1955 Ironwood, nor does it propose a project alternative that would avoid this potential hazard. This should be listed as a potentially significant impact with the project as described.

3. Hydrology and Water Quality

The MND states that there will be an 81 percent increase in surface runoff due to the impervious surfaces created by the proposed development. At the same time, the developer is proposing to apply for exceptions to the Morro Bay zoning ordinances related to lot coverage and open space requirements. The developer plans to mitigate these hazards via and underground retention system that will require annual maintenance. No project alternative is proposed that would require the developer to comply with the current zoning standards for lot coverage and open space which would not require such a grandiose water retention system. Additionally, once the project is complete, the City does not have the means to check and ensure that the residents of the proposed development are complying with annual maintenance standards for the water retention system. If the developer were to comply with the current lot coverage and open space requirements then the impacts to hydrology and water quality would be reduced.

Further, the MND does not take into account the increased pollution to Morro Creek from increased runoff volumes. Regardless of the type of retention system, an increased amount of debris and oil from leaking vehicles will enter Morro Creek as a result of the increased runoff. This would be reduced if the developer were required to comply with the current zoning laws.

4. Land Use and Planning

In order to satisfy a variance to the zoning ordinance as the developer has proposed for lot coverage, open space requirements, and setbacks, the developer must demonstrate the following: the situation has to be unique, the granting of a variance can not be against the public interest, the situation is causing unnecessary hardship for the owner, and the granting of the variance must not create a special privilege for the owner. The MND attempts to satisfy this by stating, "...exceptions to Title 16 requirements are often given for unique, non-traditional developments...." However, this appears to be inconsistent with the statement made earlier on Page 11 during the discussion of Aesthetics which states, "The architectural character of the proposed structures would be comparable with the surrounding area...[and] would be consistent with zoning and general plan designations applicable to the parcel." Due to the reasoning stated above, it appears that the proposed project fails to meet the qualifier of being a unique situation and conflicts with other statements in the MND. The granting of this variance would create a special exception for the owner, allowing more units to be crammed onto

the property than would normally be allowed. The owner should be required to submit a plan that proposes a project alternative that meets the zoning ordinance. A development with fewer units would still provide beneficial development for the city without creating a special privilege for the owner.

A study of the consequences and potential impacts of this type of project and the exceptions requested needs to be completed. The planning commission can not simply listen to the claim of one project sponsor that impacts are "minor" and exempt from review. Exemptions allowed for one owner without looking at the larger land use picture should be considered. Allowing these exceptions without a study would allow numerous applicants to ask for several minor exceptions, which when taken together, could amount to a very big impact.

Sincerely,

Michael Wagoner

1-1 While the proposed project would not match the style of adjacent established development, the overall architectural character would be compatible with urban development present in the area. The resulting progression of styles would not be substantially inconsistent with residential urban development with the area, and the City of Morro Bay. Therefore, this impact remains less than significant.

1-2 As noted in the Initial Study, the project would result in increased density and intensity of use at the site; however, adjacent uses include multi-family development, and the parcel is located within an urban area. While the existing view would change, and would be noticeable to persons familiar with the area, overall the views from Highway 41 would be consistent with viewer expectations for residential and multi-family residential areas.

1-3 As noted in the Initial Study, there will be an increase in lighting and glare at the project site, resulting in a potentially significant impact. Mitigation measures AES/mm-1 and AES/mm-2 are recommended as conditions of approval to reduce the effects of additional lights and minimize glare from lighting sources and reflective surfaces. While the lighting would be visible, requirements for lower intensity bulbs, shielded fixtures, focus of wall surfaces, and prohibition of highly reflective materials would minimize effects as seen from off-site properties and public roads. Based on implementation of these measures, potential impacts resulting from light and glare would be less than significant.

1-4 The proposed project was evaluated to determine if the proposed ordinance exceptions would result in significant adverse effects, including contribution to excessive traffic, congestion, noise, confusion, and interference. In addition, the project was assessed to determine aesthetic and land use consistency. As noted above (refer to response 1-1 and 1-2) the project would not be substantially inconsistent with surrounding urban residential uses or result in significant adverse impacts to aesthetics. Pursuant to CEQA, no significant, unavoidable, adverse impacts were identified, and preparation of an Initial Study/Mitigated Negative Declaration does not require the analysis of alternatives (CEQA *Guidelines* Section 15071).

1-5 A site specific Soils Engineering Report (GeoSolutions, Inc., 2010) was prepared for the project site, and the results were incorporated into the Initial Study/Mitigated Negative Declaration. Based on the results of the report, the project site is suitable for development, provided identified engineering recommendations are incorporated into the design and development of the site. One of these features, addressing slope stability, includes retaining walls at the property boundary, as included in the project description. In addition, mitigation measures GS/mm-1, GS/mm-2, and GS/mm-3 would be implemented to ensure compliance with the report recommendations and existing local and state building codes, and avoid significant adverse effects related to slope instability, soil erosion, and other geologic hazards including groundshaking both on and offsite. Therefore, this significant impact would be mitigated to less than significant. In addition, as noted above (response 1-4), analysis of alternatives is not required.

1-6 As noted above (response 1-4), analysis of alternatives is not required. While reduction in impervious surfaces would reduce stormwater runoff, the Project Drainage Report and

Hydraulic Design (Above Grade Engineering, Inc., 2011) was reviewed by the City and Caltrans to ensure that the proposed project would not result in significant adverse hydrology impacts. As noted, long-term maintenance will be the responsibility of the property owner, and mitigation measure HWQ/mm-2 required preparation and implementation of a Storm Drainage and Storage System Maintenance Plan for review and approval by the City Engineer. Maintenance is required to occur on an annual basis. Mitigation measure HWQ/mm-3 requires incorporation of Low Impact Development (LID) measures, which would reduce stormwater runoff. Therefore, this impact would be mitigated to less than significant.

1-7 The project includes the use of an engineered stormwater system, which would direct runoff into drains fitted with inlet filters, which would filter oils and other pollutants from stormwater runoff generated at the project site, and avoid increased pollutant discharge into Morro Creek. Incorporation of additional LID measures would include natural measures to filter stormwater onsite. Therefore, this impact would be mitigated to less than significant.

1-8 The project as proposed is utilizing the Planned Development procedures which provide for exceptions to the base zone districts regulations. Under this process the Planning Commission will review the proposed exceptions to the base district and make a determination on where or not they can make the necessary findings for approval. If they find that they can make the findings and approval is given for the exceptions then the project will be in compliance with the City of Morro Bay's Zoning Ordinance (Title 17)

1-9 The potential effects of the proposed project were analyzed in an Initial Study issued by the City, in compliance with CEQA.

2-1 Please note that the Initial Study/Mitigated Negative Declaration was issued by the City, not the project developer.

2-2 As noted in the Initial Study, there will be an increase in lighting and glare at the project site, resulting in a potentially significant impact. Mitigation measures AES/mm-1 and AES/mm-2 are recommended as conditions of approval to reduce the effects of additional lights and minimize glare from lighting sources and reflective surfaces. While the lighting would be visible, requirements for lower intensity bulbs, shielded fixtures, focus of wall surfaces, and prohibition of highly reflective materials would minimize effects as seen from off-site properties and public roads. Based on implementation of these measures, potential impacts resulting from light and glare would be less than significant.

2-3 The project may block sunlight during part of the day, and may obscure some private views from the adjacent property; however, if "only a few private views" would be impacted or only "one or two people" expressing concerns about the visual aesthetic impacts, an agency may determine the impacts are not significant (Ocean View Estates Homeowners Association, Inc. v. Montecito Water District (2004) 116 Cal.App.4th 396). Based on the location of the proposed development, the project would not adversely affect the private views of a large number of people; therefore, this impact remains less than significant.

2-4 The proposed project was evaluated to determine if the proposed ordinance exceptions would result in significant adverse effects, including contribution to excessive traffic, congestion, noise, confusion, and interference. Please refer to response 2-2 regarding increased light and glare. The Initial Study/Mitigated Negative Declaration notes that the project would generate noise, but would not substantially increase noise levels in the immediate area. In addition, the structure would partially block (and attenuate) transportation-related noise on Highway 41.

2-5 A site specific Soils Engineering Report (GeoSolutions, Inc., 2010) was prepared for the project site, and the results were incorporated into the Initial Study/Mitigated Negative Declaration. Based on the results of the report, the project site is suitable for development, provided identified engineering recommendations are incorporated into the design and development of the site. In addition, mitigation measures GS/mm-1, GS/mm-2, and GS/mm-3 would be implemented to ensure compliance with the report recommendations and existing local and state building codes, and avoid significant adverse effects related to slope instability, soil erosion, and other geologic hazards including groundshaking both on and offsite, and management of stormwater runoff and drainage. Therefore, this significant impact would be mitigated to less than significant.

2-6 The Project Drainage Report and Hydraulic Design (Above Grade Engineering, Inc., 2011) was reviewed by the City and Caltrans to ensure that the proposed project would not result in significant adverse hydrology impacts. As noted, long-term maintenance will be the responsibility of the property owner, and mitigation measure HWQ/mm-2 required preparation and implementation of a Storm Drainage and Storage System Maintenance Plan for review and approval by the City Engineer. Maintenance is required to occur on an annual basis. Mitigation measure HWQ/mm-3 requires incorporation of Low Impact Development (LID) measures, which

would reduce stormwater runoff. Therefore, this impact would be mitigated to less than significant.

2-7 Pursuant to CEQA, no significant, unavoidable, adverse impacts were identified, and preparation of an Initial Study/Mitigated Negative Declaration does not require the analysis of alternatives (CEQA *Guidelines* Section 15071).

2-8 The project includes the use of an engineered stormwater system, which would direct runoff into drains fitted with inlet filters, which would filter oils and other pollutants from stormwater runoff generated at the project site, and avoid increased pollutant discharge into Morro Creek. Incorporation of additional LID measures would include natural measures to filter stormwater onsite. Therefore, this impact would be mitigated to less than significant.

2-9 The project as proposed is utilizing the Planned Development procedures which provide for exceptions to the base zone districts regulations. Under this process the Planning Commission will review the proposed exceptions to the base district and make a determination on where or not they can make the necessary findings for approval. If they find that they can make the findings and approval is given for the exceptions then the project will be in compliance with the City of Morro Bay's Zoning Ordinance (Title 17)

2-10 Note comment not applicable to CEQA analysis, and may best be addressed by project applicant.

3-1 A site specific Soils Engineering Report (GeoSolutions, Inc., 2010) was prepared for the project site, and the results were incorporated into the Initial Study/Mitigated Negative Declaration. Based on the results of the report, the project site is suitable for development, provided identified engineering recommendations are incorporated into the design and development of the site. In addition, mitigation measures GS/mm-1, GS/mm-2, and GS/mm-3 would be implemented to ensure compliance with the report recommendations and existing local and state building codes, and avoid significant adverse effects related to slope instability, soil erosion, and other geologic hazards including groundshaking both on and offsite. Therefore, this significant impact would be mitigated to less than significant.

3-2 As noted in the Initial Study, the project would result in increased density and intensity of use at the site; however, adjacent uses include multi-family development, and the parcel is located within an urban area. While the existing view would change, and would be noticeable to persons familiar with the area, overall the views from Highway 41 and surrounding areas would be consistent with viewer expectations for residential and multi-family residential areas.

3-3 A Traffic Engineering and Circulation Analysis Study (OEG, 2011) was prepared for the project, and reviewed and approved by the City and Caltrans. As noted in the Initial Study, the project would not result in a substantial amount of new traffic trips, and would not substantially increase offsite parking demands, but would contribute to existing conditions. Standard mitigation would be implemented, including the applicant's fair share fee contribution towards future road improvements. This impact remains less than significant with mitigation incorporated

3-4 The project as proposed is utilizing the Planned Development procedures which provide for exceptions to the base zone districts regulations. Under this process the Planning Commission will review the proposed exceptions to the base district and make a determination on where or not they can make the necessary findings for approval. If they find that they can make the findings and approval is given for the exceptions then the project will be in compliance with the City of Morro Bay's Zoning Ordinance (Title 17)

3-5 The potential effects of the proposed project were analyzed in an Initial Study issued by the City, in compliance with CEQA.

CORRESPONDENCE

Morro del Mar Townhouse Project Description
1885 Ironwood Avenue

The project proposed for a 39,164 square foot lot currently has a single family residence, a well and various trees on-site. The property is zoned R-4/PD and the City's General Plan density for this zoning designation is 15 to 27 units per acre.

The proposal includes the demolition of the residence, abandonment of the well and removal of all on-site trees. In addition the proposal includes a Vesting Tentative Tract Map, coastal Development Permit and Conditional Use Permit to allow for the subdivision of the land into a 15 lot common interest subdivision. There are 14 lots proposed for townhouse construction, clustered in three building, and the 15th lot proposed for common access, landscaping and general common area. The project will be utilizing section 16.10 for the City's Subdivision Ordinance, "Compact In-fill Development, and section 17.40, PD Overlay, for development standards. The exceptions requested for this project are front and interior yard setbacks between units, lot coverage, and lot size.

Section 17.40.030 (A) allows for the modification of or exemption from development standards of the primary zone which otherwise apply if the action results in a better design or other benefits. To that end the project as proposed includes many benefits such as but not limited to the following:

- Building designed with varying heights to break up mass.
- Varied roof lines for visual interest.
- Façade improvements.
- Window articulation.
- Building articulation with the use of chases, columns, arbors and parapets.
- Tile roofs.
- Decorative iron accents.
- Decorative roofscapes.
- Native and drought tolerant landscaping.
- Two enclosed waste & recycling containers to serve the entire project therefore preventing each unit to have individual waste & recycling "wheelies".
- Home Owner's Association responsible for maintenance of common areas, roofs and other common utilities to provide continuity and general upkeep of the project.
- Abandonment of existing vehicular access from the project to Hwy. 41.
- Undergrounding of utilities along Ironwood Ave. and removal of one utility pole.
- Open space requirements exceed what is required by code.
- Mail box and sign design are consistent with architectural theme.
- One additional guest parking space provided above required by code. The two guest parking spaces that are located in townhouse group C will be open and available for guest parking. This use will be granted by an easement recorded on lots 7 and 14.

In addition to the common landscaping on-site, the project will provide five new street trees along Ironwood Avenue and a landscape beautification within a 10' Cal Trans right-of-way along the property boundary parallel to Hwy. 41 issued via an encroachment permit from Cal Trans. This beautification project is also designed to add fill material in the right-of-way which will avoid construction of a four foot retaining wall along the property line. The plant material proposed for this area will be native, drought tolerant and not exceed 30 inches in height to meet Cal Trans standards.

Morro del Mar Townhouse Project Description
1885 Ironwood Avenue

The existing site has a single family home with a small orchard and a privately owned well for a water supply to the orchard. The proposed project will demolish the single family residence, abandon the well and remove the trees locate on-site.

The proposed project will provide new construction of a 16 unit community housing project on individual lots clustered in three building areas and one common lot for access, common landscaping and general common area. The proposed project seeks an exception for the front and interior yard setbacks between units, lot coverage, lot size, reduced open space, and one uncovered parking space. The proposal includes 2 studio units of affordable housing to meet the City's inclusionary requirements with two affordable studio units at the moderate rate located on-site (units 3 & 6).

In addition to the common landscaping on-site, the project will provide five new street trees along Ironwood Avenue and landscape screening within a 10' Cal Trans right-of-way along the property boundary parallel to Hwy. 41.

Site:

Gross site: 39,164 sq. ft. (.9 acre)
Zoning: R-4 (PD)

Ordinance Inconsistencies: The City's Zoning Ordinance R-4 District standards and chapter 17.49 which, establishes the regulations for a Community Housing project, govern this proposed project. The following is a list of items that the proposed project is seeking an exception for and a response to the applicable City codes and policies:

Setbacks:

Side: The interior side yard a setback for individual fee ownership requires a five foot setback. This project is somewhat akin to a condominium styled project and proposes a minimum air space setback between units. While the Zoning Ordinance requires the setback, the City Planning Commission and City Council have the ability to deviate from the standards with the affordable housing component and when it is consistent with the General Plan density.

Front: A 15 foot setback is required for the project as a whole from Ironwood Avenue. There are two units that range from a 5' – 6" setback to a 15' – 6. This is created due to the minimum 20 foot driveway that is in a horse-shoe fashion around the project.

Lot Coverage: The Zoning Ordinance chapter 17.49 does not contain a maximum lot coverage number however; the R-4 Zoning District requires a maximum 60% coverage. Taking into consideration the entire site, the lot coverage total is 50%. Chapter 17.49.080 allows for deviation to standards provided in this chapter when the project contains an affordable housing component. Furthermore, this project is within a PD overlay that allows modification or exemption from the development standards of the primary zone when such actions will result in a better design or public benefit.

Lot/ Area per unit size: The Zoning Ordinance chapter 17.49 does not require a minimum lot size per unit but, does require a conditional use permit and tentative tract map. In the R-4 Zoning District, residential projects are required to provide minimum lot area of 1,800 square feet. Furthermore, the current Subdivision Ordinance 16-10 requires a Compact In-Fill Development subdivision to have a minimum or 2,900 square feet for detached single family and 1,500 square feet for attached townhouses.

The project as proposed has a total of 16 unit lots ranging from 437 square feet for the two studio units to approximately 2,049 square feet. Each unit will be detached by a narrow air space to avoid requirements by the Department of Real Estate to become condominiums. Additionally the proposed project has integrated a 17th lot which will include the common open space, access ways, parking, landscaping and other general common areas for the complex.

Hence, the project as presented does not meet the finite requirements of the R-4 District or the Compact In-Fill Development regulations however; Chapter 17.49 does allow modifications to the standards as an incentive to provide housing when the affordable housing is provided. It also meets the intent and purpose of the Compact In-Fill Development as a benefit to the community by providing a mixture of housing choices, innovation in design, and creativity.

Open Space: The project as presented has a total of 10,317 sq. ft. of open space that includes common area, common landscaping, private area and private landscaping.

In the City's Zoning Ordinance chapter 17.49, it requires a Community Housing project to provide at least 1,000 square feet of common open space per unit and 200 square feet of private open space. While this may be a lofty goal, it certainly goes against the grain of the General Plan to create density levels in the R-4 district. This site under the General Plan high density maximum would yield approximately 24 units. However if the 1,000 sq. ft. per unit is required for this project, then 16,000 sq. ft. of open space would be needed. Therefore 41% the entire site would be placed

in open space. This requirement alone makes the project infeasible to construct.

The City has the ability to grant an exception to the standard as previously stated with the affordable housing component. For policy guidelines on the acceptable amount of open space that a project should provide, one should look at the Subdivision Ordinance chapter 16-10. In this section, private and common open space requirements are better defined and based upon the percentage of the unit area. This project as presented either meets or exceeds the standards for private and common open space for the development.

Parking: The project will provide two car garages for each of the larger bedroom units and single car garages for the two studios (units 3 & 6) and one bedroom units (units 2 & 7). A total of 33 parking spaces are required of which 29 are covered and 4 are guest uncovered spaces. The proposed project proposes a total of 28 covered spaces 1 uncovered space and 7 uncovered guest spaces. This equates to a reduction of one covered parking space for the one bedroom units however, the parking space is provided on-site but uncovered.

ADA Van Accessible Parking Space: An ADA van accessible parking space is not required for this project. This project is for townhouses that are single family detached residences. The definition of townhome in the CBC is a multi-story dwelling unit.

ADA requirements under the California Building Code (CBC) are in Chapter 11A & B. Chapters 11A, 1102A.1 cover apartments with more than three units, condos with more than four units and timeshares but, the code does not have any provisions for privately funded single family residences. When reviewing the parking standards, common areas or public use areas in this chapter it only refers to projects such as multi-family and condo by definition. The code is silent regarding privately funded single family residences and there common areas.

Chapter 11B of the CBC covers Public Accommodations, Commercial and Public Funded Projects. A public accommodation is a lodging facility, medical office and etc. Once again the code does not address single family projects or any part of a residential project.

The parking area for this single family residential project is private property owned in common by each property owner and is for exclusive use of their guests. Therefore not subject to ADA standards in the CBC.

Additional Research & Studies:

Archeology:

The site is within a known archeological site area. A Phase I & II reconnaissance study has been conducted and attached to the application.

Noise:

The site is within identified noise decibel levels that exceed the City standards. Hence, a noise evaluation was performed for actual decibel level contours and specific mitigation measures defined in the report to meet the City standards.

In conclusion, this proposed project contains components that are consistent with the Zoning Ordinance while some are not. It should also be noted that the project as designed is consistent with the Compact In-Fill Development standards with the exception of lot size, one covered parking space for units 2 & 7 and one guest parking space (1/2 space per unit). This project as presented provides design and improvements that produce a better community environment and livable space. As an incentive to creating a better overall community, the Planning Commission has the authority to deviate from the strict standards contained in the Zoning and Subdivision Ordinances. These regulations and policies mentioned above should be used to implement the goals set forth in the City's General Plan for this particular site and proposed development.

Chapter 17 Community Housing	Need	Have	Affordable Housing Deed Restriction	Chapter 16 Subdivision Ordinance Need	Chapter 16 Have
Common Open Space	16,000 sq. ft. with 8,000 sq. ft. useable	5,625 sq. ft.	Resolved Section 17.49.080 (J)	Total = 6,679 sq. ft.	Landscaping: 609 sq. ft. Useable = 5,625sq. ft. Total = 6,234sq. ft.
Private Open Space	200 sq. ft. per unit	Have min. 200 sq. ft. for each unit	Resolved Section 17.49.080 (J)	15% total of unit floor areas = 3,499 sq. ft.	3,719 sq. ft.
Total Open & Private Space	11,200 sq. ft.	3,719 sq. ft.	Resolved Section 17.49.080 (J)	10,178 sq. ft.	10,317 sq. ft.
Setbacks					
Exterior side	20% average lot width - min. 10', max. 15'	20' - 2"	Resolved Section 17.49.080 (J)	Not required	Consistent with Chapter 16-10.001 (C)
Interior side	5'	29' - 6"	Resolved Section 17.49.080 (J)	Not required	Consistent with Chapter 16-10.001 (C)
Front	15'	5' - 6"	Resolved Section 17.49.080 (J)	Not required	Consistent with Chapter 16-10.001 (C)
Rear	5'	21' - 7"	Resolved Section 17.49.080 (J)	Not required	Consistent with Chapter 16-10.001 (C)
Lot Size	1,800 sq. ft.	Varies from 437 sq. ft. (studio units) to 2,049 sq. ft.	Resolved Section 17.49.080 (J)	1,500 sq. ft. with 25' width	Varies from 437 sq. ft. (studio units) to 2,049 sq. ft.
Height	30' ANG	30' ANG	Not needed	30' ANG	30' ANG
Lot Coverage	60%	See plans Total site coverage = 50%	Resolved Section 17.49.080 (J)	Not required	Consistent with Chapter 16-10.001 (C)

Chapter 17 Community Housing	Need	Have	Affordable Housing Deed Restriction	Chapter 16 Subdivision Ordinance Need	Chapter 16 Have
Parking					
Studio units	1 covered space per unit	2 total covered	Not needed	2 total covered	2 total covered
1 Bedroom units	1.5 covered spaces per unit	2 total covered & 1 total uncovered	Resolved Section 17.49.080 (J)	Modification to standard allowed	2 total covered & 1 total uncovered
All other units	2 covered spaces per unit	24 total covered	Not needed	24 total covered	24 total covered
Guest	4 spaces Section 17.44.020 (C.1.g)	7 spaces on-site	Not needed	8 spaces on-site	7 spaces on-site

Jefferson Lee Anderson II

February 7, 2012

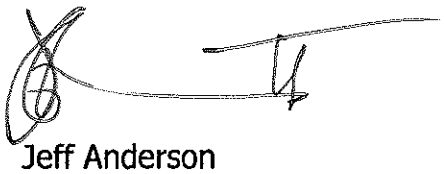
City of Morro Bay Planning Dept.
955 Shasta
Morro Bay, CA 93442

Dear Sirs,

I am writing in regards to the proposed 14 townhouse project located at the northwest corner of Highway 41 and Ironwood Avenue. I am the property owner on the adjoining west property line. I have spoken to the applicant about his project. Though I am not in favor of all the fill which he has plans of doing, I suspect he will be allowed to do so.

Presently there is a 6 ft. fence separating the two properties. It provides privacy to both of us. Providing this project is allowed to add the fill, I am requesting permission for the applicant to build a continuous solid 6 ft. fence, measuring the height from the applicants side, on the entire West property line with no tapering to 2.5 ft. as it has been proposed.

Kind Regards,



Jeff Anderson

PO Box 546
Morro Bay, CA 93443

805-772-4019
Loosewood@charter.net

CATHY • NOVAK
consulting

November 18, 2011

Ms. Kathleen Wold
City of Morro Bay Public Services Department
955 Shasta Street
Morro Bay, CA 93442

RE: 1885 Ironwood revision to project description

Dear Kathy,

It has come to our attention that a retaining wall with a pedestrian safety guard in two areas will exceed the height limit as measured from the neighboring property. I would like to submit a request for a height exception and inclusion in the project description.

First, a retaining wall is necessary along the western property line due to the fill that is proposed for the new driveway. Since the retaining wall at the northwest corner of the property will be 5 feet 6 inches in height measured from the adjacent property, it is proposed that a 2 foot 3 inch wall section is added as a vehicle guard. In addition, the code requires an installation of a 42 inch guard for pedestrian safety. This pedestrian guard will be 42 inches measured from grade on the project site (see attached exhibit) and is proposed as solid wood construction. The combination wall and wood pedestrian guard at the maximum point will be a total of 9 foot high as measured from the adjacent property. The wall/fence will taper down as it follows the driveway grade to a point approximately 72 feet from the property corner where it will be 6 feet 6 inches in height. The wall/ fence will then continue to taper down until it reaches a point approximately 100 feet from the property corner where it will be less than 30 inches above grade.

Second, it is also necessary to construct a retaining wall along the northern property line to retain the neighboring property. A combination wall (approximately 4 feet) and pedestrian guard (3 feet) will be installed at a point approximately 16 feet from the northeast property corner extending approximately 55 feet to the west. The wall/fence will be approximately 7.5 feet at the maximum point measured from the project site proposed grade.

GOVERNMENTAL & COMMUNITY RELATIONS • PLANNING
CELL 805.441.7581 • PHONE & FAX 805.772.9499
POST OFFICE BOX 296 • MORRO BAY, CA 93443
NOVAKCONSULTING@CHARTER.NET

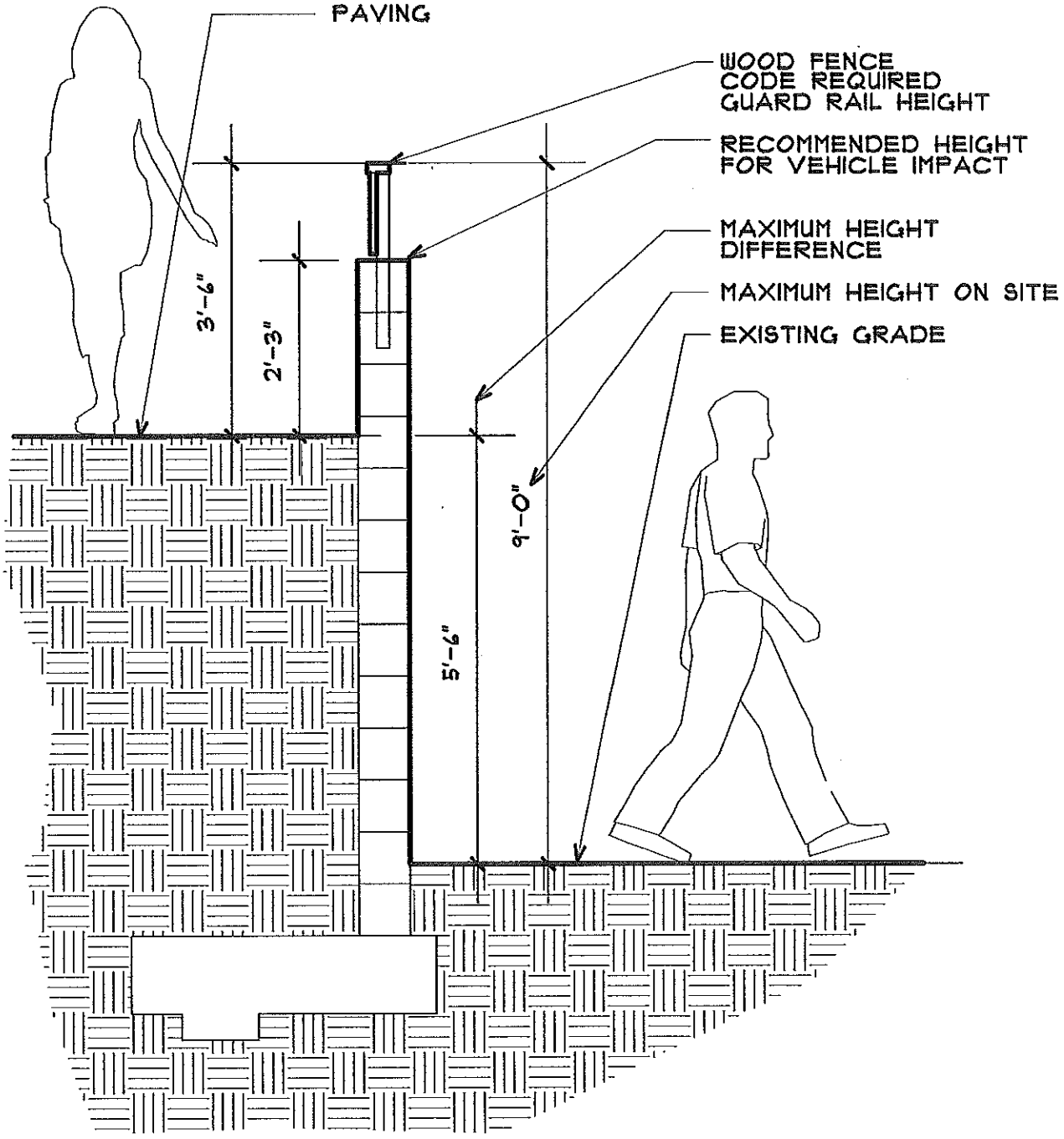
Please let me know if you have any further questions. Thank you for your time and consideration in this matter.

Sincerely,

Cathy Novak

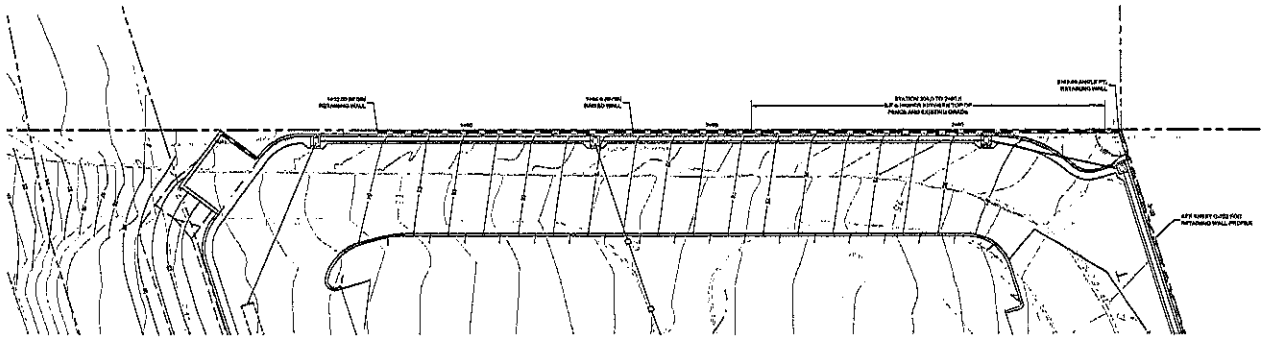
Cathy Novak
Project representative

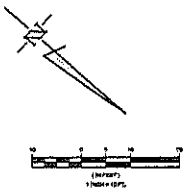
Cc: Mr. Bud Sturgill
Mr. Michael Boudreau, Architecture & Design
Mr. Scott Stokes, Above Grade Engineering

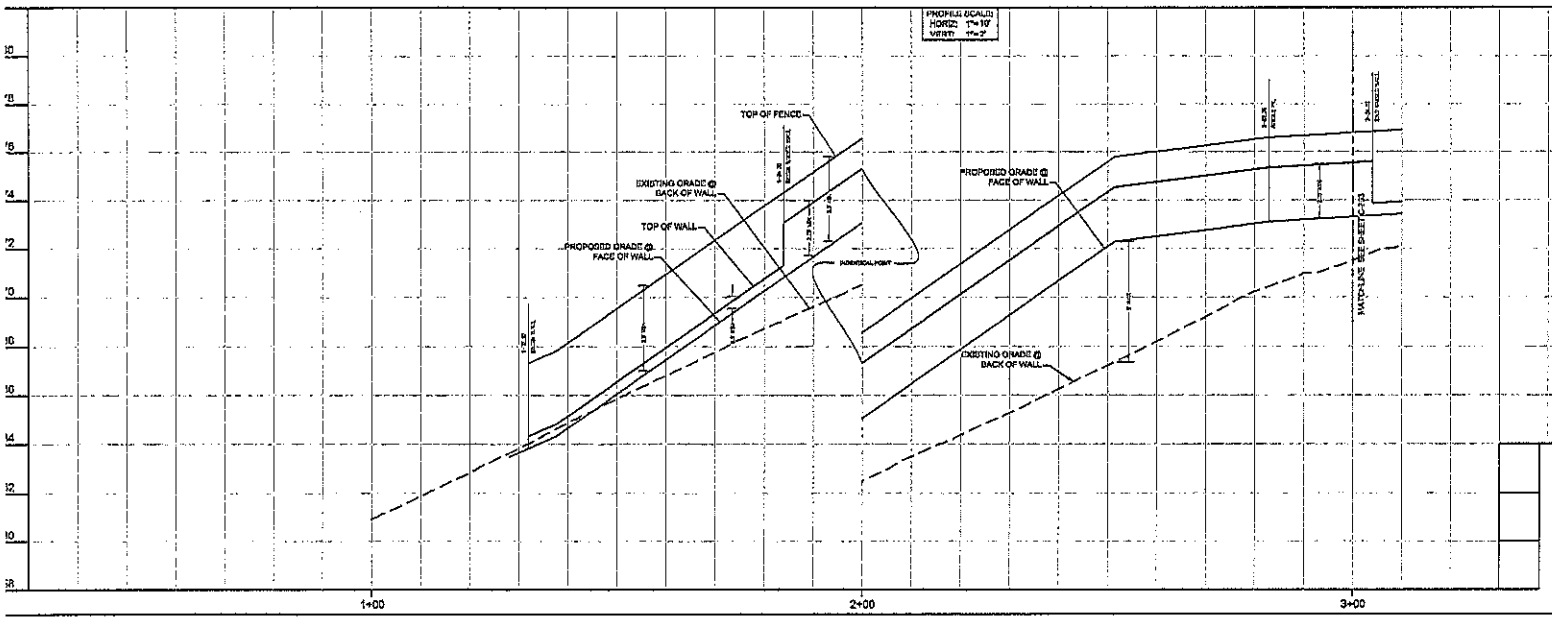


1885 IRONWOOD
MORRO DEL MAR

MICHAEL BOUDREAU, AIA (805) 549 0400
NOVEMBER 17, 2011







ABOVE GRADE ENGINEERING

PUBLIC IMPROVEMENT PLANS FOR
MORRO DEL MAR (APN: 066-231-010)

DEPARTMENT OF PUBLIC WORKS, CITY OF MORRO BAY
955 SHASTA AVENUE, MORRO BAY, CALIFORNIA 93446

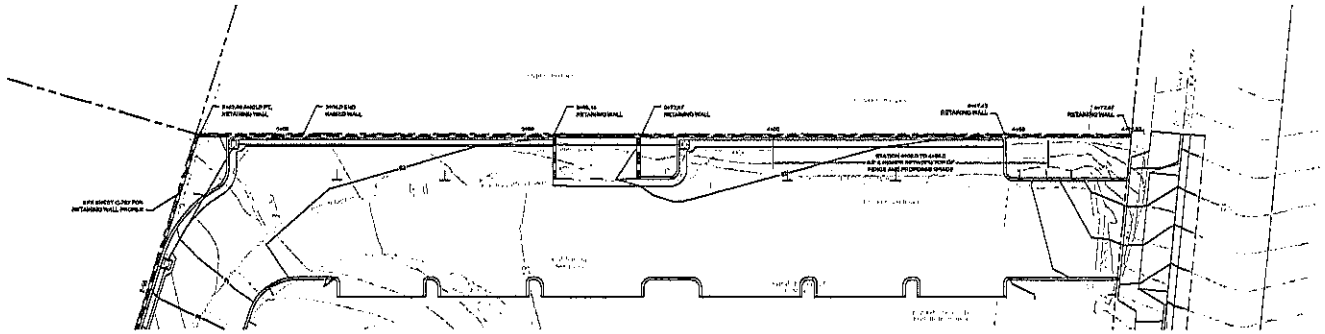
APPROVED BY:

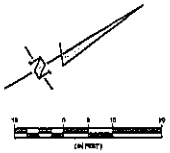
CITY ENGINEER DATE

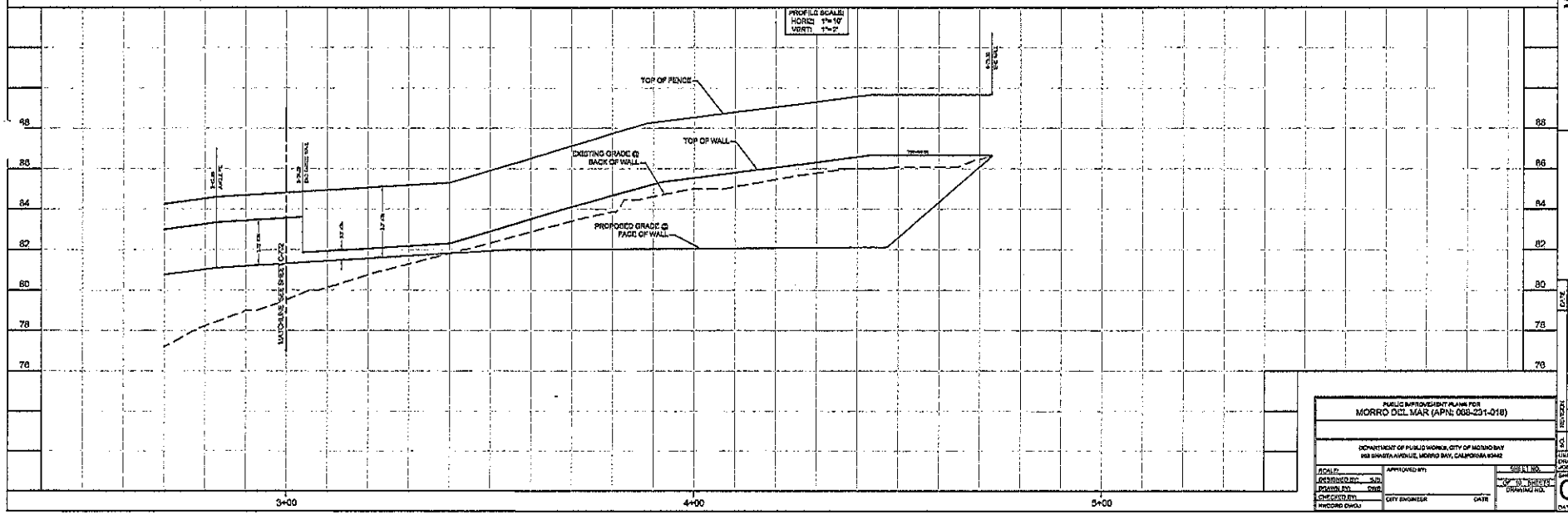
MORRO DEL MAR
MORRO BAY, CA

RETAINING WALL PROFILE & PLAN

C-702







ABOVE GRADE ENGINEERING

MORRO DEL MAR
MORRO BAY, CA

RETAINING WALL PROFILE & PLAN

PUBLIC IMPROVEMENT PLANS FOR
MORRO DEL MAR (APN: 068-231-018)

DEPARTMENT OF PUBLIC WORKS, CITY OF MORRO BAY
955 SHASTA AVENUE, MORRO BAY, CALIFORNIA 93442

SCALE:
DESIGNED BY: SJD
DRAWN BY: DWB
CHECKED BY:
RECORD DWG:

APPROVED BY:

CITY ENGINEER DATE

SHEET NO. OF 13 SHEETS
DRAWING NO.

C-703

DATE: NOVEMBER 4, 2011

Agenda No: C-1

Meeting Date: 2/15/2012

City of Morro Bay
Public Services/Planning Division
Current Project Tracking Sheet

This tracking sheet shows the status of the work being processed by the Planning Division

New items or items which have been recently updated are italicized. Approved projects are deleted on next version of log.

#	Applicant/Property Owner	Project Address		Date	Permit Numbers	Project Description/Status	Project Planner	Approval Body
Hearing or Action Ready								
1	*Medina*	*3390*	*Main*	*11/15/11*	*S00-089*	***Amendment to to Driveway Plan.*** *Project Noticed 11/21/11. Received substantive comments, and project was elevated to Planning Commission Hearing. Scheduled for January PC meeting. Approved at 1/4/12 PC Meeting. Two appeals filed 1/17/12, item going to 2/14/12 City Council Meeting.*	*SD*	*CC*
2	*City of Morro Bay*		*Citywide*			***City of Morro Bay Bicycle and Pedestrian Master Plan.*** *Administrative Draft Plan was reviewed during a Public Workshop on August 30, 2011. The 2nd draft plan is currently on the October 21, 2011 PWAB agenda. Project being revised. Revised document 1/10/2012. Planning staff reviewed plan 1/23/12. Scheduled for 2/15/12 PC Meeting.*	*KW*	*PC/CC*
3	*Sturgill*	*1885*	*Ironwood*	*3/23/11*	*CP0-349 /UP0-316 /S00-107*	***Multifamily 16 Townhouses.*** *Incomplete letter 4/21/11. Resubmittal and redesign 7/5/11. Project submitted to consultant to begin environmental. Project redesigned to a 14 townhouse project. Letter sent by SWCA (consultant). Environmental Noticed for 30 day review ending 1/12/2012. SCH 2011121046. Comment letters on MND received, to SWCA for response. SWCA responded 1/26/12. Scheduled for 2/15/12 PC Meeting.*	*KW*	*PC*
4	*Virg's*	*1169*	*Market*	*11/1/11*	*SP0-141*	***Sign Variance for 4 Off Premise Signs.*** *Appealed, scheduled for 2/28/12 CC Mtg.*	*KW*	*CC*
30 -Day Review, Incomplete or Additional Submittal Review								
5	*Frantz*	*499*	*Nevis*	*9/27/2010, resubmittal date of 1/3/12*	*CP0-337*	***New SFR.*** *Incomplete Letter 10/7/10. Meeting with applicant's representative on 11/16/2010. Applicant has indicated that he is redesigning project-project placed on hold. Applicant resubmitted building permit plans but has not completed the submittal for the Coastal Development Permit 11/14/11. Incomplete letter, applicant needs to submit for CDP and pay associated fees 12/13/11. Payment received 1/3/12. Plans received 1/3/12. Comment letter sent 2/6/2012*	*SD*	*AD*
6	Romero	291	Shasta Ave	1/19/11	Building	**New single family residence.** Incomplete Letter 2/18/11. Applicant resubmitted on 12/29/2011	SD	N/A
7	Chevron Pipeline	4600	Hwy1	7/11/11	S00-110	**Certificate of Compliance.** Waiting on applicant to submit property owner authorization	KW	AD
8	Held	901-915	Embarcadero	7/21/11	UP0-342	**Application for improvements to existing building.** Proposes new unit, bathroom and water improvements. Met with applicant on September 2011 and again in November 2011. Project routed for initial review.	SD	PC
9	Perry	3202	Beachcomber	9/8/11	AD0-067	**Variance.** Demo/Reconstruct. New home with basement in S2.A overlay. Public Works requested flood study. Planning requested status of CDP for house and LLA for parcels	KW	PC
10	*Vallely*	*460*	*Olive*	*10/24/11*	*CP0-363*	***Demo/Rebuild.*** *Resubmittal 11/11/11. Incomplete letter 1/18/11. Need Phase 1 Arch Report.*	*SD*	*PC*

#	Applicant/Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Project Planner	Approval Body
11	Loomis	660 Bay	10/27/11	UP0-340 & AD0-069	**Remodel and Addition with a Parking Exception.** Incomplete letter 11/23/11.	SD	PC
12	McDonalds	780 Quintana	10/31/11	CP0-364 & UP0-341	**Remodel and Addition.** Incomplete letter 1/19/12.	SD	PC
13	LaPlante	3093 Beachcomber	11/3/11	CP0-365	**New SFR.** Incomplete Letter 12/12/11. Phase 1 Arch Report required and Environmental Document.	SD	PC
14	*Taylor*	*3128 Beachcomber*	*11/9/11*	*CP0-366*	***2 Car Garage.** Phase 1 Arch report and environmental document required, letter 1/18/11.*	*SD*	*PC*
15	*City of Morro Bay*	*Corner of Quintana/S. Bay*	*1/9/12*	*CP0-369*	***Coastal Development Permit**. Permit to upgrade Lift Station 3 facilities.*	*SD*	*AD*
16	*City of Morro Bay*	*Nutmeg*	*1/18/12*	*UP0-344*	***Environmental.** Permit number for tracking purposes only County issuing permit. Demo existing and replace with two larger reservoirs. City handling environmental review*	*KW*	*N/A*
17	*Erwin*	*375 Las Vegas*	*1/23/12*	*AD0-071 & UP0-345*	***Addition to nonconforming residence.** Incomplete letter 2/6/12.*	*SD*	*N/A*
Projects in Process							
18	City of Morro Bay	Citywide	5/1/2010	AD0-047	**Text Amendment Modifying Section 17.68 "Signs".** Planning Commission placed the ordinance on hold pending additional work on definitions and temporary signs. 5/17/2010. A report on the status of this project brought to PC on 2/7/2011. Planning Commission made recommendations and forwarded to Council. Anticipate a City Council public hearing on the draft ordinance on May 2011. Scheduled for 5/10/11 CC meeting, item was continued. Item heard at 5/24/11 City Council Meeting. Interim Urgency Ordinance approved to allow projecting signs. The item shall be brought back to City Council first meeting in November. Workshops scheduled September 29, 2011 and October 6, 2011. Workshop results going to City Council December 13, 2011. Continued to 1/10/12 CC meeting. Staff Report to PC.	KW	PC/CC
Environmental Review							
19	*Larry Newland*	*Embarcadero*	*11/21/05*	*UP0-092 & CP0-139*	***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. Environmental documents being prepared. Applicant working with City Staff regarding an lease for the subject site. Applicants enter into an agreement with City Council on project. Meeting held with city staff and applicants on 2/3/2011. Meeting held with applicant on 2/23/2011. Applicant to provide revised site plan. Staff is processing a "Summary Vacation (abandonment)" for a portion of Surf Street. Staff waiting on applicant's resubmittal. Staff met with applicant on January 27, 2011 and reviewed new drawings, left meeting with the applicant indicating they would be resubmitting new plans based on our discussions.*	*KW*	*PC*

#	Applicant/Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Project Planner	Approval Body
20	*Chevron*	*3072 Main (West of Del Mar Park)*	*12/31/08*	*CP0-301*	***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. Requested additional documentation 4/29/10. Requested Information submitted 2/9/11. Submitted requested documents 2/9/11. Contacted consulting firm to process environmental document. Consulting firm responded in the process of putting together proposal 6/20/11. Accepted proposal 6/29/11. Staff mail request letter for fees 7/19/11. Received Environmental Document and is under review 9/16/11. Sent document back for comments and corrections 10/14/11. Consulting firm making final changes and corrections 10/24/11. APCD submitted comments 11/1/2011. Sent to applicant for review 11/7/11. Applicant returned comments 12/7/11. Staff will address comments. Comments sent to consultant 1/10/12. Document returned to staff 1/12/12. Document to applicant for review 1/19/12.*	*SD*	*PC*
Project requiring coordination with anther jurisdiction							
21	*City of Morro Bay & Cayucos*	*160 Atascadero*	*7/1/08*	*EIR*	***WWTP Upgrade.*** *Submitted 7/1/08, Preparing Notice of Preparation, Staff reviewing Ad Min Draft EIR. Modifications to project description underway and subsequent renoticing. Staff reviewing screencheck document. Public draft out for review and comments. Comment period open until 11/4/2010. Project scheduled for 12-6-2010 P.C. Project rescheduled for 12/20/2010. City Council Meeting on January 11, 2011. Project heard before CCC on March 11, 2011, and additional studies and materials are required. City working with consultant to provide information. Workshops held on 6/27/2011 and 6/28/2011 to receive comments on the proposed Wastewater Treatment Plant (WWTP) Upgrade Project alternatives analysis process, candidate evaluation criteria, and preliminary site identification. Adm. draft of fine screen analysis completed. Staff and consultants currently working with CCC staff for De Novo hearing tentatively scheduled for May/June 2012*	*RL*	*PC/CC/R WQCB*
22	*City of Morro Bay*	*N/A*	*2/1/12*	*Grant*	***Sustainable Communities Grant.*** *The City of Morro Bay is applying for a Sustainable Communities Grant to help fund the General Plan/LCP update.*	*KW*	*State Grant*
Projects Continued Indefinitely, No Response to Date on Incomplete Letter or Inactive							
23	Nicki Fazio	360 Cerrito	08/15/07	CP0-246	**Appeal of Demo/Rebuild SFR and 2 trees removal. Planning Commission** continued to a date uncertain. Project folder given to Rob S.	KW	PC
24	Burt Caldwell, (Embarcadero 801 LLC)	801 Embarcadero	5/15/08	UP0-212	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. Waiting for Precise Plan submittal. Applicant has submitted a request for a time extension on November 4, 2010. Extension granted, now expires 12/11/11. No active submittal. Applicant has requested a second one year extension which is scheduled for action at the 12/7/2011 P.C. meeting. Planning Commission approved time extension, will expire on December 11, 2012.	KW	PC
25	Ron McIntosh	190 Olive	8/26/08	UP0-232 &CP0-288	**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. Applicant put project on hold.	SD	PC

#	Applicant/Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Project Planner	Approval Body
26	Pina Noran	2176 Main	10/3/08	CUP-35-99 & CDP-66-99R	**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. Applicant is considering a redesign of the project.	KW	PC
27	James Maul	530, 532, 534 Morro Ave	3/12/10	SP0-323 & UP0-282	**Parcel Map.** CDP & CUP for 3 townhomes. Incomplete letter sent 4/20/10. Met with applicant 5/25/10. Resubmittal 11/8/10. Resubmittal did not address all issues identified in correction letter.	SD	PC
28	Hamrick Associates	1129 Market	6/10/10	UP0-291	**Remodel and Addition.** Incomplete letter 6/23/10. Submitted additional information 6/30/10. Submitted additional information 7/7/10. Building Comments. 7/9/10. Met with agent 7/15/10. Applicant will resubmit addressing fire/building comments.	SD	PC
29	Hoover/Hough	301 Main	7/6/11	S00-108	**Lot Line Adjustment.** Letter sent indicating project can not be supported as submittal advised to redesign 9/21/11. Received letter from agent requesting to place project on hold.	KW	AD
30	Randell	300 Piney	7/20/11	S00-111	**Tentative Parcel Map.** 4 lot subdivision. SRB. Incomplete letter 10/4/11.	SD	AD
Projects in Building Plan Check							
31	Frantz	499 Nevis	9/27/10	Building	**New SFR.** Incomplete Memo 10/7/10. Resubmitted 11/14/11. Coastal Development Permit Required. Incomplete Letter sent 12/13/11 requesting CDP sumbittal. Resubmitted CDP plans and paid monies.	SD	N/A
32	Viole/Held	575 - 591 Embarcadero	11/1/10	Building	**New Commercial Building.** Incomplete Memo 12/2/10. No response from applicant (2/3/11). Applicant had issues to resolve with the CCC and those have now been resolved. Based on the CCC's action a redesign is being pursued. Resubmittal 9/13/11. Project on hold until applicant submitts Coastal Development Permit.	SD	N/A
33	Rowland	2630 Maple	4/14/11	Building	**Elevator.** Denied project because elevator was located in 20'x20' garage, where 2 covered and enclosed parking spaces are required, letter sent 4/18/11. Resubmittal 5/25/11. Incomplete memo 6/9/11.	SD	N/A
34	Viole/Held	575 - 591 Embarcadero	8/9/11	Building	**New Dock and Gangway.** Incomplete/Clarification Memo 8/19/11. Resubmittal 9/13/11.	SD	N/A
35	Olson	2740 Dogwood	5/4/11	Building	**SFR Remodel and Addition.** Incomplete Memo 5/17/11. Incomplete Memo 12/12/11. Letter sent to applicant requesting action on open planning permit.	SD	N/A
36	Hoover	301 Main	9/13/11	Building	**Single Family Addition to a non-conforming property.** Lot Line adjustment in process, not shown on plans. Incomplete memo. Resubmittal 11/9/11. Issues were not addressed in incomplete memo. Incomplete memo 11/14/11. Multiple additions to a non-conforming property, CUP required.	SD	N/A
37	Williams	2920 Cedar	10/27/11	Building	**SFR Addition.** Does not conform to existing approvals/permits on file. Incomplete Memo 11/14/11.	SD	N/A
38	LaPlante	3093 Beachcomber	11/3/11	Building	**New SFR.** Incomplete Letter 12/12/11. Phase 1 Arch Report required and Environmental Document.	SD	N/A
39	*Moscardi*	*2768 Alder*	*11/10/11*	*Building*	***New SFR.** Incomplete memo 1/18/11, CDP Required.*	*SD*	*N/A*
40	*Ravin*	*485 Estero*	*11/13/11*	*Building*	***Conversion of Non-habitable Area to Habitable.** Incomplete Memo 1/26/12, deed restriction required.*	*SD*	*N/A*
41	Burger King	781 Quintana	11/29/11	Building	**Parking Lot.** Incomplete Memo 12/19/11.	SD	N/A
42	Botich	206 Main	12/7/11	Building	**Addendum: Structural Modification to Deck.** Incomplete Memo 12/19/11. Incomplete Memo 1/5/12. Applicant resubmitted on 1/30/2012	SD	N/A
43	Swanson	690 Sequoia	12/7/11	Building	**6ft Extension to an Existing Upper and Lower Deck.**	SD	N/A
44	*Carlstrom*	*482 Kern*	*12/21/11*	*Building*	***SFR Demo/Reconstruct.** Incomplete Memo 1/23/12.*	*SD*	*N/A*
45	*Inn at Morro Bay*	*60 State Park*	*1/30/12*	*Building*	***SPA Remodel** --New equipment*	*SD*	*N/A*
46	*Romero*	*2690 Nutmeg*	*2/3/12*	*Building*	***Minor Revisions.** Minor revisions to a previously aproved plan*	*SD*	*N/A*

#	Applicant/Property Owner	Project Address		Date	Permit Numbers	Project Description/Status	Project Planner	Approval Body
Aging Building Permits - No response from applicant in more than 90 days.								
45	Valori	2800	Birch Ave	2/10/10	Building	**Remodel/Repair.** Sunroom, garage, and study. Comments sent 2/24/10	SD	N/A
46	Colhover	2800	Dogwood	3/8/10	Building	**New SFR.** Comments sent 3/25/10.	SD	N/A
47	Hall	2234	Emerald Circle	12/2/10	Building	**New SFR.** Incomplete Memo 12/21/10.	SD	N/A
48	Markowity	589	Morro Avenue	8/17/11	Building	**Roof Deck.** Plans returned to Brian, because the plans were incomplete. Resubmittal 9/20/11. A major modification shall be pursued, incomplete memo 10/3/11.	SD	N/A
Final Map Under Review								
49	Zinngarde	1305	Teresa	5/9/11	Map	**Final Map.** Public Works review of the final map, CCR's and conditions of approval. Plans 8/5/11. Comments given to applicant, held meeting on 9/27/2011 regarding comments. Applicant resubmitted CCRS. Incomplete submittal as of 1/23/12.	KW	CC
50	Medina	3390	Main	10/7/11	Map	**Final Map.** Issues with ESH restoration. Meeting with applicant regarding ESH Area and Biological Study. Applicant placed processing of final map on hold by proposing an amendment to the approved tentative map and coastal development permit. Applicant proposed administrative amendment. Elevated to PC, approved 1/4/12. Appealed, scheduled for 2/14/12 CC Meeting.	KW	CC
Projects & Permits with Final Action								
51	Calandra	2749	Coral	8/31/11	Building	**New SFR in Cloisters.** Incomplete letter 9/30/11. Resubmitted plans 12/05/2011. Approved 1/12/11.	SD	N/A
52	Dengate	2230	Hemlock	11/28/11	CP0-368	**Demo/Reconstruct SFR.** Permit issued 1/19/12.	SD	AD
53	Danta	2890	Ironwood	10/11/11	AD0-068	**Variance for decks encroaching into setbacks.** Approved at 1/18/12 PC Meeting.	KW	PC
54	Kenneth & Lisa Blackwell	2740	Dogwood	07/20/07	UP0-178	**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 Continuation requested by the applicant to a date uncertain. Building permit routed to planning staff and incomplete memo sent to Cathy Weaver. Project was to address an illegally converted garage. Rob S looking into file. Current owner shall address parking issues on site by providing 2nd parking space. Letter to current owner to withdraw UP0-178, 1/3/12. Current property owner withdrew open project, 1/17/12.	KW	PC
55	Lapp	1548	Main Street	3/1/11	Building	**Express Check.** Wind and solar System. Incomplete Submittal 3/15/11. Resubmittal 3/3/11. Incomplete letter 3/24/11. Resubmittal 3/28/11. Incomplete letter 4/14/11. Planning had outstanding issues, however permit was issued and finaled, per Brian Cowen 1/23/12.	SD	N/A
56	Kimbrell	323	Shasta	4/15/11	Building	**Stairs and Railing Replacement.** Incomplete Letter 4/18/11. Planning had outstanding issues, however permit was issued and finaled, per Brian Cowen 1/23/12.	SD	N/A
57	Mclean	2230	Emerald	9/20/11	Building	**Photovoltaic System.** Planning had outstanding issues, however permit was issued and finaled, per Brian Cowen 1/23/12.	SD	N/A
56	Hammans	400	Surf	1/17/12	Building	**Roof Remodel and New Roof Deck.** Approved 1/24/12.	SD	N/A
57	Don Doubledee	360	Morro Bay Blvd	5/15/09	Building	**Mixed Use Project - Ciano.** Comments sent 2/25/10. Project no longer active per Brian Cowen 2/6/2012.	SD	N/A
58	Leage		Embarcadero	1/26/12	Planning	Request for an extension of the Temporary Use Permit for Virgs to operate at GAFCO. A four month extension was granted	KW	N/A

City of Morro Bay

Public Services/Planning Division

Advanced Planning Work Program

Work Item	Requested by	Date Requested	Comments	Estimated Staff Hours	Planning Commission	City Council	Coastal Commission
Updating the Strategic plan matrix for managing the greening process	City Council	2009	Original green matrix went to P.C. on 7/6/09 and then to C.C. on 12/14/09. Now subject to annual updates	20 to 40	Annual Updates	Annual Updates	
Draft Urban Forest Management Plan	City Council	2007		200 to 300	TBD	TBD	
CEQA Implementation Guidelines	City Council	2006		120 to 160	TBD	TBD	NA
Downtown Visioning	City Council	2010		120 to 160	TBD	TBD	
PD Overlay	City Council	2006		80	TBD	TBD	
Annexation Proceeding for Public Facilities (Chorro Valley well sites)	City Council	2007		TBD		TBD	
Sign Ordinance Update	City Council	2010	Workshops Scheduled for September 29 and October 6, 2011. Update on the sign workshops and sign survey results	150 to 250 + consultant hrs	2/16/11	11/1/11	
Pedestrian Plan	Planning Commission	2008	City of Morro Bay Bicycle and Pedestrian Master Plan. City hired consultant to draft the plan. Administrative Draft Plan was reviewed during a Public Workshop on August 30, 2011. The 2nd draft plan is currently on the October 21, 2011 PWAB agenda. Project is now being revised. Revised document submitted 1/10/2012 to Planning Department for review. Scheduled for February 15, 2012 P.C. meeting.	550 Hours	TBD		
Subdivision Ordinance Clean up	Planning Commission	2011	Commissioner Irons is lead. Two meeting held on identifying issues. Irons/Nagy/Wold. Commissioner Napier replaced Irons.	100-150	TBD	TBD	TBD
Updated Zoning Ordinance	CC based on CCC letter	2010		1,800	TBD	TBD	TBD
Updated General Plan/LCP	CC based on CCC letter	2010	Subcommittee formed. Meetings held are: 11/9/11 to develop plan of action ecreation Element, 12/7/11 to review Access & Recreation Element. Changes were made but not yet finalized. 1/9/12 to review Harbor Resources Element Next meeting scheduled for 1/30/12 to discuss Visual Resources	1,800	TBD	TBD	TBD

AGENDA ITEM NO: D-2
DATE: 2-15-2012
ACTION:

Memorandum

TO: PLANNING COMMISSION **DATE:** FEBRUARY 15, 2012

FROM: SIERRA DAVIS, ASSISTANT PLANNER

SUBJECT: REVIEW THE CITY OF MORRO BAY'S DRAFT BICYCLE AND PEDESTRIAN PLAN AND FORWARD A RECOMMENDATION TO THE CITY COUNCIL

Before you tonight is the draft "Morro Bay Bicycle and Pedestrian Plan" (plan). The plan is a goal, objective, policy and implementation document in order to "purposefully improve the experience of bicycling and walking around the City through a combination of strategic approaches".

The plan has previously been reviewed by a volunteer Public Advisory Committee and at a community meeting. The volunteer Public Advisory Committee was to ensure that public input was included in the planning process. The PAC convened in early August 2011 to discuss the planning process, goals and objectives of the plan and were asked to 'score' their top priorities pertaining to bicycle and pedestrian policies.

The community meeting was held on August 30, 2011 at Morro Bay's Veterans Hall. Informational presentations were made including: Vision, Community Participation, Master Plan update, suggested policies, SLO Bike Coalition, Morro Bay connection with existing & proposed County Trails, Citizen involvement through Morro Bay's online e-Request form and next steps in preparing the Plan.

The PAC met again in October 2011 to review the Second Draft of the plan and recommended adoption of the plan to the Morro Bay Planning Commission and to the City Council.

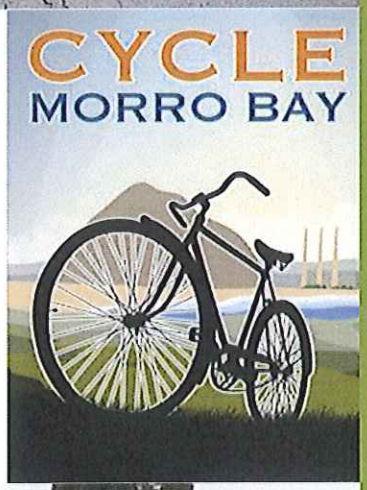
The Bike Plan can be viewed online at: www.morro-bay.ca.us/bikepedplan

The Planning Commission should review and comment on the plan and forward their recommendation to the City Council.

Final DRAFT

February 2012

Morro Bay Bicycle & Pedestrian Master Plan



Prepared by:

Public Services Department

City of Morro Bay

In conjunction with:

JBG Consulting , LLC

Acknowledgments

Special thanks go out to those who participated in writing, reviewing, and supporting the plan.

City Council
Mayor William Yates
Noah Smukler
Carla Borchard
Nancy Johnson
George Leage

Public Works Advisory Board
Bill Olson
Matt Makowetski
Ron Burkhart
Richard Rutherford
Stephen Shively

Planning Commission
Rick Grantham (Chair)
Jamie Irons
Paul Nagy
John Solu
Jessica Napier

Morro Bay Citizens Bike Committee
Robert Davis (PAC)

Public Services Department
Rob Livick, PE/PLS (Director/City Engineer)
Kathleen Wold (Planning & Building Manager)
Barry Rands, PE (Associate Engineer)(PAC Chair)
Sierra Davis (Assistant Planner)
Keith Williams (Intern)
Bruce Ambo (Former Public Services Director)
Joe Yu (Former Intern)
Thomas Markel (Former Intern)

Public Advisory Committee
Geiska Velasquez
Judy Heintzelman
Matt Makowetski
Andreas Modl
Tim Olivas
Dan Rivoire
Joe Woods

JBG Consulting
John DiNunzio, Principal
Trina Blanchette, Senior Planner
Kelli Schonher, GIS, GEObispo

*cover photography donated
by Sandprints Photography;
"Cycle Morro Bay" artwork by Geoffery Rowe

Table of Contents

Appendices

Glossary

As used in this document and generally, 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.

Bicycle Rodeo - A bicycle safety clinic featuring bike safety inspections, sometimes quick tune-ups, and a safety lecture about the rules of the road. This is followed by a ride on a miniature course set up in a parking lot where cyclists are shown where and how to apply the rules.

Bike Valet - A volunteer-run bike parking service to make it easier for people to pedal to community events. Bikes are checked in, and cyclists get tickets. When the cyclists wish to pick up their bikes, they simply hand the ticket to a volunteer who retrieves the bicycle.

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 and/or motor vehicle traffic.

Feeder Lane – A bike lane provided for priority at intersections

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.

February, 2012

Dear Friends and Neighbors of Morro Bay:

There are many public benefits to having a Bicycle and Pedestrian Master Plan, including alleviating traffic congestion, reducing vehicle emissions, recreation and economic benefits to the user as well as the City. Many of these benefits are directed at the user, but such a system will also serve non-riders by helping to sustain an active, livable community.

Investments in bicycling and walking facilities are being considered 'Economic Infrastructure' among California Coastal communities, increasing visitor's 'heads on beds' and making neighborhoods safer and friendlier. There are more opportunities to speak to neighbors and more "eyes-on-the-street" to discourage crime and violence. Communities with low crime rates and high-levels of bicycling and walking are generally considered to be attractive and friendly places to live and work.

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 non-motorized transportation systems spend less than 17% or less than $5,500 annually, representing a savings of thousands of dollars a year.

Bicycling and walking 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. According to the IRS, the cost for owning and operating an automobile averages .51 cents per mile including fixed and variable costs: fuel, repairs, routine maintenance, parking fees, toll, insurance and registration fees.

This Bicycle and Pedestrian Master Plan, not only sets out a new, bold vision and series of obtainable goals and objectives, but also improves access to State and Federal grant funding for bicycle and walking improvements across Morro Bay.

Sincerely,

The City of Morro Bay Public Services Department

Introduction

The Bicycle and Pedestrian Master Plan embraces a new vision of transportation planning, recognizing that walking and bicycling is essential to enhancing the quality of life for not only residents and visitors, but also the broader global community. Attractive bicycle and pedestrian facilities within a community are increasingly linked to supporting local tourist related businesses and promoting ecotourism.

Residents and visitors of all ages and abilities should be provided with safe, attractive and convenient forms of transportation and recreation. Accordingly, this document describes the City's existing conditions, planning context, and proposes policies, goals, objectives, projects and programs intended to achieve a 50% increase in the circulation of walking and bicycling in Morro Bay by 2016.

The aim of this plan is to purposefully improve the experience of bicycling and walking around the City through a combination of strategic approaches.

Setting

The City is located on the coast of San Luis Obispo County, approximately halfway (200 miles) between Los Angeles and San Francisco. The City of Morro Bay is a waterfront community with a wide range of restaurants, shops, parks, harbor, and the towering presence of Morro Rock. Morro Bay is also designated as a bird sanctuary and nature preserve, portions of which are a state wildlife refuge and a California Marine Reserve.

Morro Bay contains the region's largest estuary, and is part of the National Estuary Program with a saltwater marsh located on the east side where Chorro and Los Osos Creeks enter the bay. It is the southern-most City along the Hwy 1 National Scenic Bi-way with ocean views and beach access. Since the beginning of the 20th century it has been a center for beach holidays.

Tourism is the city's largest industry, with "the Rock," and cool summer temperatures being natural attractors to its excellent state-owned beaches north and south of town.

As of the 2010 census, the city population was 10,234. According to the 2005-2009 American Community Survey, there was an equal distribution of males and females in the population. The median age is 55.5 years with 35% of the city population 65 years and older and 12% of the city population under 18 years. Of the working population of Morro Bay, 75% drove to work alone, eight percent (8%) carpooled, less than 0.5 percent took public transportation, and 11% used other means. The remaining six percent (6%) worked at home.

The 3,948 who commuted to work took an average 19.2 minutes to get to their place of employment. Using a statistical analysis and margins of errors provided by the US Census, 811 or 20.5% of commuters travel less than or equal to 9 minutes to work.

The following sections describe the major activity centers in Morro Bay, serving as common destinations for both residents and visitors.

Downtown

Morro Bay's downtown area is a unique local destination with retail stores, restaurants, coffee shops, a movie theater and music store. Wide sidewalks, public art and an abundance of street furniture, including planters and benches comprise the area. Wide traffic crossings, with ADA compliant ramps, accommodate pedestrians along Morro Bay Boulevard and Main Street. Main Street is closed to through traffic on Saturday afternoons for the Farmers Market. As the cultural hub of Morro Bay, downtown should set the precedent for pedestrian-friendly design.

Embarcadero Visitor Area

The Embarcadero contains shopping and eating establishments as well as the most intense mix of pedestrian and automotive activity. Portions of this area have commercial fishing activities and dock facilities. Visitors and residents consider the Embarcadero to have a diverse mix of shops and waterfront recreational activity, combined with scenic views of the bay, sandspit and Morro Rock. The new multi-purpose Harborwalk connects Morro Rock and the Embarcadero and extends into the commercial area. Sidewalks are generally ten feet wide but vary in width in some locations.

Commercial Centers

Commercial areas run along Quintana Road which have automobile services, large commercial tenants including Albertson's and Rite Aid and a few local and national fast food restaurants. North Main Street is also an important commercial area with Spencer's Market and several restaurants. There are a notable number of small professional offices near downtown Morro Bay. Improving bicycle and pedestrian connections could help to encourage non-motorized trips that better connect these areas to the city.

Parks and Open Space

Morro Bay is located within the coastal zone and is governed by the Coastal Act, which designates public recreational facilities and access to them as a high priority. Improvements in accessibility to the beaches, parks, and open spaces could encourage people to visit them without an automobile. Crosswalks may be improved with better placement or more prominent signage. Additional and improved pedestrian access to Morro Bay parks and open space, including amenities specifically for children and families, should be examined closely to determine if they can be expanded and enhanced to ensure enjoyment of these valuable public amenities.

Schools

Schools are major pedestrian areas. Morro Bay has one public high school – Morro Bay High School, one public elementary school – Del Mar Elementary, both in North Morro Bay. There is also the charter school at the old Morro Elementary campus. Pedestrian and bicycle improvements should provide students with safe options to walk or ride to classes and nearby support facilities, like libraries and athletic fields from their home. Improvements should seek to insulate pedestrians from common road hazards, but not isolate them from the surrounding environment. Providing schools with non-motorized transportation alternatives is also important in developing good habits with children, so that they regard walking and bicycling as viable means of transportation, which can lead to lower rates of obesity-related health problems.

Planning Process

The Morro Bay Bicycle and Pedestrian Master Plan was researched and produced under supervision of the Morro Bay Department of Public Services with input from the Police Department, SLOCOG, volunteers, advocates, citizens and the project consultant team.

The activities undertaken included: reviewing similar planning documents, conducting site visits and field reviews (all by bike or walking), photographing facilities, bicycle counts, phone survey of Morro Bay employers, and integration of a Safe Routes to School element. Community outreach efforts included a comment form on the City website and a community meeting held to inform the public of the plan and to collect comments and recommendations based on local knowledge.

The outputs of the planning process are proposed biking and walking policies, programs and projects spanning a fifteen year time horizon. In addition to public involvement in the ranking of proposed projects, the projects have also been weighted against suggested planning criteria which govern best practices for Bicycle and Pedestrian Infrastructure Planning in California such as: Connectivity, Proximity to Activity Centers, Transit, Schools and Collisions.

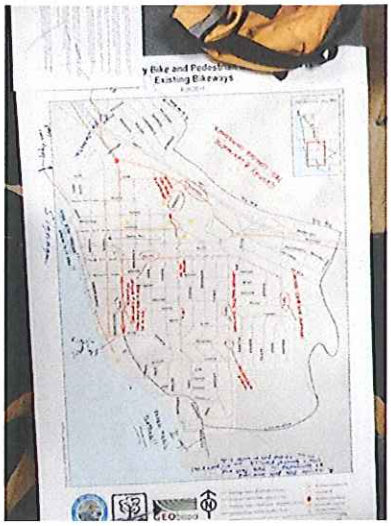
Community and Stakeholder Participation

The City of Morro Bay has embraced the opportunity to work with the public through community meetings and consultation with a Public Advisory Committee. Community and stakeholder input are essential to the planning process.

Public Advisory Committee (PAC)

The City of Morro Bay approved and appointed members to a PAC in order to guide the Master planning process. The PAC's primary role was to ensure that public input was considered and represented in the Bicycle & Pedestrian Master Plan process. PAC members included individuals from neighborhood organizations, the business community, law enforcement, bicycle/pedestrian advocates, and others from a variety of professional and personal backgrounds.

The PAC convened in early August 2011 to discuss the planning process, goals and objectives of the plan and were asked to 'score' their top priorities pertaining to bicycle and pedestrian policies. The PAC met again in October 2011 to review the Second Draft of the plan before recommending adoption to the Morro Bay Planning Commission and to the City Council.



Community Meeting

A community meeting was held on August 30, 2011 at Morro Bay's Veterans Hall. Informational presentations were made including: Vision, Community Participation, Master Plan update, suggested policies, SLO Bike Coalition, Morro Bay connection with existing & proposed County Trails, Citizen involvement through Morro Bay's online e-Request form and next steps in preparing the Plan.

In order to acquire comments and local knowledge, a problem-identification and solutions ranking exercise was conducted using large format aerial and hill-shade paper maps. The participant could draw suggested routes of travel and locations of concern. The maps were also used to verify existing conditions.

Subsequent to the meeting, public comments were consolidated into a list of projects and programs to improve cycling and walking in Morro Bay. This list was recirculated to the meeting participants and others who had expressed interest in the Plan. They were asked to rank these programs and projects, the results of which were used to develop the proposed project list in Appendix H.

Interagency Cooperation

This plan was written in cooperation with the City of Morro Bay and local and regional entities having interest in bicycle and pedestrian planning within the City. Relevant agencies involved in the planning process included San Luis Obispo Air Pollution Control District (SLOAPCD), California Coastal Commission (CCC), Caltrans District 5, San Luis Obispo Council of Governments (SLOCOG), San Luis Obispo County Bicycle Coalition (SLOCBC), Rideshare, Regional Transit Authority of San Luis Obispo County (RTA), San Luis Coastal Unified School District and local bicycling clubs, employers and businesses.

Each year, SLOCOG prepares a list of 'Unmet Transit Needs' as part of the requirements of the Transportation Development Act. The resulting list includes proposed projects within the boundary of the City of Morro Bay. As this list is updated annually, it allows SLOCOG to identify needs that may have been missed by local jurisdictions or to identify new opportunities in the interval between local plans. The list of unmet bike needs in Morro Bay was used to help develop a list of proposed projects to be ranked by respondents to the informal survey that was conducted in the course of the preparation of this plan.

Consistency with Relevant Legislation and Plans

In order to be consistent with other adopted plans pertaining to the planning area, the plan includes relevant governmental policies on all levels of government. This section describes the relevant legislation and plans.

Section 891.2 California Streets and Highway Code

The Bicycle Transportation Account (BTA), a California Department of Transportation (Caltrans) funding source for bicycle improvement projects sets to improve the quality of bicycle planning across the state of California. BTA funds are only available to jurisdictions that have adopted a bicycle plan containing all of the required elements. Appendices A through K of this plan address the specific requirements of Section 891.2(a) through 891.2(k).

1988 General Plan Circulation Element

The 1988 Circulation Element acknowledges that accessibility is a major factor in the vitality of Morro Bay. A safe and efficient circulation system is essential if the City is going to prosper and function properly. The purpose of the Circulation Element is to encourage the best practical circulation system.

The Circulation Element was prepared pursuant to California's General Plan Guidelines at that time. The Guidelines specified that the Circulation Element should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and,
- Protect environmental quality and promote the wise and equitable use of economic and natural resources

The plan discusses all forms of circulation. It deals with the attributes and problems associated with automobiles, trucks, buses, bicycles, and walking. It addresses harbor circulation, pipelines and utility transmission lines.

A section of the plan is devoted to discussion of pedestrian issues. The following list describes the concerns involving pedestrian facilities in 1988, most of which remain relevant today:

- No sidewalks in certain areas
- Discontinuous sidewalks
- Narrow sidewalks
- Integral vs. Separated Sidewalks
- Handicap Access
- Lateral Access
- Safe walking routes to schools
- Crosswalk Identification and location
- Access Across Highway 1
- Lack of Amenities and Landscaping

The plan also suggested a priority ranking of proposed pedestrian improvements, some of which have been completed. They include:

- North Main sidewalks
- South Main residential sidewalks
- Streets leading to schools
- Embarcadero sidewalk widening
- Morro Bay Blvd amenities
- Coleman Drive
- Handicap ramps citywide

Another section is devoted to Bicycle Transportation issues. The plan recognizes the potential for enhancing commuter safety and recreational opportunities by providing a comprehensive bikeway system. It offers several suggestions in terms of improved facilities, bicycle education programs for youth, and design standards. These points were addressed in the 1997 Bikeway Plan.

Draft Circulation Element – 2004 City of Morro Bay General Plan / Local Coastal Plan

A Draft General Plan / Local Coastal Plan including a Circulation Element was prepared in 2004 and has not yet been adopted. Some of the goals and policies contained within the Draft Circulation Element were adapted for use as Goals and Objectives within this 2011 Bicycle and Pedestrian Plan. Although the goals and objectives may not be consistent with the adopted General Plan, the City is working towards the adoption of a new General Plan in which the 2011 Bicycle and Pedestrian Plan would be consistent.

1997 City of Morro Bay Bikeway Planning Study

The approved Morro Bay Bikeway Study (Res. No. 29-97) reviews the Bikeway Plan portion of the 1988 Circulation Element of the General Plan. It was written in order to determine whether the proposed bike routes meet the current and projected local and regional needs. It also evaluates off-highway alternatives and develops a project priority list based on need for the project, connectivity to other local and regional systems, project design, cost and funding availability to the City, including the possibility of amending the Circulation Element as necessary. Cost estimates for each project was developed to help in determining a project's priority. The study selected a preferred alternative by developing a project priority list. Projects deemed a priority included the connection of the South Bay Boulevard bike path to and through downtown, expansion of the system to and from local schools, regional connection between Morro Bay and Cayucos and the coordination with the overall regional effort to provide bike route alternatives to Highway 1.

California Coastal Act (2010)

Written under the authority of the California Coastal Commission, the Coastal Act outlines policies, implementation measures, enforcement, and stakeholder roles and responsibilities pertaining to coastal resource protection. Since Morro Bay is a waterfront community, there are some pertinent segments of the Act that directly apply to the Bike and Pedestrian Master Plan:

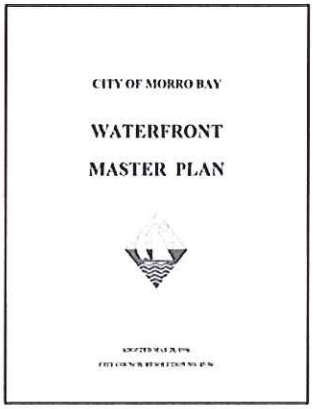
- Article 2: Development shall not interfere with the public's right of access to the sea. Public access from the nearest roadway to the shoreline and along the coast shall be provided in new development projects.

- Article 6: the location and amount of new development should maintain and enhance public access to the coast by providing non-automobile circulation with the development.

Local Coastal Plan

The Local Coastal Plan incorporates Coastal Act Policies and is specific to Morro Bay. Polices relevant to this Bicycle and Pedestrian Plan include the right of public access to all coastal tidelands as guaranteed by the Public Resources Code (Section 30210) and upheld by court decisions. The California Coastal Act of 1976 contains policies which require that existing legal rights of public access to the coast be protected, and that reasonable requirements for public access be established in new developments along the coast.

Morro Bay Waterfront Master Plan (1996)



The Waterfront Master Plan was prepared to provide design guidelines for the waterfront, to serve as a planning and feasibility study, and to provide background information about the waterfront area's history. A section of the Plan discusses Bicycle and Pedestrian circulation as follows:

> "The Morro Bay waterfront is compact in size yet consistently interesting and is ideally suited to walking and biking. The northern portion of the Embarcadero is devoted to commercial fishing while the remainder is a harbor-related visitor-serving mixture. The Embarcadero experiences some of the most

substantial circulation challenges in the City of Morro Bay.

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

It goes on to recommend both bicycle and pedestrian improvements, some of which have been implemented (most notable being the Harborwalk). Several of the recommendations yet to be realized are taken up in this 2011 Bicycle and Pedestrian Plan.

Sustainable Communities and Climate Protection Act (SB 375) Goals

Regional transportation planning agencies are charged with implementing programs that will enhance sustainable development and reduce global warming. Bicycle transportation and pedestrian facility improvements are key elements to this strategy. Three goals of the Act are to:

- Use the regional transportation planning process to help achieve Global Warming Solutions Act (AB 32) goals;
- Use California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential projects which help achieve AB32 goals to reduce GHG emissions; and
- Coordinate the regional housing needs allocation process with the regional transportation planning process

Cal Trans Deputy Directive DD64 R-I Complete Streets

Complete Streets: Integrating the Transportation System (DD-64-R1) was signed on October 2, 2008. Caltrans provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. Caltrans views all transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

California Highway Code 888

California Highway Code 888 states that the department (Caltrans) shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternative route or such a route exists. The alternative route should not consist of significant out-of-direction travel, additional grades of significant length or slope, or high –volume routes with narrow shoulders.

2008 California Complete Streets Act (CCSA) Assembly Bill 1358

Commencing January 1, 2011, Assembly Bill 1358 requires that upon any substantive revision of a county or city 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. For purposes of this plan, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

United States Department of Transportation (DOT) Policy Statement on Bicycle and Pedestrian Accommodation (March 11th, 2010)

DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.

Federal: Title 23 U.S.C. 217: Bicycle Transportation and Pedestrian Walkways

This federal legislation was originally enacted in August 1973 and has had several revisions. The section relevant for the purposes of this plan states:

> *(g) Planning and Design.-*
>
> > *(1) In General. - "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.*
> >
> > *(2) Safety considerations. – Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians."*

City of Morro Bay Municipal Codes

The City of Morro Bay Municipal Code addresses bicycle and pedestrian regulations and definitions for use. Relevant Titles and subsection chapters include the following:

Chapter 10.36 – Pedestrian Regulations – discusses the establishment of crosswalks and their use.

Chapter 10.72- Bicycles and Motorized Bicycles – sets out the definitions, operation of bicycles and motorized bikes, and lists violations and penalties.

Title 12 – Streets and Sidewalks – discusses standard improvement specifications.

Chapter 14.44- Frontage Improvements –specifies where sidewalks are required as part of a development project. Developments in single-family residential areas (R-1 and R-2 zoning) are generally exempt from sidewalk requirements except where the street has been designated as a pedestrian route, an arterial, or collector.

Existing Conditions

This section describes exiting conditions for bicycling and walking in Morro Bay. It includes a summary of bicycle facility terms and definitions, existing bikeways and pedestrian facilities in both narrative and tabular form, and includes comments on their condition and deficiencies. Morro Bay contains approximately 10 miles of bikeways which consists of 3.3 miles of off-street Class I and 7.1 miles of Class II bike lanes.

Bicycle Facilities

Bicycle facilities accommodate a wide variety of user types, needs and abilities. Three categories or classes of facilities are designed for use by cyclists.

Class I Bikeways

Class I bikeways are physically separated from other vehicular traffic and are for the exclusive use of bicycles and pedestrians. If significant pedestrian use is anticipated, separate facilities for pedestrians are sometimes provided to minimize conflicts. Dual use by pedestrians and bicycles is common and appropriate signage and extra width is often sufficient to accommodate both.

Class II Bikeways (Bike Lanes)

Class II bike lanes are for the preferential use of bicycles within the paved areas of roadways. Bike lane stripes are used to promote the orderly flow of traffic by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.

Riding groups regularly use Main Street

Class III Bikeways (Bike Routes)

Class III Bike Routes are intended to provide continuity to the bikeway system and are established along through routes not served by Class I or Class II bikeways. Class III bike routes are shared facilities with bicycle use being secondary.

The table on the following page lists bicycle facilities in Morro Bay according to location and category. A narrative description of current facilities in Morro Bay follows the table.

Table 2: Bicycle Facilities in Morro Bay

Facility Type	Segment	From	To	Length (feet)
Class I (3.7 miles)	Coleman Drive	Rock Parking Lot	Embarcadero.	2,371
	Main Street	Quintana Road	Perrigrine	605
	Keiser Park	Perrigrine	Atascadero Road	2,691
	Cloisters/High School (East)	Cloisters Community Park	Atascadero Road	3,695
	Coral Avenue	176 ft. S.E. of Indigo Circle	244 ft. N.E. of Emerald Circle	1,632
	Cloisters/High School (West) – plus extensions to cul de sacs and Azure parking lot	Azure Street	Morro Bay High School Property	5,066
	Cloisters Community Park (All connecting paths)	West side	East side (Coral Avenue)	2,432
	Bayside Bluffs Park	Bayshore Dr. (345 ft. S. of Main St.)	State Park Road	1,160
Class II (7.3 miles)	Main Street	Yerba Buena Street	Atascadero Road	9,683
	Main Street	Atascadero Road	Quintana Road	3,670
	Main Street	Quintana Road	Beach Street	818
	Main Street	Pacific Street	Olive Street	1,726
	Beach Street	Main Street	Morro Ave.	274
	Morro Avenue	Beach Street	138 ft. S. of Marina Street	1,857
	Morro Avenue (E. Side)	138 ft. S. of Marina Street	Driftwood Street	140
	Morro Avenue (E. Side)	146 ft. S. of Driftwood Street	Anchor Street	141
	Morro Ave. (E. Side)	Anchor Street	75 ft. S. of Anchor Street	75
	Morro Ave.	75 ft. S. of Anchor	Olive Street	658
	Olive Street	Morro Avenue	Main Street	317

Class II (cont.)	Pacific Street	Piney Way	Morro Avenue	1,634
	Harbor Street	Piney Way	Morro Avenue	1,642
	Piney Way	Harbor Street	Dunes Street	403
	Quintana Road	Main Street	South Bay Blvd.	8,711
	Quintana Road (N.Side)	South Bay Blvd.	333 ft. E. of South Bay Blvd.	333
	Embarcadero	South Street. (Approx.)	Tidelands Park (docking area)	981
	Embarcadero	Morro Bay Power Plant	Beach Street	1,714
	Atascadero Road	Park Street	692 ft. N.E. of Ironwood Avenue	3,623
Class III (.45 miles)	South Main Street	Barlow Lane	Olive Street	2,100
	Power Plant Access Road	Main Street	Quintana Road	282

Highway 1 is the primary corridor for traffic circulation north and east bound to and from the City of Morro Bay. The speed limit is 65 mph at the eastern city limit, and reduces to 55 mph as it crosses over Main Street. Within the city limits, the northern section of Hwy 1 parallels the coastline and provides arterial access along north Morro Bay's residential areas. Hwy 1 has paved shoulders that are approximately eight feet wide and are frequently used by recreational cyclists, cycle tours and racing groups and daily riders. It is currently the only route choice for cyclists northbound to Cayucos or eastbound to San Luis Obispo.

Within the city limits several alternatives for continuous cycle travel are available with some recently completed key connector projects. The extension of Class II facilities on North Main Street completes a missing commercial link to and from North Morro Bay. The intersection of Main Street and Quintana Avenue has been improved for cyclists with the installation of a "feeder lane." The installation of the roundabout at Quintana Avenue and Morro Bay Boulevard also provides a contiguous movement for cyclists and pedestrians traveling east-west along Quintana Avenue.

The most significant bicycle and pedestrian facility installation in recent years is the development of the multi-purpose "Harborwalk" trail along the Embarcadero, through Coleman Park to Morro Rock. The project meets numerous goals including providing a signature visitor serving amenity, completing a section of the California Coastal Trail, reducing modal conflicts (between automobiles, cyclists and walkers) while preserving and enhancing sensitive biological resources.

The north-to-south bikeway through downtown is a Class II along Morro Street, between Beach Street and Olive Street. This alternative route is provided for cyclists because of the lower traffic flow, wider

street section, and minimal on-street parking. However, there are currently no wayfinding signs directing cyclists to use this facility. It has been observed that Main Street is the preferred route for cycle groups passing through Morro Bay and Morro Bay State Park, which is both a trip generator and a destination.

Both Harbor Street and Pacific Street provide a basic level of service with Class II bike lanes for east-west bicycle circulation within the downtown area.

Class II facilities are present along the Embarcadero from Beach Street to the multi-purpose Harborwalk. The northbound travel lane also includes vehicle parking, and the southbound lane is frequently interspaced with parking lot entrance and exit ways accommodating the busy harbor services and commercial area. There are no facilities for cyclists along the visitor-serving Embarcadero area, although a Class II facility does provide a level-of-service on the north-end near the Coast Guard Station and south-end Embarcadero for approximately 100 ft. around Tidelands Park and the public boat ramp parking area.

The multi-purpose asphalt path along the west side of Main Street between Olive Street and Barlow is designated as a two-way Class III bikeway. It is problematic because of trade-offs in level-of-service between its walking and cycling users. The path widths vary from 8 ft to 4 ft and are not continuous because of residential driveway access requirements. This section of Main Street could accommodate Class II facilities with the exception of a blind corner near Acacia Avenue where the road narrows considerably. Cyclists who stay on the roadway risk conflict with automobiles but those who take the path risk possible conflicts with walkers and vehicles leaving driveways. For residents and visitors using this section of Main Street, these are ongoing challenges.

A noteworthy facility is the Class I bikeway between the Azure Street beach parking area and the Quintana/Main intersection. On the north end, an extensive recreational pathway system around Cloister's Park provides cycling and pedestrian access to scenic dune areas. It is linked to the Class I bikeway that continues south past Morro Bay High School and terminates briefly at Atascadero Road. It resumes again after a 170-foot jog on the south side of Atascadero Road where it runs parallel to Hwy 1, crosses Morro Creek, briefly joins Peregrine Road (the Power Plant service road) and terminates at the junction of Main Street and Quintana Avenue.

There are a number of route continuity and road geometry challenges facing cyclists at Main and Quintana. At the south terminus of the Class I, southbound cyclists are provided with the option of continuing south on Main Street in a Class II bike lane, or crossing Main at Quintana in the crosswalk. A pole-mounted push button control facilitates the crossing, with a sign advising the cyclist to dismount to use the crosswalk. Northbound cyclists entering the Class I bikeway from Main Street have a more difficult challenge. The cyclist has several options, none of which are convenient. A left turn lane on northbound Main Street is the conventional method, but crossing two lanes of traffic on a steep descent with limited sight distance behind is difficult, even for experienced cyclists. A second alternative is a dismount to use the crosswalk and the third alternative is to continue north to use an uncontrolled

left turn lane onto Peregrine to join the Class I. However, traffic from the Hwy 1 offramp at that location complicates this alternative, as well.

The intersection of Main Street and Quintana have improved for cyclists since the recent addition of a "feeder lane"(shown above in Google Street View), however, the maneuver onto the Class I path is still problematic

Bicycle Traffic Volume

In order to monitor the use of the bicycle as a means of transportation, traffic counts which included bicycle data were conducted at separate locations in May of 2011. The first count was conducted on the bridge over Orcas Street on Beachcomber Drive (a collector road) for approximately three days, and another was conducted on the bridge over Morro Creek on Main Street (an arterial road) for approximately six days.

The data collected from these bike counts and shown in Table 3 are useful in seeing the trends of modal splits between vehicles and bicycle use on two types of roads in Morro Bay.

Data collected from the bridge over Orcas Street on Beachcomber Drive represent a 4.7% modal split between bicycle and vehicular traffic on a collector road. In the case of Beachcomber Drive, it also serves as an important indicator for forecasting the recreational bicycle trip demand along the Coastal Routes through the city.

A 1.4% modal split on Main Street, an arterial road, is common nationwide for commuting trends of bicycles in cities. As these data are current and available, they are used as key indicators for commuter and utility bike trips in the city.

Table 3: Bike Counts on Beachcomber Drive - Bridge over Orcas Street

Count #	Date & Duration	Bike Volume	% Bikes
1	Friday, May 20th 2011	11	4.7
2	Saturday, May 21st 2011	21	4.8
3	Sunday, May 22nd 2011	14	4.5
4	Monday, May 23rd 2011	6	5.8
Total		**52**	**4.7**

Table 4: Bike Counts on Main Street - Bridge over Morro Creek

Count #	Date & Duration	Bike Volume	% Bikes
1	Wednesday, May 25th 2011	86	1.4
2	Thursday, May 26th 2011	110	1.3
3	Friday, May 27th 2011	118	1.3
4	Saturday, May 28th 2011	139	1.5
5	Sunday, May 29th 2011	148	1.8
6	Monday, May 30th 2011	130	1.7
7	Tuesday, May 31st 2011	36	0.9
Total		**767**	**1.4**

Pedestrian Facilities

Sidewalks

Sidewalks are the primary pedestrian facility in Morro Bay. They provide residents and visitors with access to many of the most popular destinations described earlier in the report. However, many gaps in the sidewalk network make it inconvenient for pedestrians in some parts of town. They are not generally present in single family residential zones where the City Council has preferred to maintain a more rural feel to the neighborhoods. Sidewalks are required by Municipal Code for new development in commercial, industrial, and high density residential zones and along streets designated as arterial, collectors and pedestrian routes. The City has a modest budget for closing gaps in sidewalks, but most of future sidewalk improvements will come from private development or grant funding.

Crosswalks

In Morro Bay, there are four types of crosswalks:

- Signalized crossings - include ground stripping and are controlled through an electronic control device which signals when a pedestrian can cross a street safely.
- Controlled marked crossings -include ground stripping, a stop sign or other signage and at least one corner of an intersection
- Uncontrolled marked crossing - is defined as only ground stripping, found at mid-block locations and uncontrolled intersections.
- Unmarked crossings – at all intersections not marked. These are considered pedestrian crosswalks per the California Vehicle Code.

Tables 5 through 7 provide and inventory of the marked crossings in Morro Bay

Table 5: Signalized Pedestrian Crossings in Morro Bay

Crossing Location	Signalized	Controlled	Uncontrolled
Main Street and Quintana Road	x*		
HWY 1 and San Jacinto Street	x*		
Yerba Buena Street and HWY 1	x*		

Table 6: Uncontrolled Pedestrian Crossings in Morro Bay

Crossing Location	Signalized	Controlled	Uncontrolled
Embarcadero (53 ft. West of Olive Street & Morro Avenue)			x
Olive Street and Morro Avenue			x
Marina Street and Embarcadero			x
Pacific Street and Embarcadero			x
Embarcadero at the giant chessboard			x
Market Avenue and Morro Bay Blvd.			x

Harbor Street and Embarcadero	x
Embarcadero at Anchor Memorial Park	x
Surf Street (115 ft. E. of Main Street)	x
Surf Street and Monterey Avenue	x
Embarcadero at the Morro Bay Power Plant	x
San Jacinto Street and Greenwood Avenue	x
Sequoia Street and Cedar Avenue	x
Sequoia Street and Elm Avenue	x
Sequoia Street and Greenwood Avenue	x

Table 7: Controlled Pedestrian Crossing in Morro Bay

Crossing Location	Signalized	Controlled	Uncontrolled
Morro Cove Road and Olive Street		x	
Morro Avenue and South Street		x	
Morro Cove Road and South Street		x	
Pacific Street and Main Street		x	
Morro Avenue and Morro Bay Blvd.		x	
Main Street and Morro Bay Blvd.		x	
Monterey and Morro Bay Blvd.		x	
Napa Avenue and Morro Bay Blvd.		x	
Shasta Avenue and Morro Bay Blvd.		x	
Piney Way and Morro Bay Blvd.		x	
Bernardo Avenue and Morro Bay Blvd.		x	
Kern Avenue and Morro Bay Blvd.		x	
Quintana Road and Morro Bay Blvd.		x	
Harbor Street and Market, Main, Monterey, Napa, Shasta, Piney Way		x	
Dunes Street and Main, Monterey, Napa and Shasta Avenue		x	
Beach Street and Embarcadero		x	
Beach Street and Market Street		x	
Beach Street and Morro Avenue		x	
Beach Street and Main Street		x	
Beach Street and Monterey Avenue		x	
Main Street and East Surf Street		x	
Main Street and West Surf Street		x	
Main Street and Radcliff Street		x	
Main Street and Atascadero Rd		x	
HWY 1 Northbound and Southbound Atascadero Road		x	

Atascadero Road at Morro Bay High School	x
Atascadero Road and Park Street	x
Atascadero Road at Morro Bay Concrete Plant	x
Ironwood Avenue and Mimosa	x
San Joaquin Street and Cedar Avenue	x
San Joaquin Street and Greenwood Avenue	x
San Jacinto Street and Main Street	x
San Jacinto Street and Cedar Avenue	x

Complete Streets Policy

In compliance with the 2008 California Complete Streets Act, the City of Morro Bay hereby adopts the following policy related to transportation improvements:

The City of Morro Bay requires that all planning, design and construction of new improvement and redevelopment projects with a transportation component shall provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users.

Goals & Objectives

Goals and objectives provide the context, direction and support for specific recommendations discussion in the Master Plan. The Goals provide broad vision statements and serve as the foundation of the Plan, while Objectives provide more detailed and measureable statements.

Table 8: Goals of the Bicycle and Pedestrian Master Plan

Bicycle and Pedestrian Network	
Primary Goal	**Secondary Goal**
Adopt a "Complete Streets" policy requiring bicycle and pedestrian improvements in all transportation and development (private or public) projects subject to discretionary review.	Complete the bicycling and walking systems suggested in this plan, recognizing these projects are Economic Generators for the City.
Programs	
Primary Goal	**Secondary Goal**
Develop a City-wide educational Program for non-motorized use, including a paper maps, pathways for play and road safety education.	Collaborate with businesses and business organizations to promote bicycle use and walking as part of a Visitor Serving Strategy emphasizing bike/walking based tourism.
Support Facilities	
Primary Goal	**Secondary Goal**
Provide short and long term bike parking at targeted locations while further developing the "Racks with Plaques" Program.	Improve safety, educational, and artistic amenities along existing and future paths.

Corridors in Need of Bikeway Improvements		
Primary Corridor	**Secondary Corridor**	**Tertiary Corridor**
California Coastal Trail – Beachcomber through to Embarcadero including Morro Creek Bridge Crossing.	Visitor Serving Area of Embarcadero.	Main Street from Quintana through to State Park.

Areas in Need of Pedestrian Improvements		
Primary Area	**Secondary Area**	**Tertiary Area**
Schools: Crossing of Atascadero Road near High School and Greenwood Ave near Del Mar Elementary.	ADA accessible ramps at locations on hills above Embarcadero.	Crossing Hwy1 at San Jacinto.

Objectives – Network Improvements

Bicycle Facilities

OBJ -1	Implement the 2011 Bicycle and Pedestrian Master Plan by initiating projects and programs and pursuing grant funding for unfunded projects and programs over the next 5 years.
OBJ -2	Construct all Class I, II, and III bikeways in accordance with the current MUTCD California Supplement, Chapter 1000 of the Highway Design Manual, and the California Streets and Highway Code, Sections 890.8 and 891.
OBJ -3	Improve bicycling conditions on major and minor streets via "Complete Street" audits which may determine appropriate channelization for turning movements, bike boxes, bike detection devices, storm drain grate upgrades and standard roadway painting.
OBJ -4	Provide more bicycle parking on public property.
OBJ -5	Improve access, lighting, educational and artistic amenities along existing bike paths.

Pedestrian Facilities

OBJ -6	Continue to require new and redevelopment projects to construct frontage improvements including sidewalks and street trees in those areas required by the Municipal Code.
OBJ -7	Pursue grant funding to close sidewalk gaps in areas where new and redevelopment activities are not currently planned.
OBJ -8	Create an aesthetically pleasing walking environment by requiring new development and redevelopment to adequately include such design elements as shade bearing trees, appropriate street furniture, lighting, paving materials, water fountains, trash facilities, restroom facilities and landscaping.

OBJ -9	Add marked crossings for pedestrians where pedestrian safety can be improved.
OBJ -10	Continue to upgrade sidewalks and other pedestrian facilities to comply with current ADA standards.

Signing and Wayfinding

OBJ -11	Create a unified system of motor vehicle, pedestrian and bicycle signage & wayfinding including where there is a change in the type of facility.

Complete Streets

OBJ -12	Adopt a "Complete Streets" policy to accommodate all users in all transportation and development projects.
OBJ -13	Future planning projects and right-of-way dedications will take the existing layout and circulation of bicycle facilities into consideration and make appropriate adjustments for facilities identified in the plan.
OBJ -14	Whenever new development is adjacent to an existing commercial center, school or other community facility, development shall include non-motorized pathways to the center/school/facility.

Maintenance

OBJ -15	Continue to provide regular maintenance and repairs for integral portions of the bicycle and pedestrian networks through routine sweeping and inspections for damage, wear and tear. Bicycle and pedestrian pathways should be maintained as part of the City R/W maintenance efforts.
OBJ -16	Enhance awareness of City hotline and website for the public to report facility maintenance and repair issues.

Objectives - Programs

Education

OBJ -17	Educate the general public on bicycle and pedestrian safety issues by hosting Bicycle Confidence Workshops and education programs for motorists.
OBJ -18	Facilitate information sharing with the public by continuing to advertise walking and beach access options and by providing safe cycling information to tourists.

Encouragement

OBJ -19	The City may assist organizations and individuals seeking to use pedestrian facilities for recreational activities by providing advertising opportunities through its quarterly recreation guide, or by other means as appropriate.

Enforcement

OBJ -20	Increase enforcement of traffic laws to protect cyclists and pedestrians.

Safe Routes to School

OBJ -21	Pursue Safe Routes to School funding opportunities
OBJ -22	Educate schoolchildren on bicycle and pedestrian safety and the benefits of walking and biking to school by encouraging San Luis Coast School District to provide bike and pedestrian safety programs such as bike rodeos, assemblies and organized walk/bike to school events.

Employer Incentives

OBJ -23	Encourage employers to participate in Rideshare employee incentive programs or to provide other incentives for carpooling, using transit, walking and bicycling.
OBJ -24	The City shall participate in Rideshare programs promoting alternative means of transportation.

Bicycle Operation

OBJ -25	Revise Municipal code to improve language regarding crosswalks, sidewalk riding, require front and rear lights at night.

Objectives - Support Facilities

Multi-modal Facilities

OBJ -26	Enhance bus stops to facilitate multi-modal trips by adding long-term bike lockers and improving short-term bicycle parking.

Bicycle Parking

OBJ -27	Identify and prioritize locations where additional long and short-term bike parking may be necessary (e.g. where bikes are locked to trees, street signs, blocking doorways, et cetera) and establish a list for the "Racks with Plaques" program.

Bike Valet

OBJ -28	Require that Bike Valet is provided at special events within the City of Morro Bay where attendance is expected to exceed 500.

Future Planning

OBJ -29	The Bike and Pedestrian Plan shall be consulted when assembling and updating any future City Plans including the Capital Improvement program.
OBJ -30	The City shall request Caltrans referral for City comment for all Caltrans Right-of-Way projects for examination and advisement on pedestrian and bicyclist access and safety pursuant to The Plan.

Inter-Jurisdictional Collaboration

OBJ -31	The City shall collaborate with other agencies and organizations in the process of achieving any goal, objective, policy or implementation measure contained in this plan.

Wayfinding & Signage

Wayfinding is defined as all of the ways in which people orient themselves in a physical space, navigate from place to place and interpret their surroundings. The wayfinding and signage project was implemented using grant funding following City Council's approval in fall of 2005. Community signage is widely thought to promote tourism while providing a uniform 'look' for the city. It also allows for easier navigation for unfamiliar travelers while highlighting destinations and locations.

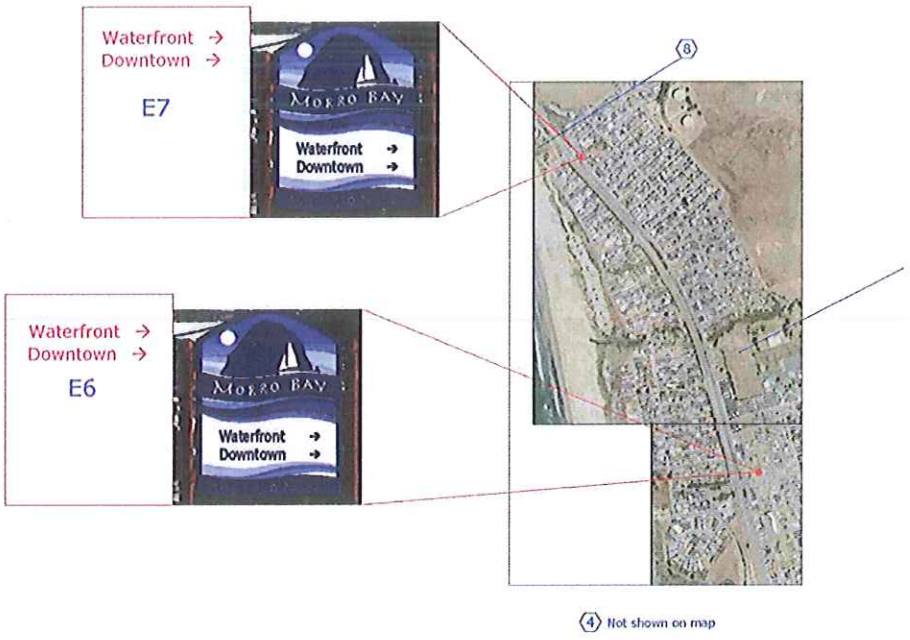
The city has gateway 'Welcome to Morro Bay' signs posted on major highways near the city limits. Entrance signs are read at slower speeds after exiting the highway and contain directional information about commercial centers and popular destinations.

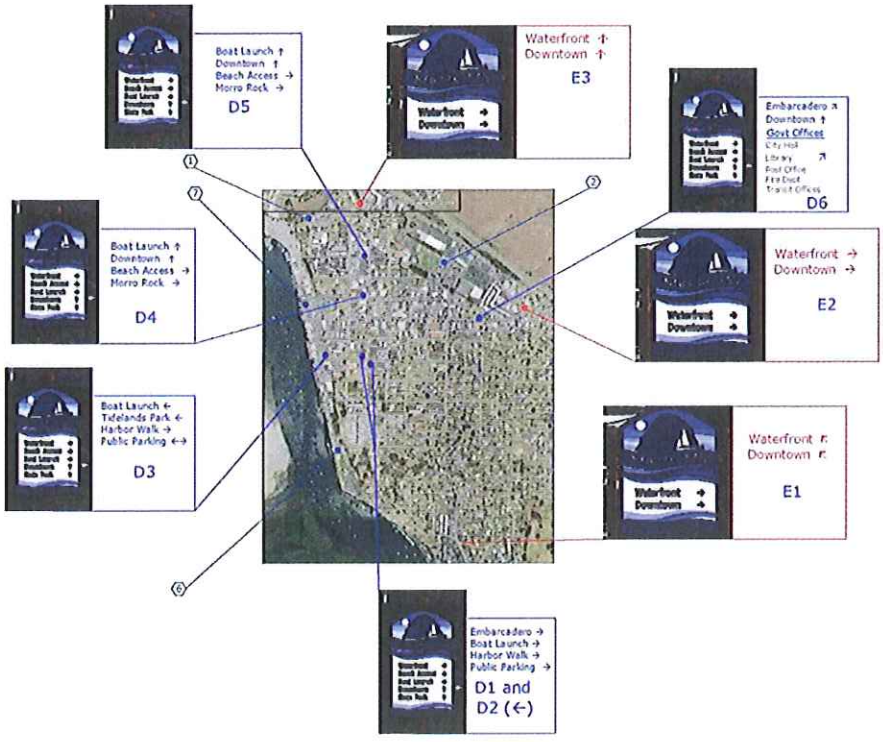
Directional signs are read at the slowest speed and are used by motorists, bicyclists and pedestrians. This sign group contains detailed directions and is designed to assist the unfamiliar traveler to navigate the city.

Several decisions remain significant to improving and standardizing the wayfinding in the city, including names, directions, distances and design. There is also need to simplify directions to destinations especially in North Morro Bay so that they may be more attractive to visitors. Including distances (i.e. Downtown .25 miles or Morro Rock 1 mile) on future wayfinding and signage may help promote walking and bicycling in city as it would remind users of the short distances to key areas.

Table 10 - Wayfinding & Signage Type and Location

Signage Type	ID #	Location	Speed visible m.p.h.
Gateway	G1	HWY 1 North	
Gateway	G2	City boundary on HWY 41 W	
Entrance	E1	State Park Rd / Main and Cabrillo	25
Entrance	E2	Westbound MB Blvd at Quintana	25
Entrance	E3	Southbound Main Street at Quintana	35
Entrance	E4	HWY 1 and Main Street Exit	25
Entrance	E5	HWY 41 and Main Street	25
Entrance	E6	HWY 1 at San Jacinto and Main St.	35
Directional	D1	South bound Main Street at Marina	
Directional	D2	North bound Main Street at Marina	
Directional	D3	Marina at Embarcadero	
Directional	D4	South bound Main Street at Harbor	
Directional	D5	South bound Main Street at Beach	
Directional	D6	Morro Bay Blvd. at Harbor	


Waterfront →
Downtown →
E7
MORRO BAY
Waterfront →
Downtown →
8
Waterfront →
Downtown →
E6
MORRO BAY
Waterfront →
Downtown →
4 Not shown on map


Boat Launch ↑
Downtown ↑
Beach Access →
Morro Rock →
D5
Waterfront ↑
Downtown ↑
E3
Embarcadero →
Downtown ↑
Govt Offices
D6
Boat Launch ↑
Downtown ↑
Beach Access →
Morro Rock →
D4
Waterfront →
Downtown →
E2
Boat Launch ←
Tidelands Park ←
Harbor Walk →
Public Parking ←→
D3
Waterfront ←
Downtown ←
E1
Embarcadero →
Boat Launch →
Harbor Walk →
Public Parking →
D1 and
D2 (←)

Safe Routes to School - Del Mar Elementary – Case Study

Project Selection History

Morro Bay began its interest in creating pedestrian friendly facilities within the Greenwood Avenue vicinity in 2001 with community outreach. Because there were no sidewalks, the City encouraged nearby residents to keep the edges of the right of way clear so that kids could walk safely to and from school and the park. Sometime prior to 2004, a joint effort by the City, Public Works Committee and Del Mar Elementary designated Greenwood Avenue as the primary pedestrian route to and from school. As a result, the City of Morro Bay initiated a City Assistance Day encouraging community members to clear the first 6-8 feet beyond the street leading to members' property. In 2011, the City and its partners have decided to seek funding through the Cycle 3 federal Safe Routes to School Grants program.

Project Supporters

Supporters of the Greenwood Avenue Sidewalk Project are numerous and vary according to size of organization to geographical scope and to function. Major support comes from San Luis Obispo Council of Governments (SLOCOG) which obtained letters of support and offered to provide funding for any non-infrastructure components of the program. The San Luis Obispo County Bike Coalition (SLOCBC) has supported this and other projects through signing a letter of support, providing education, rider awareness, helping with bike month, advocating for bicycling and bike valet. Other supporters of the project include the Del Mar Elementary PTA, the Principal of Del Mar Elementary, the Chief of Police of the City of Morro Bay, Morro Bay Citizen's Bike Committee and the Estero Bay Youth Coalition.

Justification for Selection and Prioritization of Del Mar Elementary School

Del Mar Elementary School was selected and prioritized as the target recipient of SRTS funding for two main reasons: Potentially dangerous traffic conditions nearby and the school is the only elementary or junior high school in the city.

Proximity to CA Highway 1

The school is located approximately 600 feet away from the highway and according to SafeTrec mapping; there was one pedestrian or bicycle-related crash close to CA 1 near Sequoia resulting in injury. There are high speeds and volumes of traffic along CA 1, particularly during AM and PM peak commute hours, loosely overlapping with school arrival and dismissal times. As a result, Greenwood Avenue, a collector parallel to CA 1 was designated as the primary pedestrian route to and from school in order to reassign foot traffic away from the highway and the Main Street frontage road.

Mode Split

There are a total of 450 students enrolled at Del Mar Elementary School and 53% of trips to and from Del Mar Elementary School are by bicycle or walking. Of the 450 total students, 378 live within a 2 mile radius of the school. There are 42 students (9.3% of the total school population) who live along the route that will be directly served by the Greenwood Avenue sidewalk project.

Stakeholder Participation

Participation by key stakeholders in the planning process is vital to ensure long-term project sustainability. Key stakeholders who participated in the planning process for the Greenwood Avenue sidewalk project include Community members, students and their parents, the volunteer Safe Routes to School Coordinator, staff at Del Mar Elementary School and the City of Morro Bay.

Community Members

Community members were interviewed on an informal basis during field work to gather data. One elementary-aged boy, a senior man, and a young mother were all asked for their views on traffic issues in their neighborhood. The senior man voiced his support of the recent installation of four way stop signs at the Greenwood and San Joaquin intersections. Incidentally, the young mother was pushing a stroller down the street, along the vehicle right of way, in the absence of sidewalks.

Students & Parents

A survey was sent out electronically to parents of students at Del Mar Elementary School. Questions included in the survey pertained to mode choice, barriers to walking and biking, and distance of the residence to the school. There was also a comments section on the survey in which parents were able to express any concerns they have related to walking and biking to school.

Volunteer Safe Routes to School Coordinator

The person filling the role of SRTS Coordinator is the champion of this project. She rallied support from community members and other parents and assisted with the distribution of parent surveys. She signed a letter of support and gathered support letters from various organizations. The coordinator has been the driving force behind the grassroots level of involvement of this project.

City of Morro Bay

The City's involvement in the Greenwood Avenue sidewalk project began with the identification of Greenwood Avenue as the primary north to south pedestrian route for students travelling to and from Del Mar Elementary School and Park facility beyond the school. The City was responsible for producing a cost estimate, delivery schedule, GIS Map, Site Plan and a Detailed Engineer's Estimate.

Del Mar Elementary & San Luis Obispo Coastal Unified School District

The school has been proactive with data collection and information sharing. They provided data for the number of students, the percentage of students in the free and reduced price meal program, and number of students residing along Greenwood Avenue. In addition, the principal of the school signed a letter of support.

Project Site and Description

Greenwood Avenue is formally closed to through traffic at its junction with Sequoia St. and a fence, concrete ramp and road 'END" sign and guard rail exist to reinforce this designation. At the present time, Greenwood Ave is the only north to south residential street closed to through traffic at its junction with Sequoia Street.

The proposed project will install 6,034 linear feet of sidewalk along both sides of Greenwood Avenue, and will comply with ADA standards by including handicap ramps at every intersection.

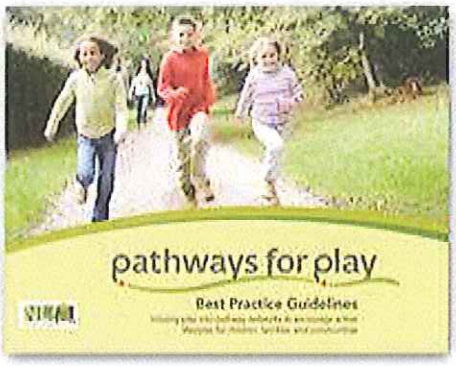
Pathways for Play

Pathways for Play intentionally integrates play – critical for children's health – into walkable, bikeable, shared use community pathway networks infused with "play pockets" providing opportunities for playing along the way and encourage use by children and families.

In the last 40 years, the number of children and adolescents in the United States walking or bicycling to or from school has dropped from approximately half to fewer than 15%. Innovative pathway designs infused with play is a paradigm change that could increase children's walking and biking habits by offering a network of intriguing linear play environments connecting children's homes to playgrounds and other meaningful, daily life destinations.

Pathways for Play provides best practice guidelines for upgrading existing or designing new systems that:

- Extend play value
- Enable health promotion
- Expand inclusion
- Engage users with nature
- Reinforce environmental literacy
- Connect communities
- Grow community social capital



The promoters of the Pathways for Play concept suggest that this program offers the following benefits:

Extending play value:

Play value is what children find by "reading" the play affordances of a play environment. If pathways offer play affordances at every step along the way, children will be motivated to keep moving – reinforced by play pockets at regular intervals. Increased diversity of play value may support several developmental domains, including cognitive skills, building self-esteem, and learning to live together. Diverse play value can also increase inclusiveness by attracting a broader range of multi-age users.

Enabling health promotion:

Pathways for Play functions as a health promotion strategy for children, youth and families in that it counteracts the declining levels of children's time outdoors and the negative health consequences for our society. Pathways can enhance the environment outside of schools so that children have an opportunity to increase daily physical activity, and serve as an outlet to reduce stress and aggression.

Expanding Inclusion:

Inclusion is a distinct function of playful pathways, which can be located and designed to attract a broad range of users: individuals with special needs, older family members, children of all ages (including those in strollers), and users from diverse cultural backgrounds – all able to enjoy adjacent nature.

Engaging Nature:

Play in nature is good for children. Playful pathways provide a movement channel to draw children into and through natural surroundings such as stream corridors, which offer multiple opportunities to playfully enjoy natural surroundings. Pathways themes can spin off into unscripted children's games when natural loose parts, like sticks, stones, and pine cones, are available.

Reinforcing Environmental Literacy:

Playful pathways facilitate access to environments and eco-systems that may otherwise be closed to children and families. Multiple learning opportunities may be activated during informal play, through pathway excursions as part of school curricular experiences. The linearity of playful pathway networks offers children close proximity and "continuous experience" of nature that may not be possible in an average park space. Playful pathways also offer the potential for children to learn both through and about the natural world at the first essential steps towards caring for it.

Walkable, bikeable community connectivity:

Pathway networks may contain a variety of components such as sidewalks, alleyways, urban trails, nature trails, promenades, and many others, but the over-riding criterion is connectivity, which can ensure safe pathways for spontaneous outdoor play. These pathways can become a part of a new urban livability model. Walkable/bikeable neighborhoods provide environments where families can grow in place, where children have friends close by, where adolescents do not have to rely on parents to drive them to "cool places" to hang out with their friends.

Growing community social capital:

Playful pathways provide a great way for community members of all ages to share time and place together, to get to know each other, to become more informed on local issues, and to contemplate collective action to improve children's outdoor environments. Local pathways such as greenways, waterfront esplanades, and rail-to-trail facilities may provide an important aspect of local identity, sometimes with deep historic meaning.

American with Disabilities Act

The U.S. Department of Justice published the 2010 ADA Standards for Accessible Design which provides standards for accessible design and construction of facilities used by the public. The Standards are effective on March 15, 2012. The guidelines provide design criteria for public streets and sidewalks, including pedestrian access routes, street crossings, curb ramps and blended transitions, on-street parking, street furniture, and other elements. The specifications comprehensively address access that accommodates all types of disabilities, including mobility and vision impairments, while taking into account conditions and constraints that may impact compliance, such as space limitations and terrain, as indicated in an overview of the rule http://www.access-board.gov/ada/index.htm

The standards apply to newly constructed or altered portions of public rights-of-way covered by the Americans with Disabilities Act (ADA). They also apply to public rights-of-way built or altered with funding from the Federal government under the Architectural Barriers Act (ABA) and the Rehabilitation Act. Existing pedestrian networks not undergoing alteration will not be required to meet these requirements.

Funding Sources

Morro Bay may call upon a variety of potential funding sources including local, regional, State, and Federal funding programs that can be used to implement bikeway and intersection improvements and programming needs detailed in this plan. Most of the Federal, State, and regional programs detailed here are competitive, and require the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for bicycle projects typically comes from Transportation Development Act (TDA), which is prorated and distributed to each community based on return of gasoline taxes. Funding for many of the programs would require either TDA funds, general funds (staff time), or possibly private grants.

Federal Funding Programs

- **Congestion Mitigation and Air Quality Improvement Program** (CMAQ) Established with a five-year authorization level of $6 billion, the CMAQ program was conceived to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. Jointly administered by FHWA and the Federal Transit Administration (FTA), the CMAQ program was reauthorized under the Transportation Equity Act for the 21st Century (TEA-21) in 1998, and, most recently in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). http://www.fhwa.dot.gov/environment/air_quality/cmaq/

- **Transportation and Community and System Preservation** – Grant Application Deadline June 3rd 2011 The Transportation, Community, and System Preservation (TCSP) Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. http://www.fhwa.dot.gov/tcsp/index.html

- **Land & Water Conservation Fund -** The LWCF program provides matching grants to State and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program aims to create and maintain a nationwide legacy of high quality recreation areas and facilities, and to stimulate non-federal investments in the protection and maintenance of recreation resources. The LWCF could fund Morro Creek-adjacent bicycle facilities. http://www.fs.fed.us/land/staff/LWCF/index.shtml

- **Safe Routes to School Program** – Caltans administers funding for the Safe Routes to School projects through two separate programs: the state-legislated Program (SR2S) and the federally-legislated Program (SRTS) http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

- Congress approved a six-month extension to **SAFETEA-LU**, the federal surface transportation authorizing law, which was set to expire on September 30. The bill extends federal transit and highway spending authority and federal motor fuels taxes for the same length of time. The

extension provides spending authority at FY 2011 spending levels and does not make any program or policy changes. This extension, through March 31, 2012, provides the House and Senate authorizing committees time to reach an agreement on a longer term authorization bill.

- **Transportation Enhancement Activities** (TEA) Program receives 10% annually from each state's Surface Transportation Program (STP). Three of the twelve categories defined within the TEA are related to bicycle and pedestrian projects, including: ``Provision of Facilities for Bicyclists and Pedestrians; ``Provision of Safety and Educational Activities for Pedestrians and Bicyclists; and ``Preservation of Abandoned Railway Corridors. Bicycle transportation facilities, pedestrian walkways and non-construction projects including wayfinding, training, and brochures related to safe bicycle use are eligible uses of TEA funds.

- **Regional Surface Transportation Program** (RSTP) - The RSTP is a block grant program that provides funding for a variety of transportation improvements including bicycle and pedestrian projects. Annually, approximately $320 million is available through this program—62.5% of which is distributed on a regional per capita basis. The remaining funds are distributed per the discretion of the State of California. MPOs can transfer money from other federal sources to increase allocation flexibility, but if funds are not obligated within three years of federal eligibility, the California Transportation Commission may reprogram the funds. A variety of entities including MPOs, transit agencies, cities, counties, non-profit organizations, special districts and Caltrans may access these funds either directly or indirectly through an eligible sponsor or project administrator.

- **National Scenic Byways Program** Because Highway 1 is part of the National Scenic Byway network, projects in the vicinity of the highway such as safety improvements, enhanced access to recreational features, beautification, etc. qualify under this grant program.

State Programs

- **The State of California Bicycle Transportation Account** (BTA) is an annual statewide discretionary program that funds bicycle projects through the Caltrans Bicycle Facilities Unit. Available as grants to local jurisdictions, the program emphasizes projects that benefit bicycling for commuting purposes. The local match is a minimum of 10% of the total project cost.

  BTA projects intend to improve safety and convenience for bicycle commuters and can include:
  - New bikeways serving major transportation corridors
  - New bikeways removing travel barriers to potential bicycle commuters
  - Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings
  - Bicycle-carrying facilities on public transit vehicles
  - Installation of traffic control devices to improve the safety and efficiency of bicycle travel
  - Elimination of hazardous conditions on existing bikeways
  - Planning
  - Improvement and maintenance of bikeways

Eligible project activities include:
- Project planning
- Preliminary engineering
- Final design
- Right-of-way acquisition
- Construction and/or rehabilitation

- **Environmental Enhancement and Mitigation Program** (EEMP) supports projects that offset environmental impacts of modified or new public transportation facilities. These projects can include highway landscaping and urban forestry projects, roadside recreation projects, and projects to acquire or enhance resource lands. EEMP grant funding supports only mitigating transportation projects beyond mitigation originally required of the project. State gasoline tax monies fund the $10 million EEMP.

- **Highway Safety Improvement Program** (HSIP) The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. "Cycle 4" provided funding for 179 projects totaling nearly $75 million in federal funds. It is not clear that there will be another call for projects for this program. http://safety.fhwa.dot.gov/hsip/

- **Safe Routes to School Program** (SR2S) The State-legislated Safe Routes to School (SR2S) program aims to reduce injuries and fatalities to schoolchildren and to encourage increased walking and bicycling among students. The program achieves these goals by constructing facilities that enhance safety for students in grades K-12 who walk or bicycle to school. Enhancing the safety of the pathways, trails, sidewalks, and crossings also attracts and encourages other students to walk and bicycle.

  The SR2S program is primarily a construction program. Construction improvements must occur on public property. Improvements can occur on public school grounds providing the cost is incidental to the overall project cost. Statewide, the program typically provides approximately $25 million annually. The maximum reimbursement percentage for any SR2S project is ninety percent. The maximum amount that SR2S funds to any single project is $900,000. Eligible project elements include bicycle facilities, traffic control devices and traffic calming measures. Up to ten percent of project funding can go toward outreach, education, encouragement, and/or enforcement activities.

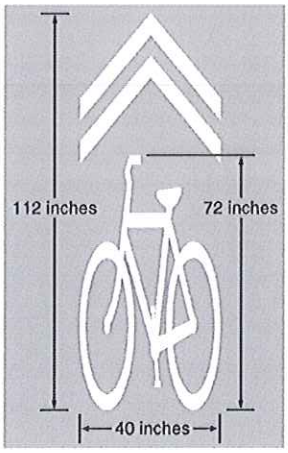
- State Transportation Improvement Program (STIP)
- Transportation Development Act (TDA)

Design Considerations

Shared lane pavement markings (or "Sharrows") are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to see and share the lane with bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the use of bicyclists. This figure illustrates an example of a lane marked for bicycle shared use.

Figure 9C-9. Shared Lane Marking

Figure 9C-9. Shared Lane Marking



R4-4

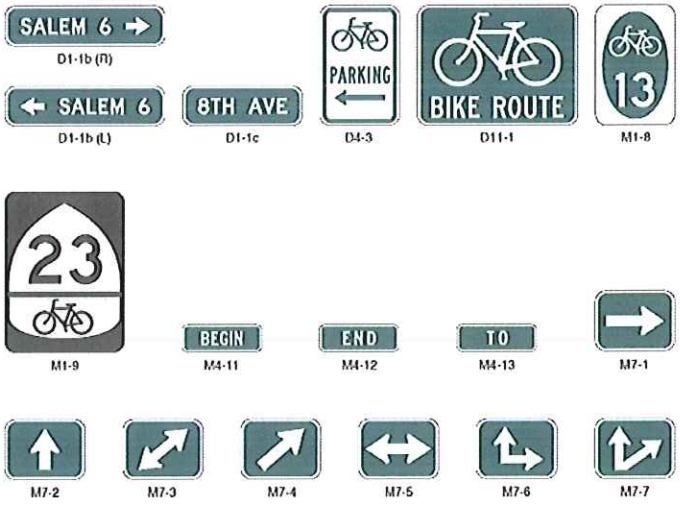
Option:
Where motor vehicles entering an exclusive right-turn lane must weave across bicycle traffic in bicycle lanes, the BEGIN RIGHT TURN LANE YIELD TO BIKES (R4-4) sign (see Figure 9B-2) may be used to inform both the motorist and the bicyclist of this weaving maneuver.

Guidance:
The R4-4 sign should not be used when bicyclists need to move left because of a right-turn lane drop situation.

Figure 9B-4. Guide Signs for Bicycle Facilities

This figure illustrates 17 guide signs for bicycle facilities.

Figure 9B-4. Guide Signs 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*.

5. City of San Luis Obispo (2007). *Bicycle Transportation Plan*.

6. City of Morro Bay (1997). *Bikeway Planning Study*.

7. Bicycle Advisory Committee (2005) County Bikeways Plan

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.*

Appendices

Appendices A-K correspond with elements A-K of Streets and Highway Section 891.2 of the California Bicycle Transportation Act, as required for funding from the Bicycle Transportation Account (BTA).

In accordance with the Streets and Highways Code (SHC) Section 890-894.2 - California Bicycle Transportation Act, projects must be designed and developed to achieve the functional commuting needs and physical safety of all bicyclists. Local agencies first establish eligibility by preparing and adopting a Bicycle Transportation Plan (BTP) that complies with SHC Section 891.2. The BTP must be approved by the local agency's Regional Transportation Planning Agency.

In order for Morro Bay to qualify for BTA funds, its Master Plan must contain specific elements. Table 11 displays the requisite BTA components and their location within this plan. The table includes "approved" and "comments" columns for the convenience of the Caltrans official responsible for reviewing compliance.

Table 11 - BTA Requirement Checklist

Approved	Requirement	Page(s)	Comments
	a.) Existing and Future Bike Commuters	8,43,44,45	
	b.) Population Density / Land-Use Map	47	
	c.) Existing and Proposed Bikeways	48-51	
	d.) Existing and Proposed Bicycle Parking Facilities	52,53	
	e.) Existing and Proposed Multi-modal connections	54	
	f.) Existing and proposed facilities for changing and storage	55,56	
	g.) Bicycle Safety and Education Programs	57,58	
	h.) Citizen and Community Involvement	59,60,61	
	i.) Consistency with transportation, air quality and energy plans	62,63	
	j.) Project description / Priority listing		
	k.) Past expenditure and future financial needs		

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

Existing Bicycle Use

A central focus of presenting commute information is to identify the current "mode split" of people that live and work in Morro Bay. Mode split refers to the choice of transportation a person selects to move to destinations, be it walking, bicycling, taking a bus or driving. One major objective of any bicycle facility enhancement or encouragement program is to increase the "split" or percentage of people who choose to bike rather than drive or be driven. Every saved vehicle trip or vehicle mile represents quantifiable reduction in air pollution and can help in lessening traffic congestion.

Travel-to-work data was obtained through the US Census 2005-09 American Community Survey for the City of Morro Bay.

Commuting Statistics	Current	Future Projected
Number of Bicycle-to-Work Commuters	162	432

Table 12 - Bicycle Commute

Current Commuting Statistics		Source[1]
City Morro Bay Population	10,234	*2010 US Census*
Population in Households	8,786	*2005-09 American Community Surveys*
Number of Commuters (working 16 years and over)	3,948	*2005-09 American Community Surveys (4,189 - Employed persons minus; 241- those that work at home)*
Number of Bicycle-to-Work Commuters	162	*2005-09 American Community Surveys "commute to work – "other means"*
Bicycle-to-Work Mode Share	4%	*Mode share percentage of Bicycle to Work Commuters*
Adjusted Modal Share from Bike Count	1.4%	*2011 Traffic Surveys on Morro Creek Cross on Main Street*
School Children Grades K-12	968	*2005-09 American Community Surveys Kindergarten plus grades 1-12)*
Estimated School Bicycle Commuters	77	MB Del Mar Elementary 2011 web-based Walking & Biking to School Survey *(8%)*
Number of College Students	579	*2005-09 American Community Surveys*
Estimated College Bicycle Commuters	28	*National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%)*

Current Commuting Statistics		*Source1*
Average Weekday – RTA Route 12	244	*RTA Route 12 carries 20.3 passengers per revenue hour on weekdays btw 7:13 am & 7:13pm - 2006 North Coast Transit Plan – Morro Bay Component*
Number of Daily RTA Route 12	3	*RTD (Denver) Bike-n-Ride Survey, December 1999 (1.4% of total boarding's)*
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	270	*Total of bike-to-work, transit, school, college and utilitarian bicycle commuters*
Estimated Adjusted Mode Share	3%	*Estimated Bicycle Commuters divided by population*
Total Daily Bicycle Trips	540	*Total bicycle commuters x 2 (for round trips) plus total number of utilitarian bicycle trips*
Reduced Vehicle Trips per Weekday	182	*Assumes 73% of bicycle trips replace vehicle trips for adults/college students (141) and 53% for school children (41)*
Reduced Vehicle Miles per Weekday	669 miles	*Assumes average one-way trip travel length of 4.6 miles for adults/college students and 0.5 mile for schoolchildren*

Projected and 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.

Table 13 – Projected Future Bicycle Use

Potential Future Bicycle Commuters		Source[1]
Number of workers with commutes nine minutes or less	811	*2005-09 American Community Surveys Mean travel time for 3948 workers is 19.2 minutes w/ margin of error +/- 2.3 – statistics used to determine 811 / 20.5%*
Number of workers who already bicycle or walk to work	162	*2005-09 American Community Surveys "commute to work – "other means"*
Number of potential bike-to-work commuters	649	*Calculated by subtracting number of workers who already bicycle or walk from the number of workers who have commutes 9 minutes or less*
Future number of new bike-to-work commuters	162	*Based on capture rate goal of 25% of potential bicycle riders*
Total Future Daily Bicycle Commuters and Utilitarian Riders	432	*Current daily bicycle commuters, bike to school and utilitarian riders,(270) plus future bicycle commuters (162)*
Future Total Daily Bicycle Trips	864	*Total bicycle commuters x 2 (for round trips)*
Future Reduced Vehicle Trips per Weekday	631	*Assumes 73% of bicycle trips replace vehicle trips*
Future Reduced Vehicle Miles per Weekday	2901 miles	*Assumes average one-way trip travel length of 4.6 miles for adults. Assumes 12 mph average bicycle speed; 23 minute average travel time. Travel time data from NHTS 2001 Trends, Table 26.*
Future Reduced Vehicle Miles per Year	742,736 miles	*256 weekdays per year*

Projected Air Quality Benefits

It is possible to use the Census data in combination with national community statistics from the 2001 National Household Travel Survey (NHTS) and EPA estimates of standard emissions rate for cars to give a rough projection of future bicycle ridership in the City of Morro Bay along with trip reduction and air quality benefits. While these projections are only ambitious estimates, they are to building a case for investing in bicycle facilities and programs over time.

Table 14 – Projected Air Quality Benefits

Future Air Quality Benefits[2,3]		Source[1]
Reduced HC (kg/weekday)	8.1kg	*(0.0028 kg/mile)*
Reduced CO (kg/weekday)	60.6kg	*(0.0209 kg/mile)*
Reduced NOX (kg/weekday)	4.03kg	*(0.00139 kg/mile)*
Reduced CO2 (kg/weekday)	1205.4kg	*(.4155 kg/mile)*
Reduced HC (metric tons/year)	2.1mt	*1000 kg per metric ton; 256 weekdays/year*
Reduced CO (metric tons/year)	15.5mt	*1000 kg per metric ton; 256 weekdays/year*
Reduced NOX (metric tons/year)	1mt	*1000 kg per metric ton; 256 weekdays/year*
Reduced CO2 (metric tons/year)	309mt	*1000 kg per metric ton; 256 weekdays/year*

Notes:

1. Sources as noted in table. Due to lack of detailed local bicycle usage data, estimates for Morro Bay were based in part on best available data from comparable communities in California and nationwide.

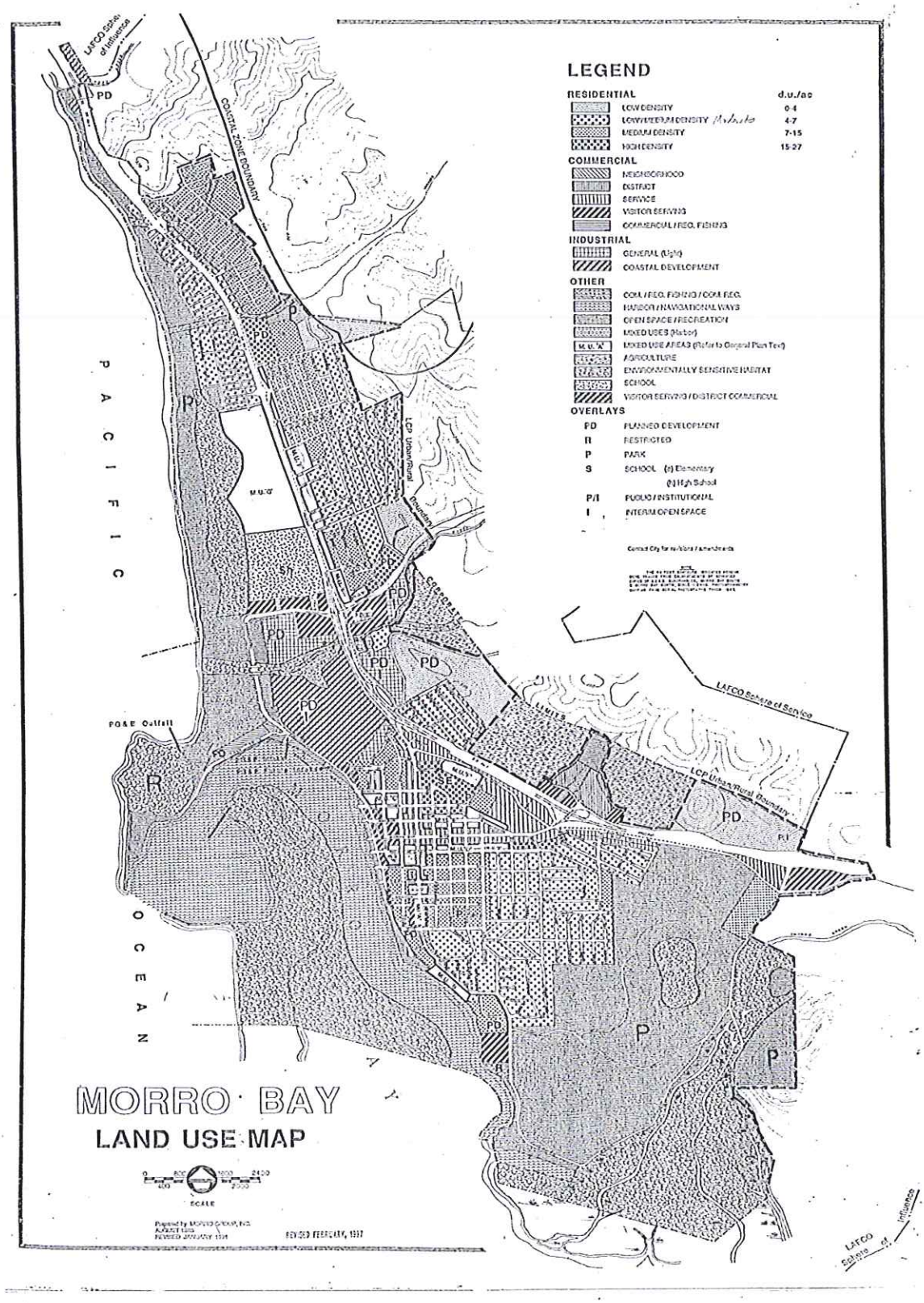
2. Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000. Other sources as noted in the table.

3. HC = hydrocarbons, CO = carbon monoxide; NOX = nitrogen oxides, CO2 = carbon dioxide.

Appendix B – Existing and Proposed Land Use Development Patterns

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 plan map shown 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.

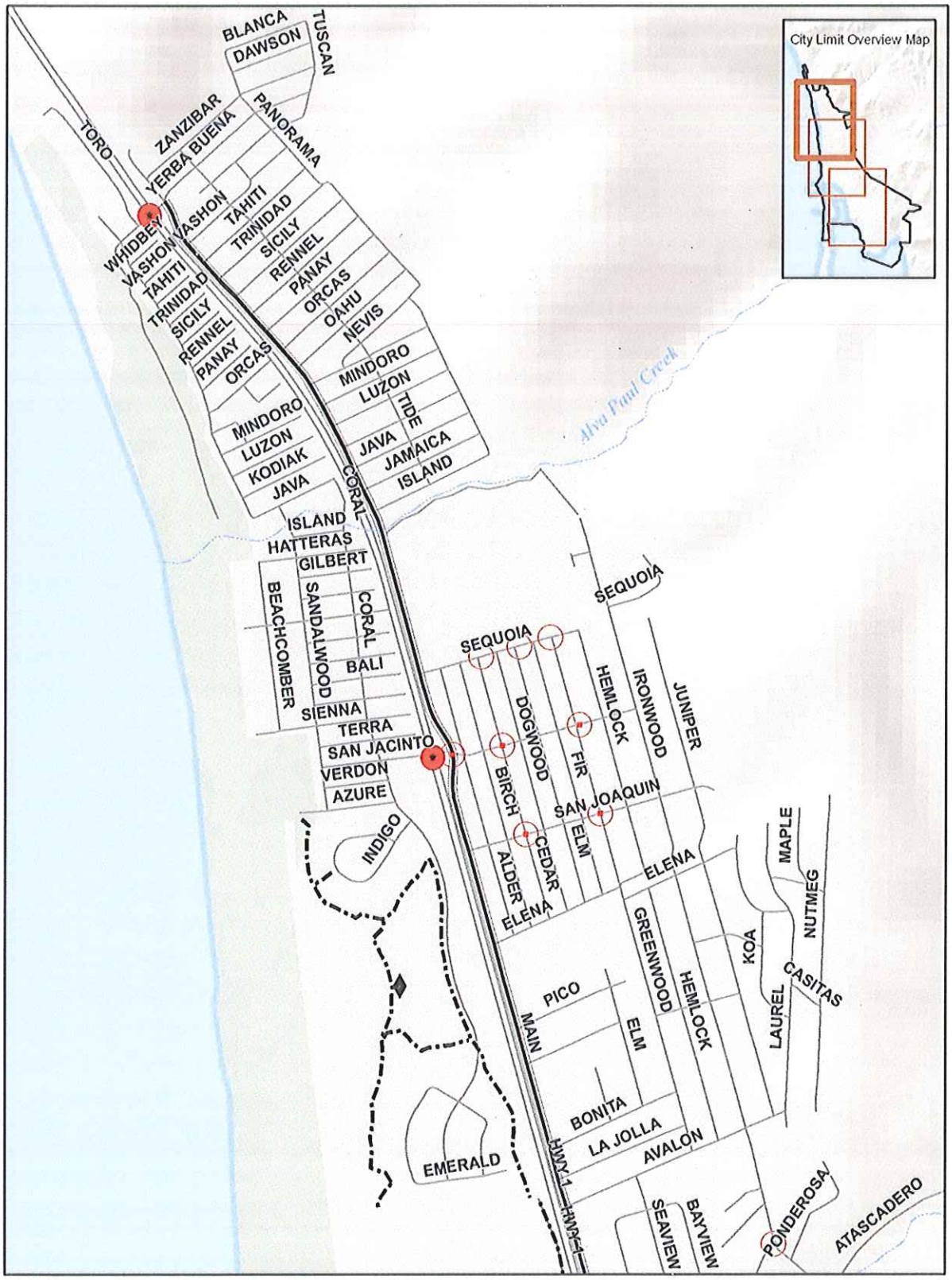
More information can be obtained from >>> http://www.morro-bay.ca.us/DocumentCenterii.aspx


LEGEND
RESIDENTIAL
d.u./ac
LOW DENSITY
0-4
LOW/MEDIUM DENSITY
4-7
MEDIUM DENSITY
7-15
HIGH DENSITY
15-27
COMMERCIAL
NEIGHBORHOOD
DISTRICT
SERVICE
VISITOR SERVING
COMMERCIAL/REC. FISHING
INDUSTRIAL
GENERAL (Light)
COASTAL DEVELOPMENT
OTHER
COM./REC. FISHING / COM. REC.
HARBOR/NAVIGATIONAL WAYS
OPEN SPACE/RECREATION
MIXED USES (Harbor)
M.U.A.
MIXED USE AREAS (Refer to General Plan Text)
AGRICULTURE
ENVIRONMENTALLY SENSITIVE HABITAT
SCHOOL
VISITOR SERVING/DISTRICT COMMERCIAL
OVERLAYS
PD PLANNED DEVELOPMENT
R RESTRICTED
P PARK
S SCHOOL (e) Elementary
(H) High School
P/I PUBLIC/INSTITUTIONAL
I INTERIM OPEN SPACE
PACIFIC
OCEAN
COASTAL ZONE BOUNDARY
LCP Urban/Rural Boundary
LAFCO Sphere of Service
PG&E Outfall
MORRO BAY
LAND USE MAP
SCALE
REVISED FEBRUARY, 1987

Appendix C –Diagrams of Existing and Proposed Bikeways

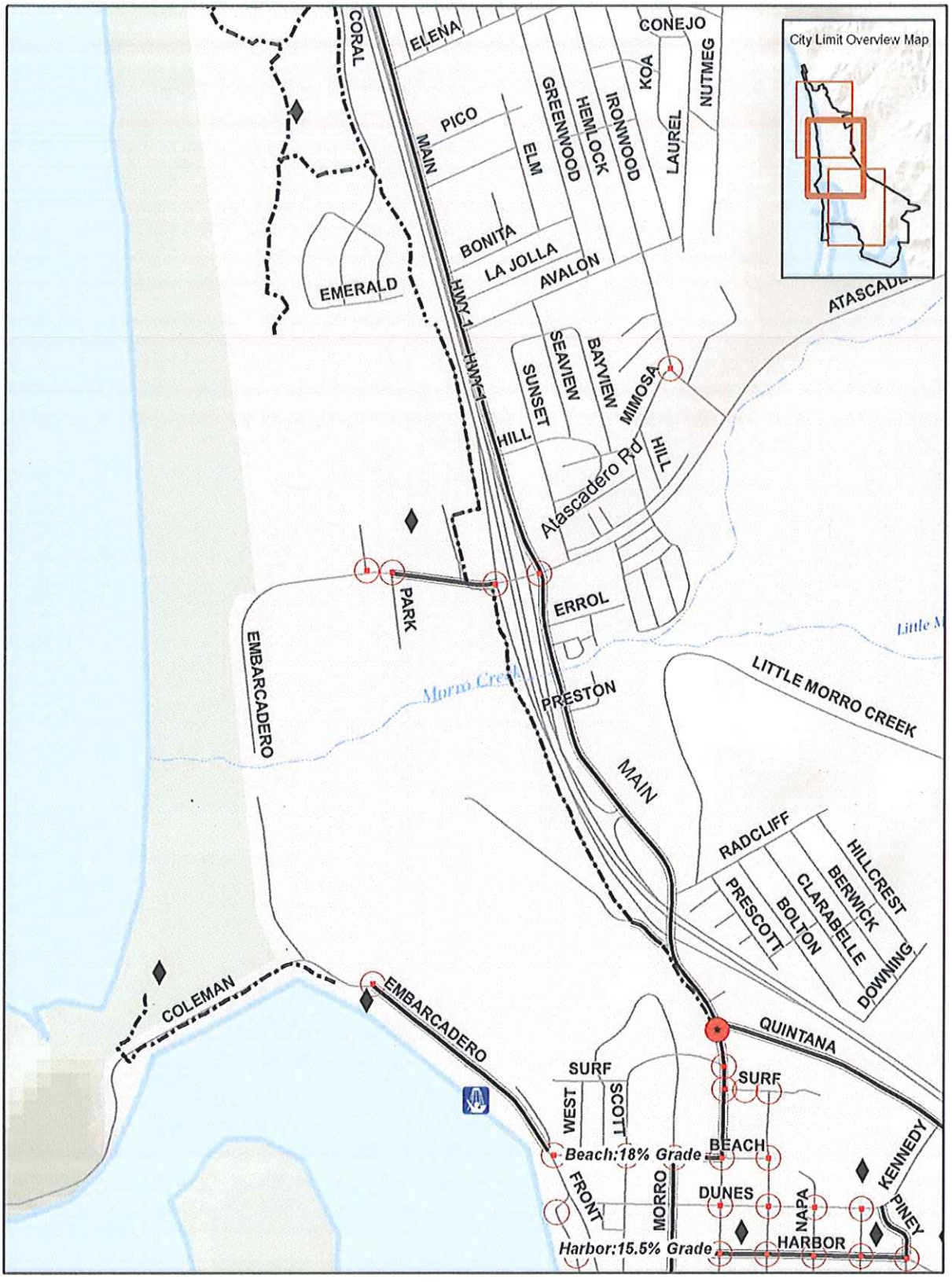
City of Morro Bay Bike and Pedestrian Master Plan 2011
Existing Bikeways

10/12/2011



City of Morro Bay Bike and Pedestrian Master Plan 2011
Existing Bikeways

10/12/2011



- Existing Class I Bike Path (3.3 mi.)
- Existing Class II Bike Lane (7.1 mi)
- Existing Class II Bike Lane - one side (.02 mi.)
- Existing Class III Bike Route (.38 mi.)

0 0.25 0.5 Mile

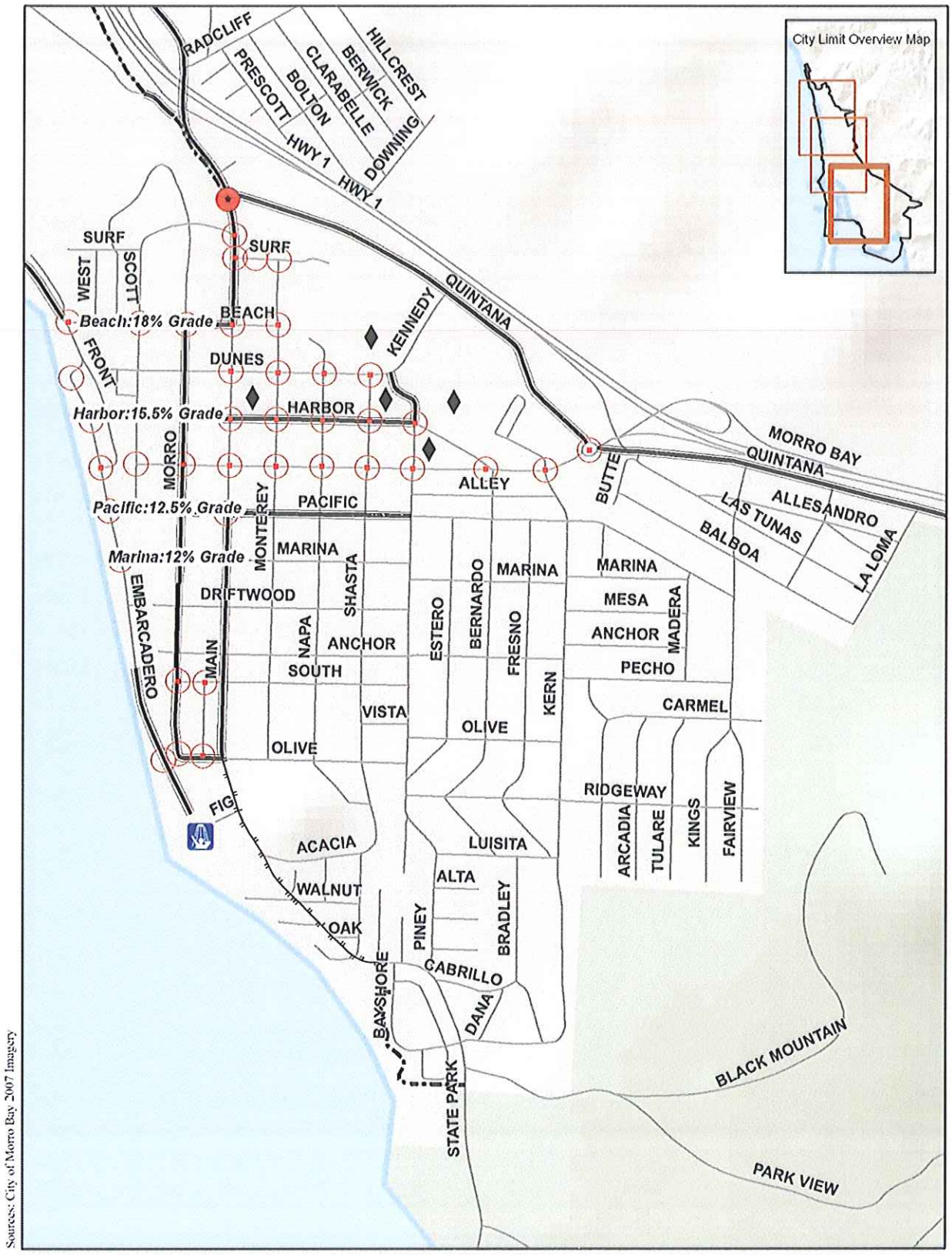
- Controlled Crosswalk (44)
- Crosswalk (9)
- Signaled Crosswalk (3)
- Existing Bike Racks (9)
- Existing Showers (2)

N

GEObispo

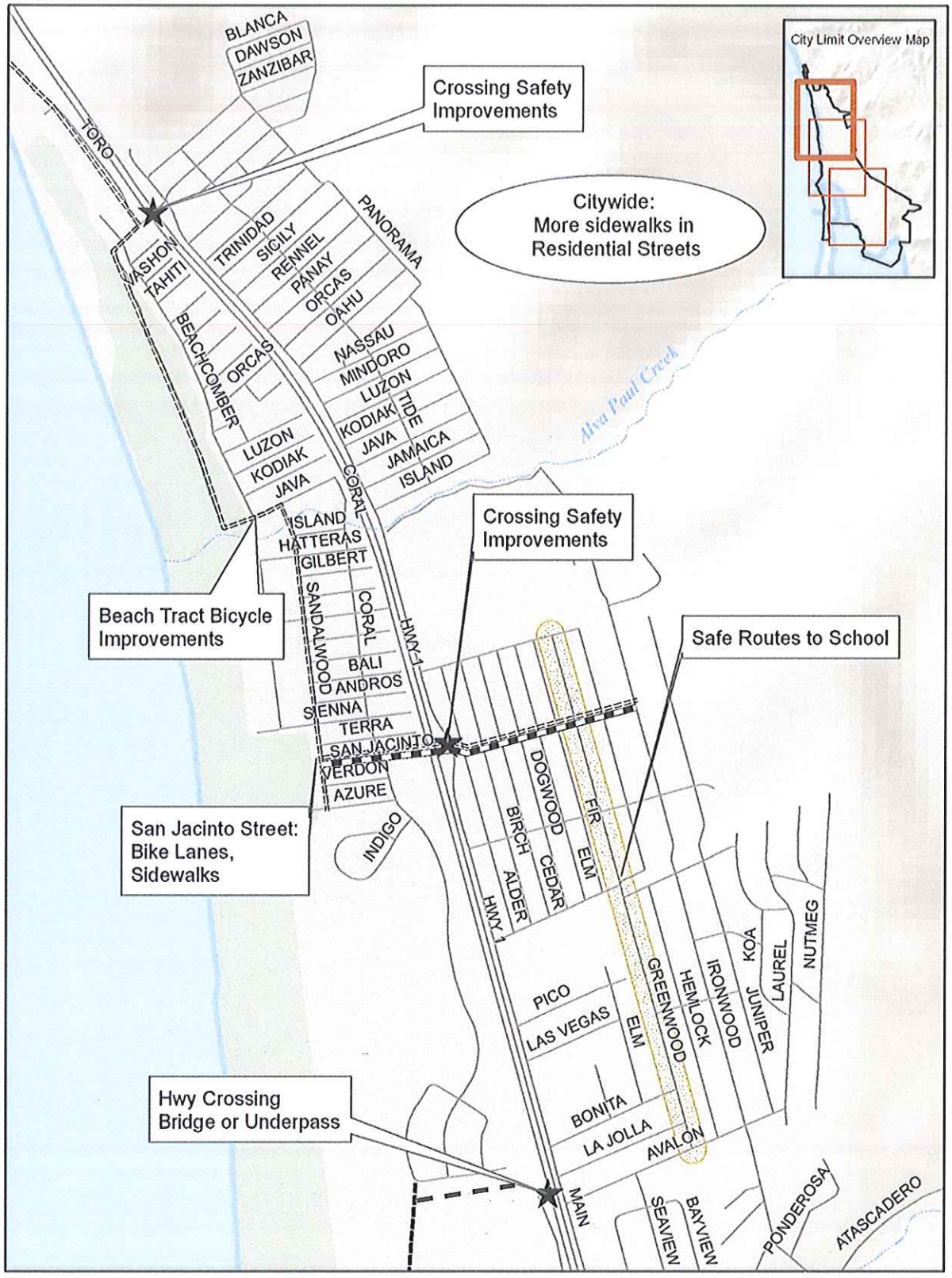
City of Morro Bay Bike and Pedestrian Master Plan 2011
Existing Bikeways

9/26/2011



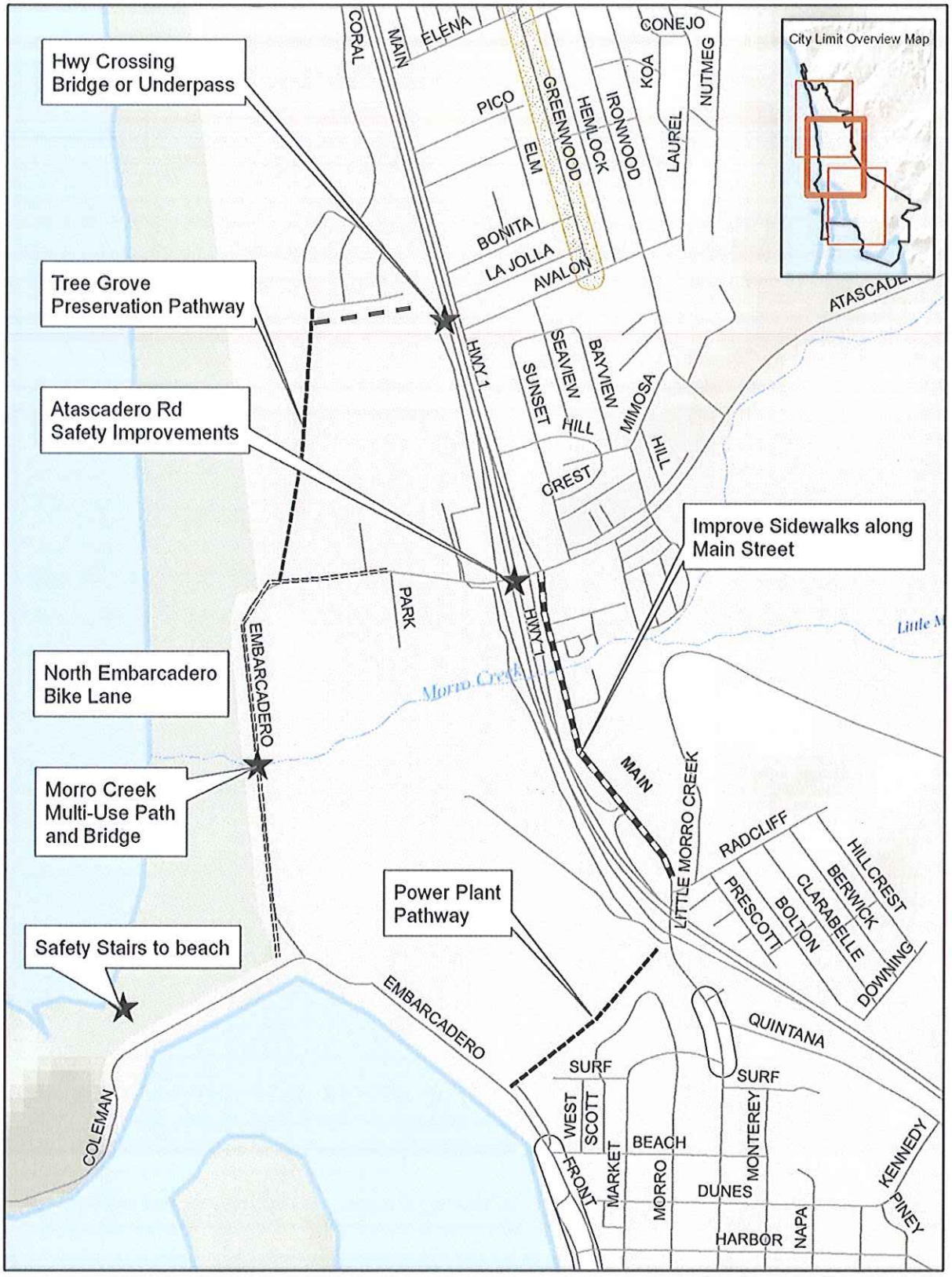
City of Morro Bay Bike and Pedestrian Master Plan 2011
Proposed Bikeways and Pedestrian Facilities

10/11/2011



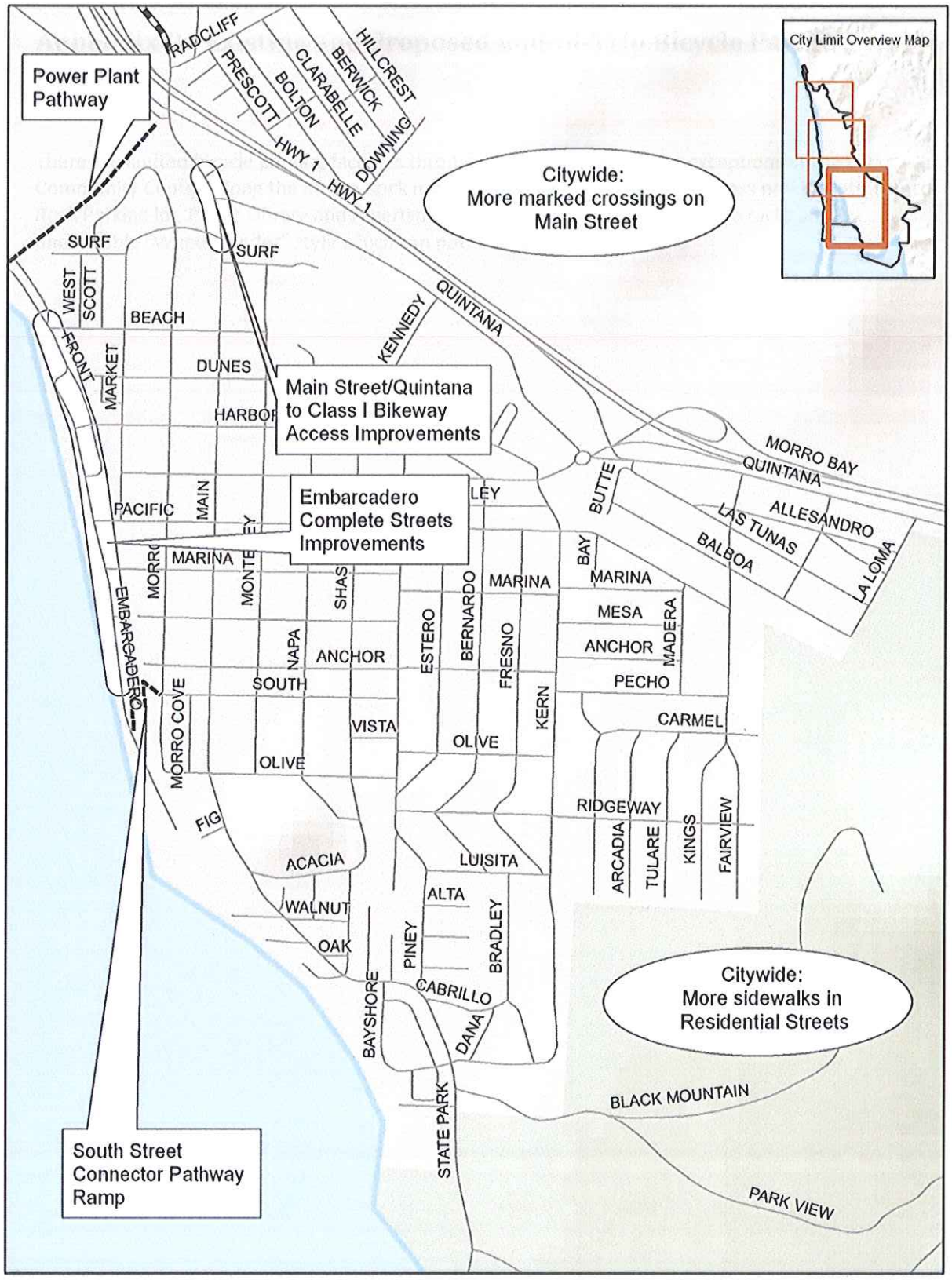
City of Morro Bay Bike and Pedestrian Master Plan 2011
Proposed Bikeways and Pedestrian Facilities

10/11/2011



City of Morro Bay Bike and Pedestrian Master Plan 2011
Proposed Bikeways and Pedestrian Facilities

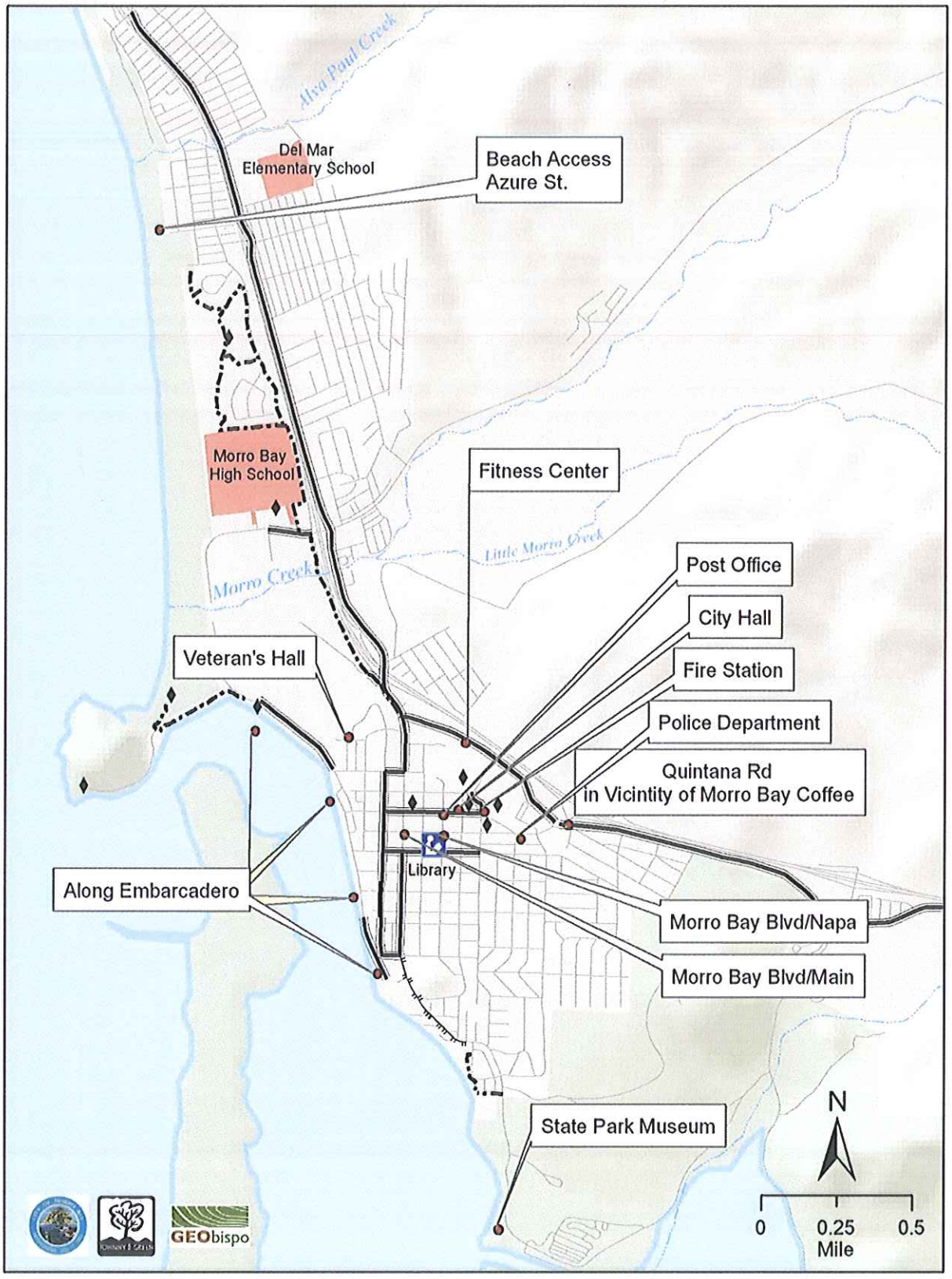
10/11/2011



City of Morro Bay Bike and Pedestrian Master Plan 2011

Existing and Proposed End of Trip Bicycle Parking Facilities

9/26/2011



- Existing Class I Bike Path (3.3 mi.)
- Existing Class II Bike Lane (7.1 mi)
- Existing Class II Bike Lane - one side (.02 mi.)
- Existing Class III Bike Route (.38 mi.)
- Proposed Bike Parking (14)
- Existing Bike Parking (9)
- Library

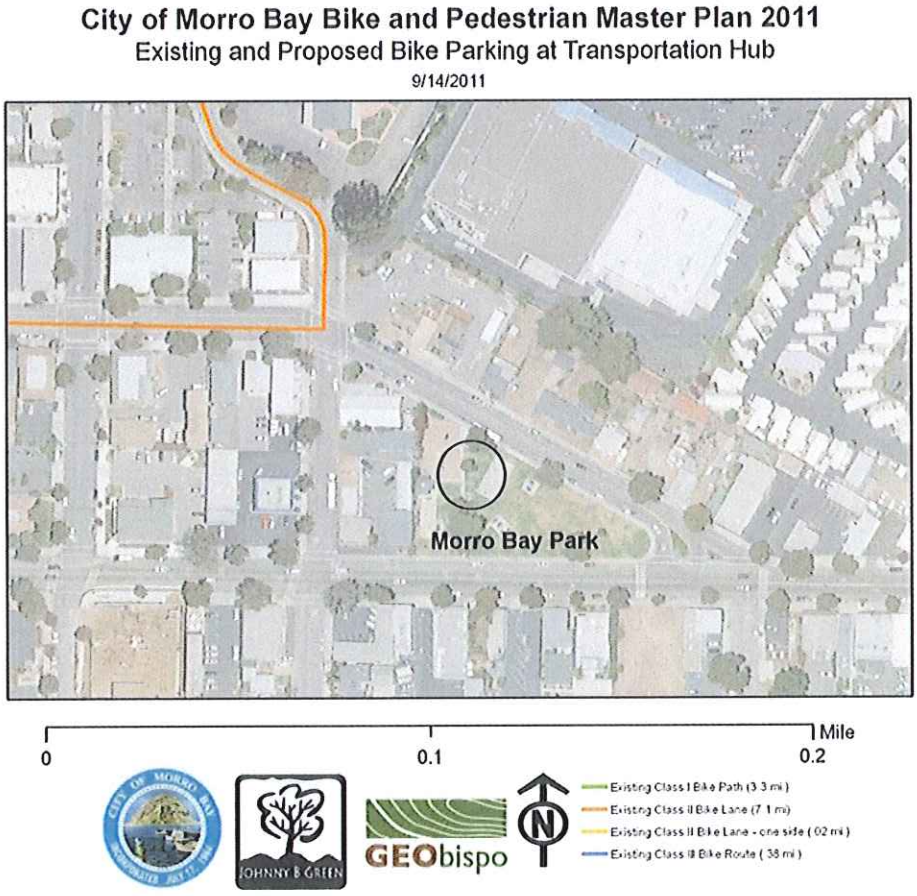
Appendix E – Existing and Proposed Bicycle Parking at Transportation Hubs

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. 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 Road. Morro Bay Park currently has a small bicycle rack with space to park three bicycles.

The Morro Bay Park SLORTA transit hub should incorporate bike lockers rather than a bike rack. People who ride to the hub and board a bus would anticipate leaving their bikes parked for a significant period of time and would feel more secure with a bike locker than a rack.

A map of Morro Bay Park with the circled location of the bike parking is included below.



Appendix F – Existing and Proposed Changing and Storage Facilities

End-of-trip facilities are designed to accommodate and promote the use of bicycles. Showers, lockers, and changing rooms are an appreciated convenience for commuting bicyclists. Such facilities are most often provided by building owner tenants for use by those working in the building. Cyclists are encouraged to ride to work if employers offer bicycle support facilities which offer a safe place to store bicycles, changing facilities and showers.

City of Morro Bay Bike and Pedestrian Master Plan 2011

Existing and Proposed Shower Facilities

9/25/2011

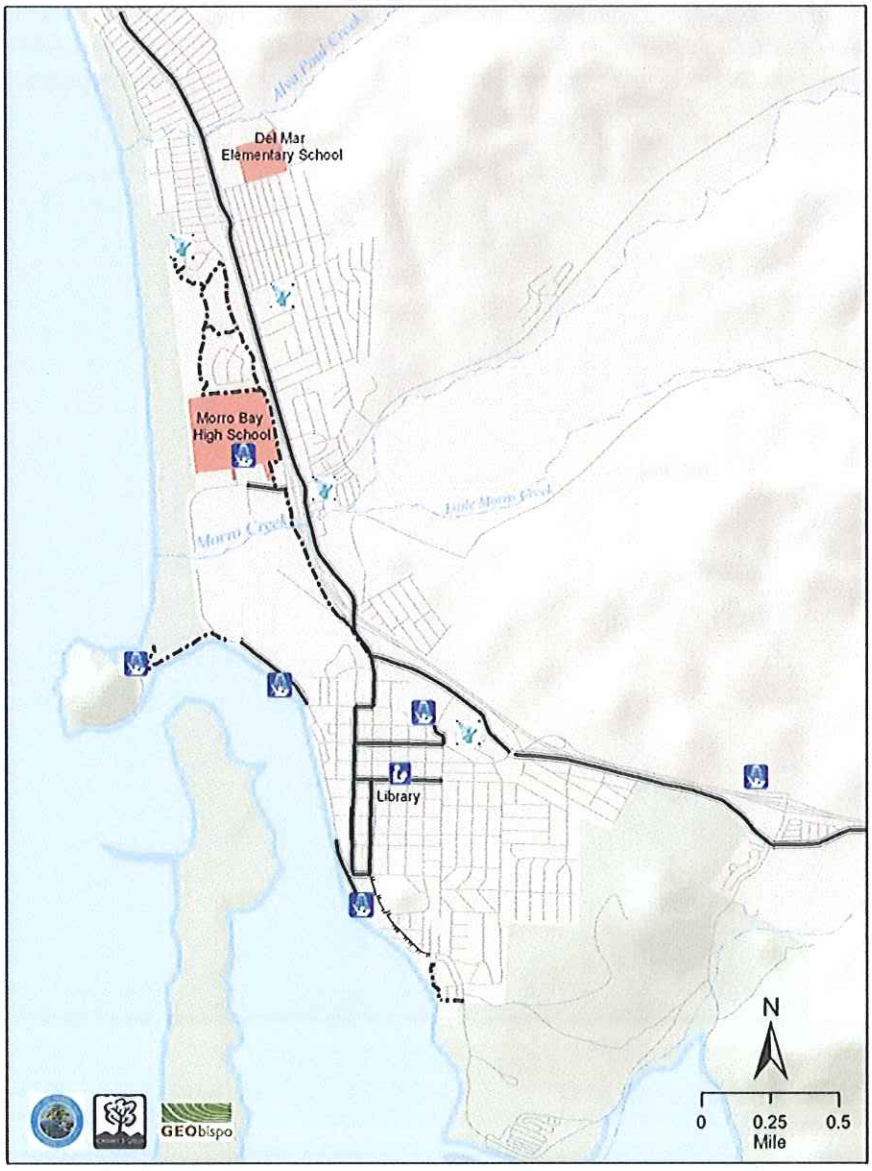


Table 15 - Major Employers and Support Facilities

Major Employer	# of Employees	Bicycle Racks	Bike Lockers	Employee Showers
Casa de Flores	180	0	0	Yes
Albertsons	101	2	0	No
The Inn at Morro Bay	70	1	0	No
Spencer's Fresh Markets	52	1	0	No
Dynegy Falcon Holdings, Inc.	44	2	0	Yes
Miner's Ace Hardware	43	0	0	No
Tognazzini's	42	1	0	No
Mission Linen Supply	37	0	0	No
Morro Bay Fire Dept.	27	0	0	Yes
Morro Bay Police Dept	25	1	0	Yes

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, which bicyclists may utilize.

City employees also have access to shower facilities at the Recreation and Parks office. In addition, the Morro Bay Community Center has showers for employees, and there is an open-air shower near the Morro Rock restroom. While public restrooms 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.

Appendix G – Bicycle Safety and Educational Programs

Safety is a major concern for both existing and potential bicyclists. For those who bicycle, safety is typically an on-going concern. For those who do not bike, perceived lack of safety is one of the most compelling reasons not to ride. Identifying bicycle collision sites can draw attention to unsafe locations, particularly if multiple collisions occur at the same location and it is determined problematic.

Since 2006, there have been 19 collisions involving bicycles in Morro Bay, two of which were severe, and thankfully no fatalities. Of the 19 collisions involving bicycles, 13 of the collisions were the fault of the cyclist.

Table 16: Collision Locations, Type, Severity and Responsible Party

Date	Location	Bike / Pedestrian	Severity	Responsible Party
2006 - May	Berwick Drive	Bike	Severe	Bike
2006 - September	Trinidad Street	Pedestrian	Other injury	Pedestrian
2006 - September	Rite Aid Parking Lot	Pedestrian	Pain	Driver
2006 - October	Main Street	Bike	Other injury	Bike
2007 - January	Quintana Road	Pedestrian	Pain	Unknown
2007 - January	Main Street	Bike	Other injury	Bicyclist
2007 - March	Main Street	Bike	Pain	Bicyclist
2007 - August	Main Street	Bike	Other injury	Both
2008 - January	Main Street	Bike	Pain	Both
2008 - February	Surf Street	Pedestrian	Other injury	Driver
2008 - May	Quintana Road	Pedestrian	Pain	Driver
2008 - July	Quintana Road	Bike	Pain	Driver
2008 - September	Quintana Road	Bike	Other injury	Unknown
2008 - November	Dunes Street	Bike	Other injury	Bicyclist
2008 - November	Main Street	Bike	Severe	Bicyclist
2009 - June	Java Street	Bike	Pain	Driver
2009 - September	Morro Bay Blvd.	Bike	Pain	Bicyclist
2010 - February	Main Street	Bike	Nothing	Both
2010 - March	State Road 41	Bike	Other injury	Bicyclist
2010 - June	Main Street	Bike	Other injury	Bicyclist
2010 - July	Quintana Road	Bike	Other Injury	Bicyclist
2010 - September	Main Street	Bike	Pain	Bicyclist
2010 - October	Marina Street	Pedestrian	Other Injury	Driver
2010 - November	Monterey Avenue	Bike	Other injury	Bicyclist
2011 - January	Main Street	Pedestrian	Other injury	Pedestrian
2011 - April	Shasta Street	Bike	Other injury	Driver

Bicycle education should also begin at a young age when 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.

In order to successfully implement 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.

The City of Morro Bay is fortunate to be part of a county where numerous educational and promotional programs are ongoing. The City has collaborated in the past and will continue in the future with the following bicycle promotional and educational activities:

Table 17: Bicycle education and enforcement programs

Responsible Organization	Bicycle Education or Enforcement Program or Activity	Active Since	Performance Measure
MB Police Dept.	Bicycles to needy families	3 of last 5 years	1-2 bicycles donated per year
MB Police Dept.	Kids Club Safety talk and rodeo	3 years	20 students / 5 parents per year
MB Police Dept.	Traffic Control: Lighthouse Century, Grand Fondo, MB Triathlon		Officer deployment
MB Police Dept.	Helmet distribution to needy minors violating helmet law;	5+ years	5-10 helmets per year
MB Police Dept.	D.A.R.E. bicycle & helmet giveaway	5+ years	2 bikes, 2 helmets per year
MB Police Dept.	Bicycle Patrol program for events with heavy pedestrian traffic	5+ years	
SLO County Bike Coalition	Bike education at Montessori school	1 year	
SLO County Bike Coalition	Bike valet at MB Harbor Fest	2009	
SLO County Bike Coalition	Bike valet at 4th of July Festival	2 years	
SLO County Bike Coalition	Bike education at OPTIONS (non-profit assisting with mental illness)	2010	

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 for several years. Feedback from MBCBC has been received at City Council meetings, via email, telephone, 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 MBCBC was received at this time.

On August 28th, 2011 a Community Meeting was held at Veterans Hall, followed by ranking of preferred programs and projects. The following tables summarize the comments and rankings received from the public.

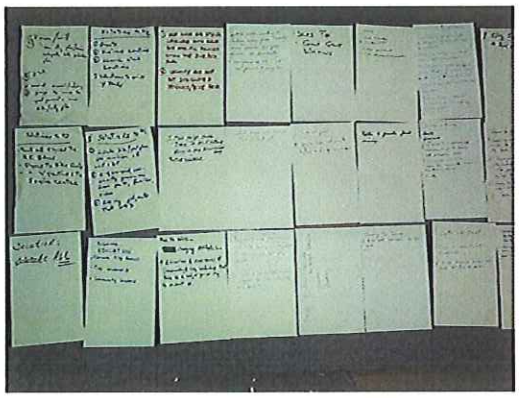


Table 18 : Compiled List of Public Comments from Community Meeting Ranked by Frequency

Main Pedestrian Problems	
"Insufficient pedestrian infrastructure - not enough sidewalks, no sidewalks e.g. along San Jacinto."	3
"Uneven pavement"	2
Main Bicycle Problems	
"Lack of connected bike network e.g. no straight connection to Embarcadero, or difficult negotiation of Main St. at Quintana, crossing Morro Creek, no connecting trail between Los Osos and Morro Bay"	11
"Insufficient bicycle infrastructure - parking, lanes, etc."	3
"Biking from Kern or Black Hill to Cloisters Park with young children on hills, major streets, rough roads, road sharing w/cars."	2
"Do not feel safe in traffic e.g. fear of getting hit from behind by autos"	2
"Insufficient marking or maintenance of bike/pedestrian paths"	2
Bike-Ped Problems	
"Too much or too fast vehicular traffic"	4
*Highway 41 at Park Rd., short connect to "the Rock"	

Table 19: Compiled List of Public Comments submitted via Website - Ranked by Frequency

Have you encountered any difficulties or inconveniences in Morro Bay as a bicycle rider or pedestrian? If so, please describe and include the location if relevant.:	# of Comments
"North Morro Bay to Embarcadero/Harbor Walk is challenging, need shortcut bridge at Morro Creek, in part, because of the necessity to go up and over the hill on Main Street, south of Quintana. Want to shop downtown and on the Embarcadero."	19
"Getting to the Class I bike bath from northbound Main at Quintana and vice-versa"	11
"Main street in North Morro Bay does not connect safely to the Cloister's Park bike path. It is very dangerous for all of the school age kids to have to cross a busy Hwy 41 & Main Street intersection and two freeways on/off ramps to connect to the Cloisters Park bike path. It is not a safe route for all the kids who ride their bikes to Morro Bay High School or the older kids at Del Mar who ride from central Morro Bay to Del Mar school. This is a state law that there are safe routes to and from school."	6
"Crossing Hwy 1 at north end San Jacinto"	4
"Some streets lack sidewalks."	3
"The intersection of San Jacinto, Main Street, Alder Street is a nightmare and very unsafe for people to cross."	3

"Crossing Atascadero Road on the bike path in front of the high school is difficult during high traffic volume occasions."	2
"Winter storms cause flooding making the path and bike path between the freeway and the power plant nearly un-walkable due to the depth of the water. Dig out the ditch."	2
"It is difficult to get to or out of the Embarcadero by bicycle because of the steep hills."	2
"Most of Embarcadero is not bicycle/pedestrian friendly"	2
"The new bike lane on North Main Street on the freeway side is not wide enough."	2
"Traffic difficult to navigate on streets to Embarcadero."	2

Table 20: Compiled List of Public Comments submitted via Website - Ranked by Frequency

What programs, policies or projects would you like to see implemented in order to make bicycling or walking safer and more enjoyable in Morro Bay?	# of comments
"Bike/Pedestrian Bridge over Morro Creek. Possible Eagle Scout project with a couple of local engineers consulting?	19
"More bike racks for parking in public places, major attractions, commercial districts & in recreation areas. Install bike racks at local businesses that hold the bike upright and are secure, illuminated, out of pedestrian walkways.	10
"Promotion of a Cayucos to Morro Bay connector. Huge for tourism draw and green transportation option for travel between Cayucos and Morro Bay"	6
"Designated path connecting Cloisters Park and North Morro Bay path to Harbor Walk , including the Rock along ocean."	5
"Short cut to the Embarcadero by creating a path alongside the Power Plant where the Class I Bike/Pedestrian Path ends near Quintana, a short-term solution until bridge is built."	5
"Fill the gaps in the Class I bike paths thru town."	3
"Bike Education mandatory in high school or all school levels."	3
"Need more safe routes for families around town which connect throughout town"	3
"Consider one way streets with expanded promenades for bikes/pedestrians"	3
"Better, wider bike lanes on busy streets."	2
"There needs to be a foot/bike bridge at around Ocean View Furniture that connects North Morro bay businesses and residents to the beach side bike path."	2
"More bike lanes on the busier roads."	2
"Stripe streets clearly and mark where the trail crosses."	2
"Taking roles and providing support for connectors; more shoulders or (especially) new paths to San Luis Obispo via Cuesta College and Los Osos would be visionary."	2
"Bike-Pedestrian programs, infrastructure, etc. will promote activity and tourism. Commitment to building dedicated paths throughout town that connect key economic sections."	2

Appendix I – Relationship to Other Adopted Plans

2005 San Luis Obispo County Regional Transportation Plan (Vision 2025)

•NM-1: Create and maintain a comprehensive interconnected, inter-county bikeway, trail and pedestrian system.

•NM-3: Pursue plans to develop multi-use and Class I bikeways along appropriate coastal frontages, and other major recreational areas using utility, rail, and roadway Rights-of-Way and abandoned railroad right-of-way throughout the region.

•NM-4: Encourage the development of Class I Bikeways that travel through or connect to scenic areas or other recreation destinations.

•NM-5: Encourage the development of boardwalks, recreation and multi-use trails, which travel through or connect scenic areas or other destinations to promote walking and equestrian travel where appropriate.

•NM-7: Encourage new development proposals to include bike racks, lockers, showers, Bike-and-Ride stops and safe interconnected pedestrian paths.

2001 San Luis Obispo County Air Pollution Control District:

Clean Air Plan recommends several methods to options to reduce air pollution associated with vehicular travel:

- T-1C: Voluntary Commute Options Program
- T-2A: City Transit Improvements
- T-2B: Regional Transit
- T-3: Bicycling and Bikeway Enhancements
- T-4: Park and Ride Lots

2010 San Luis Obispo County Bikeway Plan

In September 1994, the County of San Luis Obispo adopted a County Bikeways Plan; this plan was updated in 1996, 2005 and again in 2010. 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.

The County Bikeway Plan pursues the following:

- Connect all Communities in the County with Bicycle Facilities
- Close Gaps in Existing Bikeways
- Identify and Break Down Barriers to Bicycle Commuting

2010 San Luis Obispo County Regional Transport Plan

The 2005 San Luis Obispo County Regional Transportation Plan adopted by the San Luis Obispo Council of Governments includes provisions in Chapter 5 for non-motorized 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. For example, the RTP identifies projects that have been constructed such as the Morro Bay High School Bike path as well as future projects. 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.

- Non-motorized transportation facility improvements include the construction of a Class I bicycle path over Morro Creek in Morro Bay

- Other projects would involve the development of bicycle paths along riparian corridors and/or in coastal areas, such as the waterfront boardwalk improvements and Morro Creek multi-use path in the City of Morro Bay

- Several of the 2010 RTP-PSCS bikeway and pedestrian projects in the Morro Bay areas could increase human activity in the vicinity of riparian areas and potentially sensitive coastal habitats. However, it should be noted that several contemplated bikeway and pedestrian projects would divert existing informal use of sensitive habitat areas, which is considered a beneficial impact

- Development of a Coastal Trail Plan will commence in 2010, and environmental design will commence for the next phase of the Morro Bay Harborwalk and the Morro Bay to Cayucos Connector.

2006 San Luis Obispo County Parks and Open Space Element

- Morro Bay Golf Course is part of Morro Bay State Park but is now entering its second half-century under County management.

- Coastal Access provides public access to and along California's coastline, including the Morro Bay Estuary. Access ways are defined as vertical and lateral. Vertical access connects the closest public road to the coast, in some cases simply by providing a viewing platform. Lateral access provides access along the coastline, basically providing an area to walk along the beach.

The State Coastal Trail Vision Plan

This 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 Dynegy 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.

Appendix J – Proposed Bikeway and Pedestrian Projects

Proposed projects listed in this section have been established through the Bicycle Advisory Committee, public feedback from the Community Meeting, and submissions through the Morro Bay's website.

The proposed projects have been weighted then ranked, by a return email submission of those ("Morro Bay Trailblazers Group") who attended the Community Meeting and desired further level of input into the process.

The projects were added into a Planning Matrix and weighted with a multiplier and scored against criteria including: Public Input, Connectivity, proximity to Activity Centers, Transit, and Collisions.

Table 21: Compiled List of Bicycle Projects & Programs determined by Stakeholder Priority and Weighted Ranking

Rank Order	Bicycle Projects & Programs – Stakeholder Priority	Weighted Ranking*
1	Bike-Ped bridge over Morro Creek & connector paths to Atascadero Rd & Embarcadero	214
2	Safer crossing at San Jacinto and Hwy 1/Main/Alder	152
3	Bike-Ped path through Power Plant	116
4	Make Embarcadero more bike-friendly	113
5	between HS and Morro Shores Inn at Atascadero Road	94
6	Connection to future Cayucos Trail - bike route on Sandalwood & Beachcomber	94
7	Improve bike routes through State Park	93
8	Safe bike route to Del Mar School on Greenwood	92
9	connection to south end of Class 1 at Quintana & Main	78
10	Install more bike racks in business district	69
11	Add bike lanes on San Jacinto	64
12	at SW end of Cloisters Park bike path to NE corner of HS	57
13	Improve maintenance of existing trails, paths, and markings	53
14	Better signage/trail markings	41
15	Educate cyclists on rules of the road & bike safety	28
16	Educate drivers about cyclist rights	28
17	ADA compliant ramp up bluff from Embarcadero to Olive Street	22
18	Replace rigid bollards with flexible ones in bike paths	16
19	Lighting for bike paths	15
20	Publish bike & trail maps	15
21	Provide bike box markings and bike signal loops at : San Jacinto, Main & Quintana & Yerba Buena	2

Table 22: Compiled List of Pedestrian Projects & Programs determined by Stakeholder Priority and Weighted Ranking

Rank Order	Pedestrian Projects & Programs – Stakeholder Priority	Weighted Ranking*
1	Bike-Ped bridge over Morro Creek & connector paths to Atascadero Rd & Embarcadero	207
2	Safer crossing at San Jacinto and Hwy 1/Main/Alder	148
3	Make Embarcadero more pedestrian-friendly	136
4	Safe pedestrian route to DelMar School on Greenwood	127
5	Bike-Ped path through Power Plant	94
6	Improve maintenance of existing sidewalks and walking paths	88
7	More sidewalks in residential areas, especially North Morro Bay	85
8	Add sidewalks on San Jacinto	82
9	Construct pedestrian stairs from Rock parking lot to beach	56
10	ADA compliant ramp up bluff from Embarcadero to Olive Street	47
11	More marked crosswalks on Main Street south of downtown	38
12	Lighting for sidewalks and walking paths	36
13	Educate drivers about pedestrian rights	21
14	Improve the sidewalk on Main St between Hwy 41 and Radcliffe	8
15	Bike lanes for peds on San Jacinto	7
16	Ped path along Lower State Park Road	6

Table 23: Planning Matrix with Criteria, Score, Multiplier & Description

Criteria	Score	Multiplier	Total Possible Score	Description
Public Input	2	3.0	6	Street / location was identified by the public as desirable future facility (score above >100)
	1	3.0	3	Street / location was identified by the public as desirable future facility (scored below <100)
	0	3.0	0	Was not identified by the public as desirable for a future facility
Connectivity	2	3.0	6	Direct Access to an existing bicycle/pedestrian facility
	1	3.0	3	Secondary connectivity to an existing bicycle/pedestrian facility
	0	3.0	0	Does not directly or indirectly access an existing bicycle/pedestrian facility
Activity Centers	2	3.0	6	Connects to a major trip generating destination in Morro Bay
	1	3.0	3	Secondary connectivity to a major trip-generating destination in Morro Bay
	0	3.0	0	No connectivity to a major trip-generating destination in Morro Bay
Transit	2	2.0	4	Direct access to a transit center
	1	2.0	2	Connects to an existing bikeway accessing a transit station within a half mile of the station
	0	2.0	0	Does not directly or indirectly access a transit station with a half mile
School	2	2.0	4	Direct Access to a Morro Bay School
	1	2.0	2	Secondary access to a Morro Bay School (within 1/2 mile)
	0	2.0	0	Does not directly or indirectly access a Morro Bay school
Collisions	2	1.0	2	On a roadway that has experienced four or more collisions in the last five years
	1	1.0	1	On a roadway that has experienced one to four collisions in the last five years
	0	1.0	0	On a roadway that has not experienced a collision in the last five years

Bikeway Type	Project Name	From	To	Public Input	Connectivity	Activity Centers	Transit	Schools	Collisions	Ranking Total
Bike Path	Safety Crossing Atascadero Road	High School	Main Street	6	6	6	0	4	0	22
Bike Lane	North Embarcadero	North-side of Morro Creek	Atascadero Road	6	6	3	0	4	0	19
Complete Street	Embarcadero "Complete Streets" Audit and Improvements	Coleman Dr.	Tidelands Park	6	6	6	0	0	0	18
Bike Path	Morro Creek Multi-Use Path & Bridge	Morro Creek	Coleman Dr.	6	3	3	0	4	0	16
Bike Lane	Power Plant Connector Trail-Bike/Ped Path	Main Street	Embarcadero Road	6	6	3	0	0	0	15
Complete Street	South Street - Class I Connector	Morro Avenue	Embarcadero Road	3	6	6	0	0	0	15
Bike Path	San Jacinto Street - Bike Lane	Sandalwood Avenue	Ironwood Ave	3	3	6	0	2	0	14
Bike Lane	Tree Grove Preservation Path Way	North Embarcadero	Emerald	3	3	3	0	4	0	13
Bike Route	Beach Tract Bike Route Improvements (Beachcomber/Sandalwood)	Azure	Toro Rd.	3	3	3	0	2	1	12
Complete Street	Main Street / Quintana Road and Bike Path "Complete Street" Audit and Improvements	Main Street	Quintana Road	3	0	3	0	0	1	7
Support Facility	Install more bike racks in business district	Business District	Business District	3	0	3	0	0	0	6
Complete Street	Improve Hwy 1 Crossing Safety at San Jacinto & Yerba Buena	San Jacinto Street	Yerba Buena Street	3	0	3	0	0	0	6

Table 24: Proposed Bikeway Projects weighted through Planning Matrix

Facility Type	Project Name	Limit 1	Limit 2	Connectivity	Activity Centers	Transit	Schools	Public Input	Collisions	Ranking Total
Bridge	Bike-Ped bridge over Morro Creek	Embarcadero	Embarcadero	6	6	0	3	6	0	21
Crossing	Safer crossing at San Jacinto Street and Hwy 1/Main Street /Alder Avenue	San Jacinto Street	Alder Avenue	6	3	0	3	6	0	18
Complete Streets	Make Embarcadero more pedestrian-friendly	North Embarcadero	Tidelands Park	6	6	0	0	6	0	18
Sidewalks	Safe pedestrian route to Del Mar School on Greenwood	Avalon Street	Sequoia Street	3	3	0	6	6	0	18
Sidewalks	Add sidewalks on San Jacinto	Sandalwood Avenue	Ironwood Avenue	6	3	0	3	3	0	15
Stairs	Construct pedestrian stairs from Rock parking lot to beach	Rock Parking Lot	Rock Parking Lot	6	6	0	0	3	0	15
Pathway	Bike-Ped path through Power Plant	Main Street	Embarcadero	6	3	0	0	3	0	12
Maint.	Maintenance of existing sidewalks and walking paths	Citywide	Citywide	3	3	3	0	3	0	12
ADA Ramp	ADA compliant ramp up bluff	Embarcadero	Olive Street	6	3	0	0	3	0	12
Pathway	Ped path along Lower State Park Road	State Park Road	State Park Road	3	6	0	0	3	0	12
Sidewalks	Improve the sidewalk on Main Street	Hwy 41	Radcliffe Street	6	0	0	0	3	2	11
Sidewalks	More sidewalks in residential areas	North Morro Bay	North Morro Bay	3	3	0	0	3	0	9
Crossing	More marked crosswalks on Main Street	Main Street	South of downtown	3	3	0	0	3	0	9
Lighting	Lighting for sidewalks and walking paths	Citywide	Citywide	3	3	0	0	3	0	9

Table 25: Proposed Pedestrian Projects weighted through Planning Matrix

Appendix K – Past Expenditures for Bicycle Facilities

City of Morro Bay expenditures for bicycle facilities from (2000-2010) are shown below.

Table 25 : Past Expenditures for Bicycle Facilities

Year	Project	Type	Cost*
2011	Main Street Waterborne Re-stripe	Class II	$1,355
2009	Embarcadero Thermoplastic Bike lane stripping, from Beach to walk	Class II	$4,895
2001	Coral Street pathway continuation at High School	Class I	$177,000
2005	Main Street - 2970ft bike path from Atascadero Road to Quintana Road	Class I	$17,000
2009	Embarcadero – 1,620ft Morro Rock to Embarcadero	Class I	$119,000
2010	North Main Street – 4,450ft eliminating some parking	Class II	$36,000
2007	Quintana Road – 8,810ft parking reduced one side of road only	Class II	$67,000
2006	Atascadero Road – 1,500 ft bike lanes from Highway 1 to Park Street	Class II	$13,000
2004	Downtown Morro Bay – from South to Olive Street and Morro to Main Street – 900ft	Class II	$5,000
	TOTAL		**$440,250**

Source: City of Morro Bay 2011

*Bicycle Facilities costs are often part of a larger project. These costs are estimated costs of the bicycle related portion of the project.