CITY OF MORRO BAY
PLANNING COMMISSION
AGENDA

The City of Morro Bay provides essential public services and infrastructure to maintain a safe, clean and healthy place for residents and visitors to live, work and play.

Regular Meeting -Tuesday, December 18, 2018
Veteran's Memorial Building – 6:00 P.M.
209 Surf Street, Morro Bay, CA

Chairperson Gerald Luhr

Vice-Chairperson Michael Lucas
Commissioner Jesse Barron
Commissioner Richard Sadowski
Commissioner Joseph Ingraffia

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 not on the agenda may do so at this time. For Public Hearing, New Business, and Unfinished Business items, additional opportunities for public comment will be provided following the Staff Report for each such item. 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 city of residence for the record. Comments are to be limited to three minutes.
- All remarks shall be addressed to the Commission, as a whole, and not to any individual member thereof.
- 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 Community Development Department at (805) 772-6264. Notification 24 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

PRESENTATIONS

1. Lloyd Johnson, Presentation on Mobile Warming Rooms for Homeless Populations

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

B. PUBLIC HEARINGS

B-1 **Case No.:** CUP 18-04 and CDP 18-004
Site Location: 11 State Park Road, Morro Bay, CA
Proposal: Conditional Use Permit and Coastal Development Permit for the installation of a new 1,200 sq. ft. modular office building with accessible parking area and standard parking in the existing park administration area located at 11 State Park Road in the OA2/PD zoning district, which is partially within the Coastal Commission Appeal Jurisdiction.
CEQA Determination: Categorically Exempt, Section 15303,15304 and 15311
Staff Recommendation: Conditionally Approve
Staff Contact: Nancy Hubbard, Contract Planner, (805) 772-6211

B-2 **Case No.:** A00-058/UP0-260 (Concept/Precise)
Site Location: 571 Embarcadero, Morro Bay, CA
Proposal: Conditional Use Permit Amendment for 571 Embarcadero Rd to allow for the conversion of 839sf of existing second floor office space to two vacation rental units. Also proposed improvements to coastal public access including a Harborwalk extension of 26sf of bayside lateral access and remove and replace the existing gangway along with a master sign program allowing 76.9sf where 67.5sf is allowed. The project is located in the WF/PD/S4 zoning district and is within the Coastal Commission Original Jurisdiction.
CEQA Determination: Categorically Exempt, Section 15301 and 15303
Staff Recommendation: Forward favorable recommendation to City Council for approval.
Staff Contact: Cindy Jacinth, Senior Planner, (805) 772-6577

B-3 **Case No.:** *Plan Morro Bay*: *General Plan/Local Coastal Program Update*
(continued from the 12/4/2018 Planning Commission meeting)
Site Location: Citywide
Applicant/Project Sponsor City of Morro Bay
Proposed Project: General Plan/ Local Coastal Program Update known as "Plan Morro Bay" public draft was released for public review in May 2018 and has been reviewed by the General Plan Advisory Committee (GPAC). Plan Morro Bay is an integrated General Plan and Local Coastal Program Land Use Plan which is proposed to update the City's existing separate General Plan adopted in 1988 and Local Coastal Program certified by the Coastal Commission in 1984. The Planning Commission previously reviewed portions of the Draft Plan at its 8/7/2018, 8/23/2018, 9/4/2018, and 12/4/2018 meetings.
CEQA Determination: Environmental Impact Report
Staff Recommendation: Review and provide comments and recommendations on public draft of Plan Morro Bay
Staff Contact: Scot Graham, Community Development Director (805) 772-6291

C. NEW BUSINESS - NONE

D. UNFINISHED BUSINESS - NONE

E. PLANNING COMMISSIONER COMMENTS

F. COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

G. ADJOURNMENT
Adjourn to the next regular Planning Commission meeting at the Veteran's Memorial Building, 209 Surf Street, on January 15, 2018 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 Community Development Department, 955 Shasta Avenue, for any revisions, or call the Department at 805-772-6264 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 Community Development 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 Community Development Department, Planning Division.

Materials related to an item on this Agenda are available for public inspection during normal business hours in the Community Development 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 Community Development Department during normal business hours or at the scheduled meeting.

This Agenda may be found on the Internet at: www.morrobayca.gov/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.morrobayca.gov/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 Community Development 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 a $277 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 No: A-1

Meeting Date December 18, 2018

City of Morro Bay
Community Development Department
Current & Advanced Project Tracking Sheet
This tracking sheet shows the status of the work being processed by the Planning & Building Divisions

New Planning items or items recently updated are highlighted in yellow.

Approved projects are deleted on next version of log.

#	Applicant/ Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
Hearing or Action Ready Projects:										
1	State Parks - Mike Walgren	11 State Park Road	8/20/18	CDP 18-004, CUP18-04	**Coastal Development Permit & Conditional Use Permit to install modular building for office space, parking and landscape improvements at Morro Bay State Park**	Submitted on 8-20-18. Deemed incomplete 9.10.18. Applicant to resubmit plans. Plans resubmitted with additional information on 10-26-18. Project deemed complete. Scheduled for PC on December 18, 2018.		PN- Approved 9/4/2018		nh
2	Gambril	571 Embarcadero	5/15/18	A00-058/UP0-260	**CUP Amendment to convert conversion of 839sf of existing second floor office space to two vacation rental units with a total of 1004sf of roof deck. Extend Harborwalk by 26sf to provide 10 foot bayside lateral access, replace the existing gangway & request approval of a master sign program allowing 76.9sf where 67.5sf is allowed**	Submitted on 5-15-18. Incomplete/correction letter sent 6-15-18. Applicant resubmitted 10-17-18 with plan corrections submitted 11-29-18. Scheduled for PC as concept/precise review on December 18, 2018.				cj
30 -Day Review, Incomplete or Additional Submittal Review Projects:										
3	Najarian	1339 Berwick	11/30/18	CDP 18-014	**Admin CDP for new construction of SFR and ADU with attached garage**	Under review				nh
4	Rhine LP	3300 Panorama	11/27/18	TUP 18-02	**Temporary use permit for temporary living quarters in RV trailer parked on site for security purpose during demo project**	Under review				nh
5	Stavros	461 Fairview	9/14/18	CDP 18-009	**Admin CDP for demo of existing non-conforming SFR (955SFR and 297sf garage) and construct new 2203sf 2-story residence with new 432 sf garage**	Incomplete Letter Sent 10/10. Project resubmitted 10/26 and is under review. WU				jg/wu
6	Hobab	982 Carmel	9/19/18	CDP 18-010/MUP 18-04/PKG 18-03	**Coastal Development, Minor Use, and Parking Exception for the construction of an Accessory Dwelling Unit**	Incomplete letter sent 10/17. Resubmittal rcv'd 11/27				jg

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7	Kenney	1130 Scott	9/7/18	CUP 18-06 and CDP 18-008 and PKG 18-01	**Conditional Use and Coastal Developmetn permits for 1416 sf commercial garage/shop with 2200 sf caretaker's unit. Parking exception for increased driveway width for small lots**	Incomplete letter sent 10/23.				jg
8	Ranat	2598 Main	9/7/18	MUP 18-02	**Minor use permit for commercial use in the MCR**	Under Review. Spoke to agent, Cathy Novak 9/11 about the insufficiant submittal missing majority of submittal docs. Correction Letter sent 10/9				jg
9	Najarian	479 Nevis	8/31/18	CDP 18-007	**New 1,686 sq. ft. SFR**	Under Initial review. Correction Letter sent 10/1. Resubmittal Received 10/31. Correction Letter sent 11/27				jg
10	Fletcher	435 Napa	8/22/18	CUP 18-05 and CDP 18-005	**Conditional Use and Coastal Development Permit for a 740 sq.ft. addition to nonconforming sfr and new 460 sq. ft. attached accessory dwelling unit**	Under initial review. Correction letter sent 9/27. Parking exception application received 10/22.				jg
11	Henry	411 Trinidad	7/5/18	CP0-584	**CDP for construction of a new single-family residence on a vacant lot**	Under Intial Review. Correction letter sent 7/16/18.		PN- conditionally Approved 7/19/2018		nh
12	Fields	731 Butte	6/14/18	CP0-582/UP0-534	**CDP and CUP for Multi-Family residences. A 1,500 sq. ft. manufactured residence, a 448 sq. ft. studio unit above a 441 sq. ft. garage with an attached 220 sq. ft. carport**	Under Initial Review. Correction letter sent 7/11/18. Resubmitted 10/22/18. Correction Letter sent 11/14				jg
13	Patel	233 Atascadero	6/13/18	CP0-581/UP0-533	**CDP and CUP for New 77 room hotel on vacant 2 acre lot**	Under Initial Review. Incomplete letter sent 7/13/18. Resubmitted 9/11/18. Comment letter sent 10/19/18. Environmental review required. Cj. Met with Applicant's Agents 11-8-18 to review flood plain and height requirements.				cj
14	Held	205-215 Harbor St	5/4/18	CP0-578/ UP0-527	**Coastal Development Permit & Conditional Use Permit for New construction of new 30 unit hotel, Merge existing 6 lots**	Under initial review. Incomplete letter sent 6/4/18. Resubmittal received 7/3/18. Additional comments sent to Applicant's Agent 8/3/18, and 8/22/18. Proposals received for environmental review. Reimbursement agreement sent to applicant for environmental review on 10/15/18.		PN- Conditionally Approved 7/17/2018		cj
15	Carter	2035 Bayview	4/10/18	CP0-574	**Administrative CDP for Demo reconstruct. New 1,931 sq. ft. SFR with an attached 460 sq. ft. garage**	Under Initial Review. Correction letter sent 5/1. Resubmittal rcv'd 11/8. Discussion with Agent who hasn't decided how to move forward as of 12/10				jg
16	Wood	361 Main	4/6/18	AD0-134 / UP0-526	**Conditional Use Permit and Parking Exception for Addition to existing residence; 2nd floor addition 386 sq. ft.; 2nd floor deck**	Under Initial Review. Correction letter sent 5/1.				jg
17	T-Mobiile	1478 Quintana	2/26/18	A00-056	**Modification to UP0-052/CP0-073 for upgrade to existing wireless site**	JG - Under initial review. Correction Letter sent 3/30. Unauthorized work completed by owner. Spoke with the agent 11/5 about process moving forward.		JW approved		jg
18	Matson Bay	787 Main Street & 280 Morro Bay Blvd	1/17/18	S00-130	**Lot Line Adjustment**	Under initial review. Deemed incomplete, letter sent to applicant 2/16/18. Project Deemed complete. Applicant to comply with conditions prior to recording final documents. Applicant withdrew their application 9-11-18. Applicant will process LLA as oriignally intended, will address conditions in final submittal. Resubmittal on 11/6/18 - third parcel, additional LLA added to scope. Deemed incomplete on 11/13/18.		PN- ~~Final Map on 10/9/2018 City Council Agenda~~		nh

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19	Matson Bay	271 Pacific	1/17/18	S00-131	**Cert of Compliance**	Under initial review. Approved, recording documents in process. Waiting for signed documents from applicant				nh
20	Matson Bay	767 Main Street	1/17/18	S00-132	**Cert of Compliance**	Under initial review. Approved, recording documents in process. Waiting for signed documents from applicant				nh
21	Johnson	128 Rennell	1/10/18	CP0-561	**Coastal Development Permit for Demo/reconstruct 1,362 sq. ft. SFR with 496 sq. ft. garage, and 240 sq. ft. covered front porch**	Incomplete letter mailed 2-9-18. Resubmittal received on June 19, 2018. Project resubmitted July 5, 2018,deemed incomplete on July 16, 2018. Resubmitted August 27, 2018. Incomplete letter provided 9-25-18. Resubmittal received 12-4-18 and is under review.		PN - Conditionally Approved 8/3/2018		nh
22	Morgan	101 Fig St.	4/12/17	UP0-476	**Conceptual Review of New SFR with accessory unit. Existing historical structure on lower level.**	PC Conceptual Review 5/16/17. Applicant evaluating whether to pursue project. Project Inactive as of 10/2018		PN-Conditionally approved 5/11/17		nh
23	Gambril	405 Atascadero Rd.	5/13/15	CP0-475 / UP0-417	**New construction of 10,000sf commercial retail on vacant lot**	WM. Under review. Will need Arch and Traffic reports. Resubmittal received 8/11/15. Incomplete letter sent 9/4/15. Resubmitted 2/13/18. Under Review. Incomplete letter sent 3/13/18. Resubmittal received 3/26/18. Under Review. RFP for environmental consultant concluded. Consultant selected, preparing contract documentation. Consultant engaged and has begun work on initial study. Draft MND in staff review. Applicant reviewing site work changes to minimize site disturbance.		PN-Conditionally Approved 2/28/2018		nh
Planning Commission Continued projects:										
24	City of Morro Bay	End of Nutmeg	1/18/12	UP0-344	**Environmental documents for Nutmeg Tanks.** Permit number for tracking purposes only County issuing permit. Demo existing and replace with two larger reservoirs. City handling environmental review	KW--Environmental contracted out to SWCA estimated to be complete on 4/27/2012. SWCA submitted draft I.S. to City on May 1, 2012. MR-Reviewed MND and met with SWCA to make corrections. In contact with County Environmental Division for their review. MND received by SWCA on 10/7/12. MND out for public notice and 30 day review as of 11/19/12. 30 day review ends on 12/25/12. No comments received. Scheduled for 1/16/13 Planning Commission meeting and then to be referred back to SLO County. Planning Commission continued this item to address concerns regarding traffic generated from the removal of soil. In applicant's court, they are addressing issues brought up by neighbors during initial P.C. meeting. Project has been redesigned and will be going forward with concrete tanks. Modifications to the MND are in process. Neighborhood meeting conducted with Engineering on 9/27/2013. Revising project description and MND.	No review performed.	BCR- Needs new MND for concrete tank, less truck trips.Neighborhood mtg held 9/27. Neighbors generally support new design that reduces truck trips by 80%. Concrete batch plant set up on site will further reduce impact. 5/5/14 - Cannon contract signed to finish permit phase. Construction will be delayed to FY15/16		cj
Projects Appealed or Forwarded to City Council:										
25	Krull	2575 Greenwood	4/11/18	CP0-575	**Coastal Development permit for Proposed Accessory Dwelling Unit (ADU) within the existing garage space. Construct new 386sf attached ADU within existing 2 car garage and remove nonconforming shed.**	Administrative CDP approved on 8/6/2018. Project appealed to PC. Appeal of Director action to be heard by PC on 10/16/18. PC denied appeal, project appealed to CC on 10/25. Anticipated appeal hearing approximately January 2019.				jg

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26	City of Morro Bay	Citywide	6/19/13	A00-015	**Sign Ordinance Update.** Text Amendment Modifying Section 17.68 "Signs"	Text Amendment Modifying Section 17.68 "Signs". Planning Commission reviewed 5/17/2010. Item heard at 5/24/11 City Council Meeting. Interim Urgency Ordinance approved to allow projecting signs. PC reviewed 2/7/2011. Workshops scheduled 9/29/11 & 10/6/11 .City Council 12/13/11. Continued to 1/10/12 CC meeting. PC reviewed 5/2/2012. Update due to City Council in June 2013. Draft Sign Ordinance reviewed by PC on 6/19/13 & 7/3/13. PC has reviewed Downtown, Embarcadero, and Quintana Districts as well as the Tourist-Oriented Directional Sign Plan. 8/21/13 Final Draft of Sign Ordinance approved at 9/4/13 PC meeting with recommendation to forward to City Council. Council directed staff to do further research with local businesses. Business workshops held fall/winter 13/14. Result of sign workshops discussed at 11-3-15 PC mtg. Revised Public Draft of Sign Ordinance posted to City website on July 6, 2017	No review performed.	N/R		sg
Environmental Review										
27	City of Morro Bay	N/A		UP0-423	**MND for Chorro Creek Stream Gauges**	Applicant requesting meeting for week of 9/9/13. SWCA performing the environmental review. Received completed MND from Water Systems Consulting (WSC) on 4/1/15. Routed to State Clearinghouse for required 30 day review period. Tentative hearing 8/4/15. No recent activity.	No review performed.	MND complete. Cut permit checks to RWQCB and CDFW on 2/27/15		cj
Final Map Under Review Projects - No pending applications currently.										
Projects requiring coordination with another jurisdiction:										
28	City of Morro Bay	Outfall			**Original jurisdiction CDP for the outfall and for the associated wells**	Coastal staff is working with staff. Coastal letter received 4/29/2013. Discussed project with Coastal staff in meeting 11-18-14.	No review performed.	City provided response to CCC on 7/12/13. Per Qtrly Conference Call CCC will take 30days to respond		
29	City of Morro Bay Desal Plant	170 Atascadero			**Project requires a Coastal Development Permit for upgrades at the Plant. Final action taken Sent to CCC but pursuant to their request the City has rescinded the action.**	Waiting for outcome from the CDP application for the outfall. Discussed project with Coastal staff in meeting 11-18-14.	No review performed.	BCR- Phase 1 Maint and Repair project is underway. Desal plant start-up scheduled for 10/15/13. Phase 1 complete and finaled. Phase 2 on hold as of 7/22/14.		
Projects going forward to Coastal Commission for review (Pending LCP Amendments) / or State Department of Housing:										

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30	City of Morro Bay	Citywide			**Plan Morro Bay: General Plan / Local Coastal Program / Zoning Code Update project**	Comprehensive overall update to the City's 1988 General Plan, 1984 Local Coastal Program, and 1997 Zoning Code. General Plan Advisory Committee meetings ongoing. For more information or to get involved, visit www.morrobayca.gov/planmb. Project to be complete with documents ready for adoption and certification by end of 2018. Public draft of combined General Plan/ LCP released May 2018 for review.				
31	City of Morro Bay	Citywide	10/16/13	A00-013. A00-029: Ordinance 601	**Zoning Text Amendment - Second Unit**	Secondary Unit Ordinance Amendment. Ordinance 576 passed by City Council in 2012. 6-11-13 City Council direction to staff to bring back to Planning Commission for review of ordinance. At 10-16-13 PC meeting, Commission recommended changes to maximum unit size and tandem parking design where units over 900 sf and/or tandem parking design of second unit triggers a CUP process. Council accepted PC recommendation at 2-11-14 meeting and directed staff to bring back revised ordinance for a first reading and introduction. Item continued to 4/22/14 Council meeting to allow time for Coastal staff comment regarding proposed changes. Council approved Into and First Reading on 4/22/14. Final Adoption of Ord. 585 at 5/13/14 Council meeting. Ordinance to be sent as an LCP Amendment for certification by Coastal Commission. **New language for PC and Council review. Second reading going to council on April 12, 2016. PC reviewed change 5-3-16. CC second First Reading 6-28-16.. Application submitted to Coastal Commission August 2016. Coastal objected to ban on use as vacation rentals. New State legislation will force additional changes.**	No review performed.			wm
Projects Continued Indefinitely, No Response to Date on Incomplete Letter or inactive:										
32	Verizon / Knight	~~184 Main~~ new location, Corner of Main and Cabrillo	11/19/14	UP0-394 and CP0-512	**Coastal Development Permit and Conditional Use Permit for installation of new Wireless Facility/Verizon antennas on existing pole.**	Under Review. JG. Incomplete. Waiting on response from Tricia Knight. Wants to keep project open and figure out the parking situation or move location. 1/26. JG. Applicant looking to move location to pole across the street. resubmittal rcv'd 5/26. Deemed Complete, waiting for Applicant to confirm PC meeting date. PC hearing held on 9/6/16 and continued for further review to 11-1-16 PC hearing. Continuance requested. Continued to a date uncertain		PN- Conditionally approved 6/14/16		jg
Grants										
33	California Coastal Commission, California Ocean Protection Council	City-wide	*4/6/16*		**$400,000 Grant for LCP update to address sea-level rise and climate change impacts. Round 3 Grant award of $200,000 for Lateral Access Plan, and ESHA delineation.**	Grant agreements for both the grants are in place and grant administration has been turned over to Michael Baker International, per terms of the GP/LCP update contract. Received signed grant agreement for $200,000 LCP Planning grant by CCC for Round 3 awards 2-27-17.	*No review performed.*	*N/A*		*sg*

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34	City of Morro Bay	City-wide				**Community Development Block Grant/HOME Program - Urban County Consortium**	Staff has ongoing responsibilities for contract management in coordination with County staff administraiton. Final 2016 funding recommendations reviewed by Council on 3-8-16. 2016 Subrecipient Agreement executed and Council approved 2018-2020 Cooperation Agreement with County on 6-13-17.	No review performed.	N/R		cj
35	City of Morro Bay	City-wide				**Climate Action Plan - Implementation**	Staff has ongoing responsibilities for implementation of Climate Action Plan as adopted by City Council January 2014. Staff coordinating activities with other Cities and County of SLO via APCD.				cj
Projects in Building Plan Check:											
1	Hobab	982	Carmel	1/27/18	B0048	Interior remodel, does not include nonpermitted addition. CUP to follow per S. Graham	approved. Jg				
2	AJ Wright and Phil Davis	2996	Alder	9/28/18	B18-0033	New 3 story 3-unit apartment building, 2 story housing over ground level garage	Submitted 9-28-18. Not approved, comments sent on 10-11-18.	Disapproved on 10/30/18			nh
3	Guesno	220	Atascadero Rd.	11/26/18	B18-0085	Commercial Alteration	Submitted 11-26-18. Under review				nh
4		399	Beach	9/13/18	B18-0021	Commercial tenant improvement to Hungry Fisherman. Remodel, correct plumbing in bathroom and kitchen		Disapproved by co on11/19/18			
5	LaPlante	3093	Beachcomber	4/24/17	B-31487	New SFR: 3,495sf w/ 500 sf garage on vacant land. No activity on this project. Remains in plan check.	Approved 8-9-18. cj.	1 year extension Exp. 9/20/19	PN - Approved 6/21/2018	Emailed comments on 10-20-17.	
6	Borchard	508	Blanca	9/5/18	B18-0015	New Single Family Residence	Approved by planning 10-4-18	Disapproved on 10/04/18.			nh
7		555	Dowing Ave.	6/28/18	B32075	Remodel Kitchen, Master Bed/bath rooms, remove wall make closest, Restucco exterior		Approved by hb on 9-6-18.Permit ready for issue.	PN- Approved 7/25/18		
8	Ferrin	2770	Elm	5/14/18	B - 31998	Remodel SFR Master Bedroom w/bath and closet. New 1-car garage	Approved 5/22/18	Disapproved by hb on 5-17-18 (see memo) MF EXP 11-10-18			jg
9	Tilley	370	Fairview Ave.	8/3/18	B32119	Addition to Existing Residence; 720 sq. ft.	Dissapproved 8/17/18. sg	Disapproved by co on 12/7/18. (see memo). Mf	PN-Disapproved 9/4/2018		
10	Funk	672	Fresno	10/15/18	B18-0049	Add 665 sf to an existing front deck.	Under review. WU	Disapproved on 11/27/18 by co.			

#	Applicant/ Property Owner	Project Address		Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
11	Mathias	2515 & 2525	Greenwood	2/16/18	B-31888	New SFR with ADU	Conditionally approved 2/27/18. Need COA attached to plan set	Ca Code Check - Disapproved by Scott Martini with CCC (see memo) received on 9/26/18. mf	PN- Disapproved per memo dated 3/5/18		jg
12	Scott	2940	Hemlock	8/28/18	B18-0006	New Single Family Residence	Disapproved 9/18/18	Disapproved on 9/28/18.			jg
13	Gelman	2784	Indigo Circle	5/15/18	B - 32002	New SFR 2110 sq. ft., 663 sq. ft. garage, 275 sq. ft. patio	Approved 6/6/18	BLDG - conditional Approval by hb on 10-30-18 (see			jg
14	Gelman	2784	Indigo Circle	5/21/18	B -32010	design and install overhead fire sprinklers		Fire-Conditional Approval by mv on 6-4-18. mf			
15	Linker	594 D	Kings	7/3/18	B-32081	New SFR 3000 Sq. Ft. home and 1000 Sq. Ft. garage.	Disapproved 8-2-18. Resubmitted 9-27-18. Disapproved 10-11-18. Resubmitted 11-19-18, Planning disapproved 12-10-18	BLDG - Disapproved by co on 11-26-18. (see memo)	PN-Disapproved 8/2/2018		nh
16	Vogal	948	Marina	9/5/18	B18-0014	Addition	Correction letter sent 10/15.	Disapproved on 10-4-18.			jg
17	Henderson	958	Marina	10/18/17	B-31732	Replace interior finish, repair & reinforce exiisting structure & replace electrical mechan.& plumbing systems on 2ndary unit	Under review Disapproved by rr on 11-1-17. Project requires planning entitlements.	BLDG - Conditional approval by hb on 8-14-18. see rdlines.	Approved by jb on 10-23-17.		
18	Sonic	1840	Main	10/17/17	B-31730	Sonic Drive-in Restaurant, 1395 sf building, 1020 sf covered patio, 2646 sf covered parking	Corrections sent 12-8-17. Resubmitted 3-2-18. Application incomplete and corrections sent 4-5-18. Resubmittal recevied and unaddressed corrections sent back 7-19-18. Project required to underground utilities. Utility plan and coordination with public utilities in process. cj.	BLDG - Disapproved by California Code Check (contract building inspection services (see memo) on 7-23-18. PB	Disapproved by jb on 11-21-17.	1-2-18 - Emailed BLDG (code ck) comments to architect. PB	
19	Kaishar	2460	Main	8/2/18	B32117	Comm. Alteration Remove Wall and expand lobby.		BLDG - Disapproved by hb on 9-20-18 (see memo) mf			
20	Crowfoot	416	Napa	3/1/17	B-31417	Convert downstairs closet into kitchen to create secondary dwelling unit (CP0-531)	Approved by rr on 7-31-17.	BLDG-Approved by cdl on 3-29-17. PZ App EXP 8/28/17	PN- Disapproved per memo dated 3/29/17		
21	French	2460	Nutmeg	11/16/18	B18-0079	Addendum		BLDG - Approved 11/19/18			
22	French	2460	Nutmeg	11/19/18	B18-0082	Addendum		BLDG - Approved 11/19/18			
23	Jerkovich	2584	Nutmeg	9/19/18	B-32147	Retaining Wall - 25' long, staggard heights on slopes.		BLDG - Conditional Approval by hb on 9-20-18 (see memo).mf			
24	Stradford	401	Oahu	11/15/18	B18-0077	Alteration SFR		BLDG- Approved 11-19-18			

#	Applicant/ Property Owner	Project Address		Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
25	Lewis	290	Piney Ln.	9/26/18	B32-151	Addendum - Adding stucco finish in lieu of ledgestone		BLDG- Approved by hb on 9-26-18. mf			
26	Colmer	561	Quinn	11/16/18	B18-0078	New SFR					
27	Kazarian	690	Sequoia	10/29/18	B18-0061	SFR Alteration		BLDG - Approved 10-30-18.			
28	Brisson	341	Sicily	9/12/17	B-31670	Single Family Alteration	Conditional approval 9-27-17. RR	Disapproved by cdl on 9-21-17.EXP 3-11-	N/A	Emailed comments on 9/28/17	
29	Stollmeyer	300 & 302	Tahiti	10/31/18	B18-0063	Demo and Reconstruction		BLDG - Disapproved 11/19/18			
30	Stollmeyer	310 & 312	Tahiti	10/31/18	B18-0064	New SFR		BLDG - Disapproved 11/19/18			
31	Stollmeyer	302	Tahiti	11/5/18	B18-0066	New ADU		BLDG - Disapproved on 11/19/18			
32	Stollmeyer	312	Tahiti	11/5/18	B18-0067	New ADU		BLDG- Disapproved on 11/19/18			
33	Birtcher	375	Tulare	6/22/18	B -32067	Add 450 sf conditioned space, complete 1488 sf existing w/insulation, drywall.		BLDG- Cond. Apprvl by hb 0n 9-5-18 (see rdlines) mf	PN - Approved 7/19/2018		
34	Foster	1169	West	7/3/18	B32080	New SFR	On hold until applicant returns signed acceptance of conditions.	Disapproved by Ca. Code Ck. On 10/31/18 (see memo). Mf			nh
Planning Projects & Permits with Final Action:											
1	Huber	2783 Coral Ave		2/24/17	UP0-470, S00-127	**Proposed 6 lot residential subdivision (Tentative Tract Map and CUP application). Property located at corner of San Jacinto & Coral Ave.**	Under Initial Review. Resubmitted 11-2017. RFP released for preparation of environmental (IS/MND). MND update in process. Draft initial study provided for staff review 3/16/18. Comments provided to consultant 4-6-18 to draft public review draft document. Draft Initial Study out for public review 5/11/18 to 6/11/18. Reviewing MND public comment. Approved by PC on 8-7-18. Appealed to City Council to be heard on 9/25/18. City Council action was to continue appeal hearing to the 11/13/18 Council meeting. City Council denied appeal. Final decision by PC on August 7, 2018 stands. CCC determined the project needs an amendment to the 1992 CDP and is processing directly.		PN- Not Approved per memo dated 3/16/17		nh

AGENDA NO: B-1

MEETING DATE: December 18, 2018

Staff Report

TO: **Planning Commissioners** **DATE: December 10, 2018**

FROM: **Nancy Hubbard, Contract Planner**

SUBJECT: **11 State Park Road; Applicant: California State Parks; Conditional Use Permit (#CUP 18-04) and Coastal Development Permit (#CDP-18-004)** Request to allow placement of a new 1200 square foot modular office building, with accessible parking space and 10 standard parking spaces located at 11 State Park Road, with a OA2/PD Zoning designation and which is partially within the Coastal Commission Appeal Jurisdiction.

RECOMMENDATION:

CONDITIONALLY APPROVE THE PROJECT by approving Planning Commission **Resolution 38-18** that includes Findings and Conditions of Approval for the above noted project, as depicted on site development plans provided October 13, 2018.

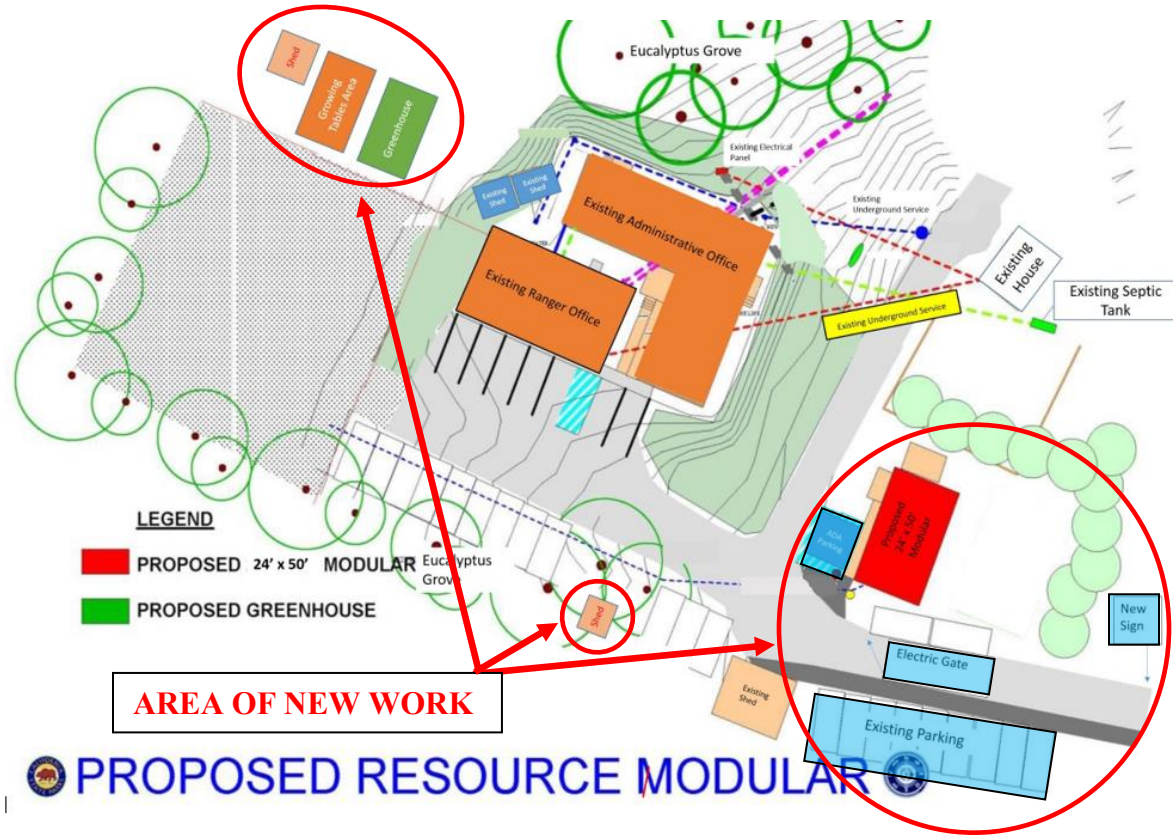
LEGAL DESCRIPTION/APN:

066-381-003

Prepared By: NTH Department Review: SG

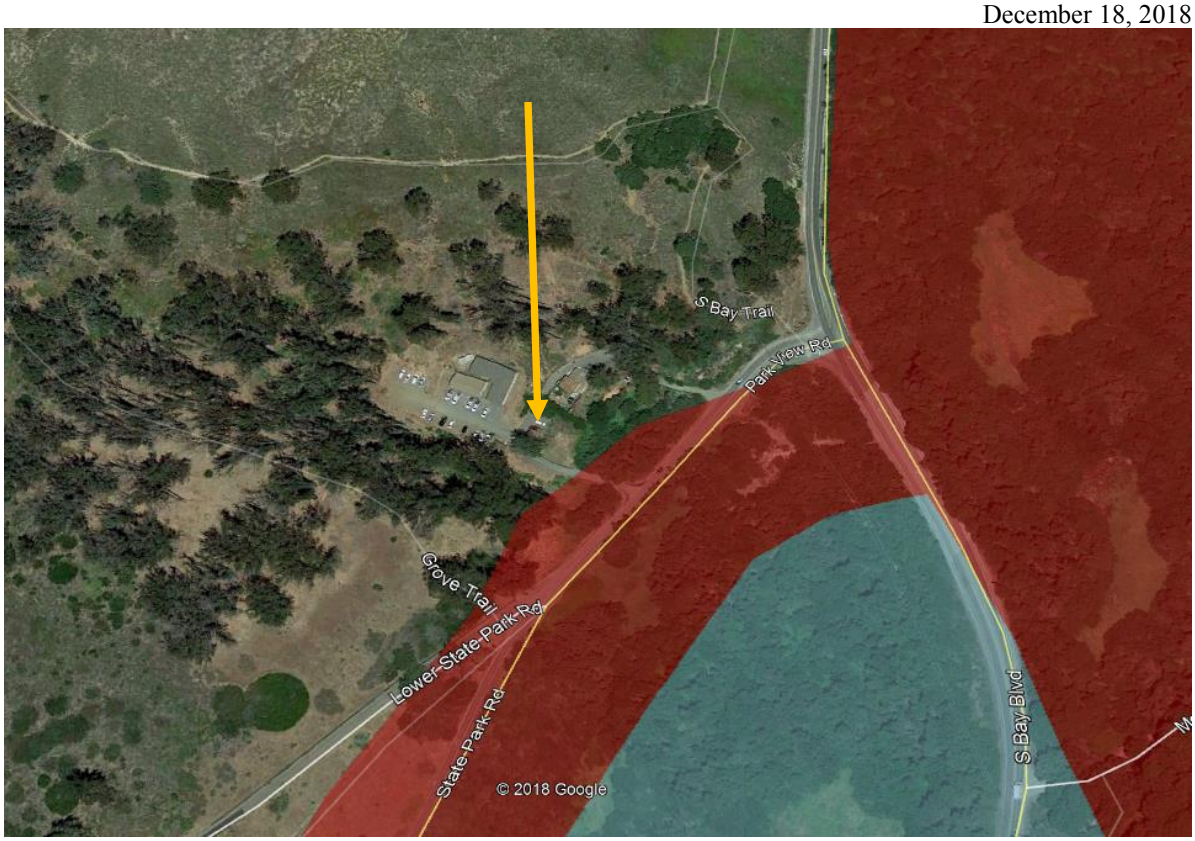
PROJECT DESCRIPTION:

The Applicant is requesting Conditional Use Permit and Coastal Development Permit approval to add a 24x50 modular office building onto an existing level area previously used for a mobile home utilized for State Park employee housing. The exterior of the new modular office will match the other State Park office buildings in this area. The site related improvements will include installation of two new sheds, relocation of an existing greenhouse and planting tables, a new entry gate, directional signage, standard parking spaces and an accessible parking space with accessible access ramp into the new modular office building. The new office building will house the State Park Staff. The proposed addition is designed to comply with the Morro Bay Municipal Code development standards.



PROJECT ZONING:

The project, located within the Morro Bay State Park is designated as Planning Area 8 – State Park in the Local Coastal Plan. The proposed site, 11 State Park Road is west of South Bay Blvd, north of the "Y" intersection of Lower State Park Road and State Park Road. The State Park office area is part of an 870-acre parcel included in the 2700-acre Morro Bay State Park. The site is zoned OA/PD which allows Ranger Stations and related administrative uses. The site is located partially within the Coastal Commission Appeals Jurisdiction.



General Plan, Zoning Ordinance, & Local Coastal Plan Designations	
General Plan/Coastal Plan Land Use Designation	AREA 8 – MORRO BAY STATE PARK
Base Zone District	OA2
Zoning Overlay District	Planned Development (PD)
Special Treatment Area	n/a
Combining District	n/a
Specific Plan Area	n/a
Coastal Zone	Located partially within the Coastal Commission Appeal Jurisdiction

PROJECT ANALYSIS:

Open Area 2 – Zoning Ordinance. The Open Area 2 development standards are all determined through the conditional use permit process. The zone allows for administrative and maintenance facilities.

Conditional Use Permit/Coastal Development Permit/Planned Development Overlay Requirement

The Zoning Ordinance, subsection 17.24.160 (II), requires approval of a conditional use permit for all uses within the Open Area 2 zoning designation. Additionally, subsection 17.58.030.1 requires approval of a Coastal Development Permit for additions or improvements to non-residential structures. The project zoning also includes a Planned Development overlay zoning review. Approval of these permits requires the following findings to be made:

1. Permitted Uses: Any principal or conditional use which is allowed by the primary zoning is a permitted use and is consistent with the Local Coastal Plan.

The proposed scope of work and intended use is principally allowed within the zoning designation and the Land use classification and is in conformance with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

2. Minor improvements to PD overlay zoned properties:

The proposed project adds a new modular office building, replacing a former mobile home with a new modular building, minor changes to parking layout, signage program and site landscaping with little change in the intensity of the use in the area.

PUBLIC NOTICE:

Notice of this item was published in the San Luis Obispo Tribune newspaper on December 7, 2018, and all property owners and occupants of record within 500 feet of the subject site were notified of this evening's public hearing and invited to voice any concerns on this application.

ENVIRONMENTAL DETERMINATION:

Environmental review was performed by the State Department of Parks and Recreation, as lead agency for this project with a determination by State Parks that the project meets the requirements for a Categorical Exemption under CEQA Guidelines Section 15303, 15304 and 15311. The exemption applies to a limited number of new, small facilities or structures, minor alterations in the condition of the land and vegetation accessory to (appurtenant to) existing facilities and are included as "Construction or installation of signs, fencing and gates" and "Construction of unpaved parking areas" in the Department of Parks and Recreation's list of exempt activities in accordance with CCR Section 15300.4. Additionally, none of the Categorical

Exemption exceptions, noted under Section 15300.2, apply to the project.

CONCLUSION:

The project is consistent with the General Plan and Local Coastal Plan and is consistent with the Zoning Ordinance because State Park uses, including administrative facilities is a principally allowed use in the Morro Bay State Park land use designation and the Open Area District Zoning Ordinance allows for maintenance facilities within State Parks (MBMC section 17.24.160).

RECOMMENDATION:

Staff recommends the Planning Commission approve the requested Conditional Use Permit #CUP 18-04 and Coastal Development Permit #CDP 18-004 for the proposed installation of a modular office building, related outdoor improvements including an entrance sign, 2 small storage sheds, an entry gate and related parking improvements to be located at 11 State Park Road, as shown on plans received on October 13, 2018, by adopting Planning Commission **Resolution 38-18** which includes the Findings and Conditions of Approval for the project.

EXHIBITS:

Exhibit A – Planning Commission Resolution 38-18
Exhibit B – Graphics/Plans

RESOLUTION NO. PC 38-18

A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION APPROVING CONDITIONAL USE PERMIT (CUP 18-04) AND COASTAL DEVELOPMENT PERMIT (CDP 18-004) TO ALLOW INSTALLATION OF A MODULAR OFFICE BUILDING AT 11 STATE PARK ROAD

WHEREAS, the Planning Commission of the City of Morro Bay (the "City") conducted a public hearing at the Morro Bay Veterans Memorial Building, 209 Surf, Morro Bay, California, on December 18th, 2018, for consideration of Conditional Use Permit CUP 18-04 and Coastal Development Permit 18-004 for installation of a 1200 square foot modular building, plus parking and minor site improvements in the OA2/PD Zoning District which is partially within the Coastal Commission Appeal Jurisdiction; and

WHEREAS, notice of the public hearing was provided at the time and in the manner required by law; and

WHEREAS, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Morro Bay as follows:

Section 1: Findings. Based upon all the evidence, the Commission makes the following findings:

California Environmental Quality Act (CEQA) Finding

1. Department of Parks and Recreation acted as the lead agency for the CEQA review and concluded that the project is Categorically Exempt under Section 15303, 15304 and 15311. SCH #2017108066, dated 10-3-17.

Conditional Use Permit and Coastal Development Permit Findings

1. The alteration and minor modifications are in conformance with all applicable provisions of the Zoning requirements as detailed above.
2. State Agencies are exempt from requiring local building permits.

Section 2. Action. The Planning Commission does hereby approve Conditional Use Permit CUP 18-04 and Coastal Development Permit CDP 18-004 for property located at 11 State Park Road subject to the following conditions:

STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report dated December 10, 2018, for the project at 11 State Park road (APN:066-381-003) depicted on plans received by the City on October 13, 2018, as part of Conditional Use Permit CUP 18-04 and Coastal Development Permit CDP 18-004 on file with the Community Development 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.

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 Resolution 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. Any extension may be granted by the City's Community Development Director (the "Director"), upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the "MBMC"), General Plan and certified 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 Community Development Director. Any changes to this approved permit determined, by the Director, not to be minor 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, the City, 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 MBMC and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.

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 applicant's failure to comply with conditions of approval. Applicant understands and acknowledges the 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 or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of 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 MBMC and is a misdemeanor.

7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

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 applicant shall be liable for costs associated with the professional investigation.

2. Construction Hours: Pursuant to MBMC subsection 9.28.030.I, Construction or Repairing of Buildings, the erection (including excavating), demolition, alteration or repair of any building or general land grading and contour activity using equipment in such a manner as to be plainly audible at a distance of fifty feet from the building other than between the hours of seven a.m. and seven p.m. on weekdays and eight a.m. and seven p.m. on weekends except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the Community Development Department, which permit may be granted for a period not to exceed three

days or less while the emergency continues and which permit may be renewed for a period of three days or less while the emergency continues.

3. Entrance Gate: The entrance gate for the State Park Maintenance area shall provide a Knox box as specified by the Morro Bay Fire Department.

4. Accessible Parking: The location of the accessible parking may be modified from the location presented on the plans, but must be relocated to a location that meets all ADA requirement related to location, access and barrier removal.

FIRE CONDITIONS

1. Fire Safety during Construction and Demolition shall be in accordance with 2016 California Fire Code, Chapter 33. This chapter prescribes minimum safeguards for construction, alteration and demolition operations to provide reasonable safety to life and property from fire during such operations.

2. Automatic fire sprinklers. An automatic fire sprinkler system, in accordance with NFPA 13-D, California Fire Code (Section 903) and Morro Bay Municipal Code (Section 14.08.090). Applicant shall submit sprinkler plans to Morro Bay Community Development Department for review.

3. Fire Extinguisher. A minimum of one 2A-10-BC extinguisher shall be provided for each floor area, so that travel distance does not exceed 75 feet. Extinguishers shall be serviced annually and shall have a current service tag attached (CCR, Title 19, Section 3.29)

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on this 18th day of December 2018 on the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Chairperson Gerald Luhr

ATTEST

_____
Scot Graham, Community Development Director

The foregoing resolution was passed and adopted this 18th day of December 2018.

EXHIBIT B

Shed
Growing Tables Area
Greenhouse
Eucalyptus Grove
Existing Electrical Panel
Existing Shed
Existing Shed
Existing Administrative Office
Existing Ranger Office
Existing Underground Service
Existing House
Existing Septic Tank
Existing Underground Service
ADA Parking
Proposed 24' x 50' Modular
New Sign
Electric Gate
Existing Shed
Existing Parking
Shed
Eucalyptus Grove

LEGEND

PROPOSED 24' x 50' MODULAR

PROPOSED GREENHOUSE

PROPOSED RESOURCE MODULAR

AGENDA NO: B-2

MEETING DATE: December 18, 2018

Staff Report

TO: **Planning Commissioners** **DATE: December 11, 2018**

FROM: **Cindy Jacinth, Senior Planner**

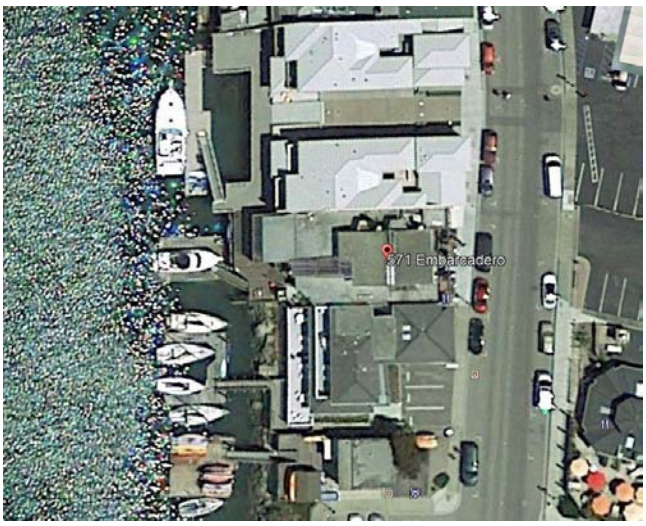
SUBJECT: **571 Embarcadero:** Conditional Use Permit Amendment(#A00-058/UP0-260) for conversion of 839sf existing 2nd floor office space to two vacation rental units . Project also includes public access improvements, replacement of existing gangway, and related building façade improvements..

RECOMMENDATION:

FORWARD A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO CONDITIONALLY APPROVE THE PROJECT by adopting a motion including the following action(s):

Adopt Planning Commission Resolution 39-18 which includes the Findings and Conditions of Approval for the project depicted on site development plans received December 3, 2018 (Exhibit F).

APPLICANT/AGENT: Rick Gambril, Applicant / Cathy Novak Consulting, Agent



LEGAL DESCRIPTION/APN: City lease sites 65-66 and 65-66W / 066-137-001

PROJECT SUMMARY: The Applicant is seeking a Conditional Use Permit Amendment for 571 Embarcadero Road to allow for the conversion of 839sf of existing second floor office space to two vacation rental units and also converting a portion of the first floor roof to deck area for the two vacation rentals for a total of 1004sf of deck area. The request also includes proposed improvements to coastal public access including a

Prepared By:___CJ_____ Department Review: _____

Harborwalk extension of 26sf of bayside lateral access increasing the width from existing 8.5 feet to 10feet; replacement of the existing gangway, and approval for a master sign program allowing 77sf where 67.5sf is allowed. The project also includes a vertical lift with support wall for ADA access to the second floor which will result in a 24 square foot decrease in building area.

PROJECT SETTING:

The location is a City lease site (65/66 and 65W/66W) popularly known as the Salt Building, is occupied with a two-story visitor-serving commercial building which includes first floor retail, and restaurant uses, including various visitor-serving businesses such as Beach Burger, Captain Stew's Boat Cruise, an ice cream and candy shop, as well as second floor office space. This location has existing boat slips and gangway as well as Harborwalk bayside lateral access that wraps around an existing approved outdoor dining area currently used by Beach Burger. The Harborwalk connects to the north with lease site known as Harbor Suites. To the south is Gray's Inn which was approved by City Council on 1-23-2018 (UP0-448) and includes improvements to extend the Harborwalk to connect with the Salt Building site filling the lateral accessway gap that currently existing between the two lease sites.

Adjacent Zoning/Land Use			
North:	Waterfront (WF/PD, S.4) / Visitor-serving commercial; lodging	South:	Waterfront (WF/PD, S.4) visitor-serving commercial and fishing dock
East:	Commercial Visitor-Serving(C-VS, PD/S.4), Commercial	West:	Harbor

Site Characteristics	
Overall Site Area	6,186sf
Existing Use	City land and water lease – Existing use is visitor-serving commercial (retail, office, and dock slips). Proposed project within water lease boundaries is limited to replacement of the gangway and public access improvements.
Terrain	Land portion previously developed.
Vegetation/Wildlife	No eelgrass present within work area.
Access	Embarcadero
Archaeological Resources	No known resources.

General Plan, Zoning Ordinance & Local Coastal Plan Designations	
General Plan/Coastal Plan Land Use Designation	Visitor-serving commercial uses
Base Zone District	WF, Waterfront Zoning district
Coastal Land Use Plan	Planning Area 6 - Bayfront
Zoning Overlay District	PD, Planned Development overlay (required to also obtain City Council approval of Concept Plan
Special Treatment Area	S.4
Combining District/Spec. Plan	N/A
Coastal Zone	Coastal Commission original jurisdiction. Applicant required to obtain Coastal Development permit from Coastal Commission prior to issuance of any building permit.
Development Standards – no exceptions requested	
Setbacks	No changes proposed. Building footprint existing
Height	Existing height 22' – no increase in height proposed
Roof Area Requirement: 80%> 4:12Pitch	94.5% of Roof Area (1200sf) at 4:12 pitch
Lot Coverage	Increase from 70.2% to 70.6%
Parking Requirements (MBMC 17.44):	Proposed project does not trigger additional parking requirements. Office space is 1 parking space per 300sf for a total of 3 spaces. Parking for 2 rental units is 3 spaces. Project compliant with parking standards.
View Corridor Requirement	Building's view corridor (6' 6") built as is predates the Waterfront Master Plan. View corridor would not be considered consistent with WMP if project were new construction. Existing view corridor is not proposed to change.

PROJECT BACKGROUND:

The Salt Building located at this lease site was built in the 1980's. In 2010, the City approved conditional use permit #UP0-260 which approved a remodel of the Salt Building including addition of public lateral access, relocation of dining deck, and repair/expansion of an existing boat dock.

The Planning Commission reviewed the combined concept/precise project on May 17,

2010 and approved the project as Concept Plan only, due to insufficient details to find for approvals as Precise Plan. The former master leaseholder of the lease site appealed the PC decision, and on June 14, 2010, the City Council overturned the PC's Concept Plan approval and approved UP0-260 as a Concept/Precise Plan approval. Coastal Commission approved the coastal development permit 3-10-036 on June 16, 2011. The permit history of this lease site is shown in the table below. No information relating to the original 1980's construction was found in City records. A review of past permits showed no previous conditions of approval that would conflict with the proposed project.

Year	Permit Number	Description
2010	UP0-260	Commercial remodel, bayside improvement, 40sf addition for patio relocation, and ADA improvements
1993	SE02-93	Sign Exception permit to approve existing sign area which exceeds code allowance including pole sign at 15' height.

PROJECT DESCRIPTION DETAILS:

Second Floor Conversion:

The Applicant has provided a detailed project description (Exhibit B) which explains the project. Project plans show the proposed conversion of the second floor office space to short-term vacation rental units. No additional second floor square footage is proposed. Plan sheet A3.1 depicts the two units: Unit A at 507 sf with a 413sf deck; and Unit B at 332sf with a 591 sf deck for rental guests. New 42 inch high deck railing is proposed to match existing stair railings and this is also evident in the elevations on plan sheet A4.0, A4.1 and visible in the simulations provided on plan sheets A6.1 and 6.3.

On plan sheet A.3.1 a new accessible vertical chair lift is shown which is proposed to provide accessibility to the second floor. Specifications on the vertical lift are included as Exhibit C. The materials for the proposed support wall will match the existing building as shown in the visual simulation on plan sheet A6.3. Proposed elevation pages are located on plan sheets A4.0 and 4.1 and include the exterior building changes.

Gangway Replacement:

Included in the project description is removal and replacement of the existing gangway as denoted on Plan sheet A3.0. The existing 4' x 20' gangway provides an offset angled access point to the floating dock slips. The City's 2010 approval of UP0-260 included realigning the gangway to parallel the boat slips. However, the work for the

gangway was not done. (Exhibit E). The gangway relocation is intended to accommodate the widening of the 10 foot Harborwalk from 8.5 feet to 10 feet.

To ensure minimal disruption of public access, staff has added Planning condition 6, limiting public access closure to 45 days, subject to extension by the Community Development Director if deemed appropriate/necessary.

Public Access Improvements/ Harborwalk:

The Applicant is proposing improvement to the Harborwalk bayside lateral access which currently wraps around the outdoor dining deck as it extends north to Harbor View Suites Building and south to the Gray's Inn lease.

In order to improve the circulation flow of the Harborwalk, the Applicant proposes an addition of 26sf, in the area of the public dining deck, to widen the public accessway to the minimum 10 feet where currently only 5 feet is provided. This is shown on plan sheet A3.0 (Exhibit F). In addition, the outdoor dining deck will be reduced in size to accommodate widening of the Harborwalk and a condition of approval has been added to ensure the dining deck is available to the public with no purchase necessary consistent with other Embarcadero projects (Planning conditions 12 and 13)..

Due to the elevation difference between the existing Harborwalk and main level finish floor of the Salt Building, connection between the Harborwalk and Embarcadero sidewalk is by means of stairs or an ADA accessible lift. The Gray's Inn project which includes extension of the Harborwalk will provide a connection point between the two lease sites in the area adjacent to the existing ADA lift as shown on plan sheet A3.0 (Exhibit F).

A coastal public access signage plan is shown on Plan sheet A5.0. This includes upgrading the existing coastal access signs to be consistent with other Harborwalk coastal access signs. An interpretive sign is also present on site and was previously installed with the approval of UP0-260.

Visual Simulations

The Applicant has submitted visual simulation from two viewpoints both north and south as well as simulations from the bayside. (Exhibit F, plan sheets A6.0-A6.3). This exhibit also depicts the proposed exterior finishes for the public access improvements to match existing (color and materials on plan sheet CB1.0). Elevations on the project plans (Exhibit F) show the proposed deck railing visible from the street primarily along the southeast elevation. The bayside elevations (plan sheet A4.1) show the new deck railing, ADA lift & and support wall proposed with finishes to match existing railings.

Color and Materials/ Lighting Detail

Project plans show the proposed color and materials on plan sheets CB1.0. The project proposes to retain the existing building character and characteristic brown color scheme. The proposed deck railings will be an extension of the existing deck railing. The Harborwalk railing is also proposed to match the existing wood railing.

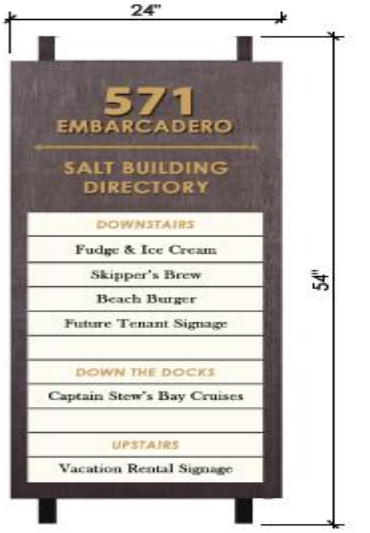
A lighting plan has been provided on plan sheets A7.0 and A7.1. The type of lights are also proposed to match with the existing lighting shown as a collection of wall mounted, pendant light, and recessed can lighting. A condition of approval has been added to ensure that the wall mounted lights are cut-off style, and downward facing to avoid light spillage and glare directed towards the bay. (Planning condition 13).

Sign Program

The Applicant has included a request for a master sign program with the CUP amendment as allowed under the City's sign ordinance (MBMC 17.68.110.C). The project is requesting approval for a total of 76sf of signage where 67.5sf of signage is

allowed. A site plan showing sign locations and sign copy is shown on plan sheets A5.0-A5.4. The table included on plan sheet 5.4 calculates both public access signs and tenant signs. Included within the sign program request is a proposed directory sign to be located on the street side elevation mounted on the brick entry column as also depicted in the image below. In 1993, the City approved sign exception permit #02-93 which permitted the existing signs and the pole sign at a maximum height of 15 feet. In the intervening years, the City has received a number of complaints regarding the overabundance of signs which has led to an overall cluttered appearance. Although the sign program request exceeds the code-allowed maximum signage, the Applicant's proposal greatly improves the aesthetics of the signs and indirectly improves the building appearance by not having the distraction of excessive signs.

In addition to the directory sign and the pole sign, the Applicant proposes to remove many of the window signs and hanging signs (plan sheet A5.1), and replace them with projecting signs for each of the tenant spaces within the view corridor. Signs proposed to remain such as the whimsical ice cream cone sign and the red fudge and ice cream window sign are shown on plan sheet A5.2. As proposed, the project is consistent with the Downtown Waterfront Strategic Plan's commercial design guidelines for signage which encourages projecting signs oriented toward pedestrians and bicyclists.



PROPOSED DIRECTORY SIGN
SIGN DIMENSIONS: 24"X54" (9 SF)
TO BE MOUNTED FLAT TO EXISTING BRICK COLUMN
WOOD TO MATCH EXISTING PANELS ON BUILDING

DIRECTORY WALL SIGN

ENVIRONMENTAL:

Previous eelgrass studies done in this area show no presence of sensitive eelgrass

habitat. The most recent eelgrass survey was done on October 11, 2018 for the Gray's Inn lease site which included as part of its search boundary the floating dock located on the Salt Building lease site. The project based on size meets the requirement for a categorical exemption under CEQA, Section 15301, Class 1e and 1g for minor alterations to existing structures and changes to sign copy; and Class 3c for conversion of commercial structures from one use to another where the commercial remodel of this project converting 2nd floor office space, public access improvements, and sign program approval would qualify for an exemption with implementation of best management practices as conditioned by Planning conditions 7-9. To ensure there are no future impacts to eelgrass, a condition of approval has been added to require an updated eelgrass survey prior to construction of the gangway replacement per the California Eelgrass Mitigation Policy (CEMP) (Planning condition 10).

REGULATIONS:

The lease site is zoned WF/PD/S.4 as a waterfront zone and land use designation. The Planned Development (PD) zone is an overlay zone which applies special standards to primary zoning districts. The S.4 is a special treatment overlay zone which requires any project to undergo architectural review.

Planned Development Overlay

The proposed project is located in a Planned Development overlay district. Section 17.40.030 of the Municipal Code requires both a Concept and Precise plan for projects on publicly owned land. Typically, the Planned Development overlay requires that a Concept Plan approval by Planning Commission and City Council be obtained first, followed by a Precise Plan approval. Precise plan approvals are Planning Commission public hearings typically held after receipt of a coastal development permit issued by the Coastal Commission or within 1 year of Concept Plan approval.

The Applicant has requested a Precise Plan amendment approval due to the small scale of the proposed project, however staff has brought this project forward for Planning Commission to recommend favorable approval to the City Council as a combined Concept/Precise approval due to the history of the 2010 CUP approval whereby Planning Commission only approved the CUP as Concept Plan, and it was City Council that on appeal approved the project as Precise Plan. Should the Planning Commission move to approve the project by forwarding a favorable recommendation to the City Council , there would be no further Planning Commission public hearings on the CUP request, barring any major changes to the project design by the coastal development permit process.

Upon City Council approval, the applicant would be required to apply to the Coastal Commission (CCC) for a Coastal Development Permit (CDP). Once they receive

entitlements from the CCC, the Applicant would then apply for a building permit approval with staff responsible for compliance review of all City conditions of approval. This includes coordination with CCC staff on related CDP conditions.

Waterfront Master Plan

The proposal is within the Waterfront Master Plan and is within Planning Area 3: Embarcadero Visitor Area. This area encompasses the Embarcadero from Beach Street to South Street between the bluff and the waterfront. This portion of the Embarcadero contains the majority of the shopping and eating establishments as well as the most intense mix of pedestrian and vehicle activity. The Waterfront Master Plan includes guidance for development of Area 3, including, in part, lateral access along the bay front of commercial buildings that connect to lateral access components of adjacent buildings, view corridors, and sidewalk improvements. The proposed project addresses each of these components by improving the existing harborwalk from 8.5 feet to 10 feet, updating the coastal access signage to be consistent with other recently approved lease site CUPs, removes obstructions from the view corridor (Exhibit D), improves overall commercial signage aesthetics through the sign program proposed, and provides for overnight accommodations utilizing the existing footprint of the underutilized office space currently located on the second floor.

PUBLIC NOTICE:

Notice of a public hearing on this item was posted at the site and published in the Tribune newspaper on December 8, 2018, and mailed directly to all property owners and occupants of record within 500 feet of the subject site. The notices invited the public to attend the hearing and express any concerns they may have regarding the proposed project.

CONCLUSION:

The proposed project would remodel an existing waterfront 2-story commercial building with underutilized second floor office space and provide for overnight accommodations. The project proposes improvements to the Harborwalk by extending 26 sf, reducing the size of the outdoor dining deck, and relocating the gangway to accommodate the full 10 feet of bayside lateral access across the entire lease site width and as it curves around the outdoor dining deck. No height increase is proposed and the architecture as shown in the color and materials board matches existing materials and elevations. The Waterfront Master Plan encourages outdoor dining and Applicant proposes to retain the existing windscreen for the dining deck with updated sign noting for public access and no purchase necessary. The sign program as proposed addresses previous City complaints regarding excessive, cluttered signage and streamlines the architectural appearance of the building. Furthermore, the project is consistent with the Downtown Waterfront Strategic Plan for outdoor dining, exterior lighting, and a sign program which

encourages projecting signs oriented towards pedestrians and bicyclists.

The project as proposed provides for enhanced public access which meets City goals in the Waterfront Master Plan and with approval of a master sign program will add to the ambiance of the waterfront area. It is consistent with the City's General Plan and Local Coastal Program (LCP). With the incorporation of recommended conditions, staff recommends that Planning Commission forward a favorable recommendation of this combined Concept Plan/Precise Plan to City Council for approval.

EXHIBITS:

Exhibit A – Planning Commission Resolution 39-18
Exhibit B – Applicant's Project Description dated October 2018
Exhibit C – Bruno Vertical Lift specifications
Exhibit D – View Corridor Perspective
Exhibit E – Gangway Exhibit, Existing vs Proposed, December 2018
Exhibit F – Plans/ Reductions received November 29, 2018

RESOLUTION NO. PC 39-18

A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION FORWARDING A FAVORABLE RECOMMENDATION TO THE MORRO BAY CITY COUNCIL FOR CONCEPT AND PRECISE PLAN APPROVAL OF CONDITIONAL USE PERMIT AMENDMENT (A00-058/UP0-260) FOR CONVERSION OF 839 SF OF EXISTING SECOND FLOOR OFFICE SPACE TO TWO VACATION RENTAL UNITS, PUBLIC ACCESS IMPROVEMENTS BY WIDENING THE HARBORWALK FROM 8.5 FEET TO 10FEET , REMOVAL AND REPLACEMENT OF THE EXISTING GANGWAY, APPROVAL FOR A MASTER SIGN PROGRAM ALLOWING 77 SF WHERE 67.5 SF IS ALLOWED, AND RELATED BUILDING FAÇADE IMPROVEMENTS AT 571 EMBARCADERO, SALT BUILDING

WHEREAS, the Planning Commission of the City of Morro Bay conducted a public hearing at the Morro Bay Veteran's Hall, 209 Surf Street, Morro Bay, California, on December 18, 2018, for the purpose of considering approval of Conditional Use Permit Amendment #A00-058/#UP0-260; and

WHEREAS, notices of said public hearing were made at the time and in the manner required by law; and

WHEREAS, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Morro Bay as follows:

Section 1: Findings. Based upon all the evidence, the Commission makes the following findings:

California Environmental Quality Act (CEQA)

A. That for purposes of the California Environmental Quality Act, Case No. A00-058/UP0-260 is exempt under Section 15301 and 15303, Class 1e and 1g for minor alterations to existing structures and changes to sign copy; and Class 3c for conversion of commercial structures from one use to another where the commercial remodel of this project converting 2nd floor office space, public access improvements, and sign program approval would qualify for an exemption with implementation of best management practices as conditioned by Planning conditions 7-9. To ensure there are no future impacts to eelgrass, a condition of approval has been added to require an updated eelgrass survey prior to construction of the gangway replacement per the California Eelgrass Mitigation Policy (CEMP) (Planning condition 10).

Conditional Use Permit Findings

A. The project will not be detrimental to the health, safety, morals,comfort and general welfare of the persons residing or working in the neighborhood in that the conversion of existing second floor office space to two vacation rental units, improvements to public access, gangway replacement, and building façade improvement at 571 Embarcadero are permitted uses within the zoning district and said structures comply with all applicable project conditions and City regulations and is consistent with the City's Local Coastal Program.

B. The project will not be injurious or detrimental to property and improvements in the neighborhood and the general welfare of the City in that the proposed widening of the Harborwalk from 8.5 feet to 10 feet and updated public coastal access signage as well as removal of obstructions within the view corridor, will provide greater public coastal access to a visitor-serving commercial use and is consistent with the character of the existing development.

Waterfront Master Plan Findings

A. The proposed project makes a positive contribution to the visual and public accessibilty to the bay while increasing and maintaining commercial fishing industry:

   a. The proposed project provides the amenities identified in the WF Plan, facilitates pedestrian visual and physical access to the waterfront, in that the Harborwalk bayside lateral access is improved to increase from 8.5 feet to 10 feet in width to allow for easier pedestrian access, enjoyment and better bay views by opening up vertical access to improve view corridor from the street..

   b. The proposed project makes a positive contribution to the working fishing village character and quality of the Embarcadero area in that the new project replaces the gangway leading to the existing boat slips in the bay for recreational or commercial boat rental and also with the removal of visual obstructions within the view corridor will maintain and enhance views of the bay.

   c. The design recognizes the pedestrian orientation of the Embarcadero and provides an interesting and enhanced pedestrian experience in that the project will provide improved lateral public access to the water and docks while assisting in the Harborwalk plan to continue public access along the waterfront as well as create improved view corridor through the vertical access leading to the bayside lateral access. In addition the project recognizes the pedestrian orientation by approving a sign program which includes a directory sign accessible by pedestrians to inform tye types of businesses present. The project is consistent with the character of the existing development.

d. The project gives its occupants and the public some variety in materials and/or application in that the harborwalk lateral access will be of wood material consistent with the character of the building and coastal access signage will be updated to be consisten with other Embarcadero projects in order to have consistent public access signage in order to promote public awareness of coastal bayside access.

e. The project contains the elements of harmony, continuity, proportion, simplicity, and balance, and its appearance matches its function and the uses proposed in that the improved harborwalk public lateral access will be accessible to the public and that is consistent with the character of the existing development.

f. The proposed project does not diminish, either directly or by cummulative impact of several similar projects, the use, enjoyment, or attractiveness of adjacent buildings and provides a visual and pedestrian transition connection point to its immediate neighbor to the south and will be enhanced by opening up the vertical access along the center of the buldinng..

Architectural Consideration

A. As required by Ordinance Section 17.48.200 the Planning Commission finds that the architectural treatment and general appearance of all proposed structures and open areas are in keeping with the character of the surrounding areas, are compatible with any design themes adopted by the city, and are not detrimental to the orderly and harmonious development;of the city or to the desirability of investment of occupation in the area.

Precise Plan Finding

A. As required by Ordinance Section 17.40.030.G, the Planning Commission finds that the project is developed sufficiently to approve the project as a combined concept/precise plan approval of the conditional use permit.

Downtown Waterfront Specific Plan (DWSP) Finding

A. The project is consistent with the Waterfront Design Guidelines for the DWSP in that the proposed project includes outdoor dining, exterior lighting, and a sign program which includes centrally located directory signage and projecting signs oriented toward pedestrians and bicyclists which are encouraged. The project also includes project exterior light consistent with the architectural style of the building as well as outdoor dining deck adjacent to proposed 10 foot wide Harborwalk bayside lateral access.

Section 2. Action. The Planning Commission does hereby forward a favorable recommendation to the City Council to approve Conditional Use Permit #A00-058/UP0-260 as a combined Concept/Precise Plan approval subject to the following conditions:

STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report dated December 14, 2018 and second staff report dated December 11, 2018, for the project at 571 Embarcadero depicted on plans received December 3, 2018, on file with the Community Development 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 Planning Commission approved plans submitted for A00-058/UP0-260, unless otherwise specified herein.

2. Inaugurate Within Two Years: Unless the construction or operation of the structure, facility, or use is commenced not later than two (2) years after the effective date of this Resolution 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. Any extension may be granted by the City's Community Development Director (the "Director"), upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the "MBMC"), General Plan and certified 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 Community Development Director. Any changes to this approved permit determined, by the Director, not to be minor 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, the City, 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 MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.

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 the

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 or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of 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 MBMC and is a misdemeanor.

7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

Building Conditions:

A. THE FOLLOWING CONDITIONS AND SELECTED CODE REQUIREMENTS SHALL BE MET PRIOR TO ISSUANCE OF A BUILDING PERMIT.

BUILDING DIVISION:

1. The Title sheet of the plans shall include:

   a. Street address, lot, block, track and Assessor Parcel Number.
   b. Description of use.
   c. Type of construction.
   d. Height of the building.
   e. Floor area of the building(s).
   f. Vicinity map.

   All construction will conform to the 2016 California Building Code (CBC), 2016 California Fire Code (IFC), 2016 California Mechanical Code (CMC), 2016 California Plumbing Code (CPC), 2016 California Electrical Code (CEC), 2016 California Energy Code, 2016 Green Building Code, 2016 California Residential Code and Accessibility Standards where applicable and all City codes as they apply to this project.

   (Code adoption dates are subject to change. The code adoption year is established by application date of plans submitted to the Building Division for plan review.)

2. Building permit plans shall be submitted by a California licensed architect or engineer when required by the Business & Professions Code, except when otherwise approved by the Chief Building Official.

3. The owner shall designate on the building permit application a registered design professional who shall act as the Registered Design Professional in Responsible Charge. The Registered Design Professional in Responsible Charge shall be responsible for reviewing and coordinating submittal documents prepared by others including phased and staggered submittal items, for compatibility with design of the building.

4. The owner shall comply with the City's Structural Observation Program. The owner shall employ the engineer or architect responsible for the structural design, or another engineer or architect designated by the engineer of record or architect responsible for the structural design, to perform structural observation as appropriate. Observed deficiencies shall be reported in writing to the owner's representative, special inspector, contractor and the building official. The structural observer shall submit to the building official a written statement that the site visits have been made and identify any reported deficiencies that, to the best of the structural observer's knowledge, have not been resolved.

5. The owner shall comply with the City's Special Inspection Program. Special inspections may be required by Section 1704 of the California Building Code. All Special Inspectors shall first be approved by the Building Official to work in the jurisdiction. All field reports shall be provided to the City Building Inspector when requested at specified increments in order for the construction to proceed. All final reports from Special Inspectors shall be provided to the Building Official when they are complete and prior to final inspection.

6. Deferred submittals are not allowed, unless otherwise permitted by the Building Official, i.e. fire sprinkler plans and calculations, and truss calculations.

7. Fire sprinklers shall be required in the hotel units.

8. Identify how ADA access is provided to the upper floor units.

B. CONDITIONS TO BE MET DURING CONSTRUCTION:

BUILDING DIVISION:

1. SITE MAINTENANCE. During construction, the site shall be maintained so as to not infringe on neighboring property, such as debris and dust.

2. A licensed surveyor or engineer shall verify pad elevations, and setbacks, prior to foundation inspection when determined necessary by the planning division.

3. ARCHAEOLOGICAL MATERIALS. In the event unforeseen archaeological resources are unearthed during any construction activities, all grading and or excavation shall cease in the immediate area and the find left untouched. The Building Division shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, Native American, or paleontologist, whichever is appropriate. The qualified professional shall evaluate the find and make reservations related to the preservation or disposition of artifacts in accordance with applicable laws and ordinances**.** If discovered archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the Building Official shall notify to county coroner. If human remains are found to be of ancient age and of archaeological and spiritual significance, the Building Official shall notify the Native American Heritage Commission. The developer shall be liable for costs associated with the professional investigation.

C. CONDITIONS TO BE MET PRIOR TO FINAL INSPECTION AND ISSUANCE OF CERTIFICATE OF OCCUPANCY:

BUILDING DIVISION:

1. Prior to building division final approval all required inspections from the other various departments must have been completed and verified by a city inspector. All required final inspection approvals must be obtained from the various departments and documented on the permit card.

D. CONDITIONS SUBJECT TO ONGOING COMPLIANCE:

1. COMPLIANCE WITH APPLICABLE LAWS. All applicable requirements of any law or agency of the State, City of Morro Bay and any other governmental entity at the time of construction shall be met. The duty of inquiry as to such requirements shall be upon the applicant.

Fire Conditions:

1. Fire Safety during Construction and Demolition shall be in accordance with 2016 California Fire Code, Chapter 33. This chapter prescribes minimum safeguards for construction, alteration and demolition operations to provide reasonable safety to life and property from fire during such operations.

2. Automatic fire sprinklers for the entire building. An automatic fire sprinkler system, in accordance with NFPA 13, California Fire Code (Section 903) and Morro Bay Municipal Code (Section 14.08.090). Applicant shall submit 3 sets of sprinkler plans to Morro Bay Community Development Department for review.

3. Every sleeping room below the fourth story shall have at least one operable window or door approved for emergency escape or rescue that shall open directly into a public street and shall be operable from inside to provide a full, clear opening without tools (CBC 310.4). Exception 2 may apply when fully sprinklered in accordance with NFPA 13

4. Fire Department access to equipment. Rooms or areas containing controls for Electrical, FAU, Alarm and Fire Sprinkler Systems shall be identified by approved and appropriate signage for Fire Department use. (CFC 1001.8)

5. Fire Extinguishers. A minimum of one 2A-10-BC extinguisher shall be provided for each floor area, so that travel distance does not exceed 75 feet. Extinguishers shall be serviced annually and shall have a current service tag attached. (CCR, Title 19, Sec. 3.29).

Public Works Conditions:

1. Frontage: Show sidewalk and street frontage on plans. Verify current ADA accessibility requirements are in place.

2. Sewer Lateral: Indicate and label new or existing sewer lateral and connection. If an existing lateral is used, perform a video inspection of the lateral and submit to Public Works via flash drive or DVD, prior to building permit issuance. Lateral shall be repaired as necessary and all repairs shall be noted on approved set of plans. A sewer backwater valve and downstream cleanout, extended to grade, shall be installed on the sewer lateral.

3. Sewer Backwater Valve: Indicate and label sewer backwater valve on plan. A sewer backwater valve shall be installed on site to prevent a blockage or maintenance of the municipal sewer main from causing damage to the proposed project (MBMC 14.24.070).

4. Erosion and Sediment Control Plan: For small projects less than one acre and less than 15% slope, provide a standard erosion and sediment control plan. The Plan shall show control measures to provide protection against erosion of adjacent property and prevent sediment or debris from entering the City right of way, adjacent properties, any harbor, waterway, or ecologically sensitive area.

5. Harbor Deck Extension: Show debris barrier and BMP's on construction plans.

6. Utilities: Show all existing and proposed locations of the sewer lateral, water service, and water and sewer mains on the building plans. Include sizes where appropriate. Note the location of all overhead utilities and construction underground service entrances per the CBC.

7. Water Backflow Prevention Device: Verify and label all new or existing water backflow preventers. Devices are required for fire water systems, irrigation systems on a dedicated water meter, systems which may change in character of use (commercial rentals, etc.), gray water systems, or any plumbing system which has cross-connections or the ability to allow water of deteriorated sanitary quality to enter the public water supply. Add note to plan that device is an approved domestic water backflow prevention device.

8. Public Access: Note on plans how the public will be protected/ screened from work areas. Provide temporary physical barriers that will momentarily segregate the public from construction.

9. Encroachment Permits: A sewer encroachment permit shall be required for any repairs or installation of a sewer lateral within the City right-of-way or within a utility easement. When utility connections require pavement cuts a traffic control plan indicating appropriate signing, marking, barricades and flaggers must be submitted with the Encroachment Permit application. If a construction dumpster is placed within the City right-of-way or parking spaces are required for construction an encroachment permit is required.

Add the following Notes to the Plans:

1. Any damage, as a result of construction operations for this project, to City facilities, i.e. curb/berm, street, sewer line, water line, or any public improvements shall be repaired at no cost to the City of Morro Bay.

   No work shall occur within (or use of) the City's Right of Way without an encroachment permit. Encroachment permits are available at the City of Morro Bay Public Works Office located at 955 Shasta Ave. The Encroachment permit shall be issued concurrently with the building permit.

Planning Conditions:

1. A Coastal Development Permit shall be submitted to the Community Development Department prior to issuance of a building permit.

2. Prior to issuance of a building permit, the Applicant shall either acquire all required regulatory permits and authorizations (i.e. U.S. Army Corps of

Engineers, Regional Water Quality Control Board, California Department of Fish and Game), or submit documentation that such permits are not required.

3. Conditions of Approval on Building Plans: Prior to the issuance of a Building Permit, the final Conditions of Approval for both the Conditional Use Permit and the Coastal Development Permit 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.

4. Inspection: The applicant shall comply with all City conditions of approval and conditions imposed by the California Coastal Commission and obtain final inspection clearance from the Planning Division at the necessary time in order to ensure all conditions have been met.

5. Floating dock. The floating dock shall be publicly available for general public pedestrian access and either short-term or long-term use by recreational or commercial boats. Signs discouraging the public from walking on the docks during daylight hours are prohibited. The docks shall be open to the general public during at least daylight hours (i.e. one hour before sunrise to one hour after sunset).

6. The public access closure shall be limited to no more than 45 days. Any extension of public access closure beyond 45 days shall be subject to review and approval by the Community Development Director.

7. A project-specific Oil Spill Response and Recovery Plan that includes specifics on reporting and response procedures, available on-site equipment and contracted services, and responsibilities shall be completed and approved prior to the initiation of construction activities. Specifically, the project shall include the following Best Management Practices (BMPs) and shall be included on building plans submitted for approval:
    a. No refueling of equipment without adequate containment and spill response equipment. The barge shall have only double contained fuel storage below decks, with the spill containment and clean up kits on-site and easily accessible. Spill containment and clean up kits shall include the following:
    b. 150 feet Absorbent Boom 200 square feet Absorbent Tarp (for use during pile driving operations)
    c. Barrel Absorbent Pads
    d. Container Absorbent Granules
    e. Rainwater runoff pollution from equipment stored on deck shall be prevented through ongoing equipment maintenance and appropriate double containment.
    f. The work area shall be contained within a boom to prevent debris from falling into the water.

g. All equipment fueling shall take place on the barge, with containment in-place. No refueling between vessels shall occur.
h. An Absorption Tarp shall be placed underneath any portable equipment while in use.
i. No equipment shall be permitted to enter the water with any petroleum products.
j. All equipment used during pile driving operations shall be in good condition without fuel or oil leakage.
k. Should any equipment begin to leak, that equipment shall be removed immediately from the barge and repaired or replaced.
l. All vessels shall have portable, regularly serviced sanitation equipment. No overboard discharge is permitted.

8. Netting or fencing around and underneath the gangway project site shall be installed to catch and remove debris released during and after construction.

9. To reduce potential turbidity-associated impacts, silt screens should be used when and where they will be effective. The relatively high tidal currents within Morro Bay could reduce the effectiveness of silt screens and should be considered prior to placing of these screens.

10. Eelgrass – Applicant shall be subject to the California Eelgrass Mitigation Policy (CEMP) which requires that a pre-construction survey shall be completed within 30-60 days prior to issuance of a building permit. Post-construction survey, if required by the CEMP, shall be completed within 30 days of construction completion or as otherwise determined by the National Marine Fisheries Service (NMFS) in order to determine amount of impact if any and CEMP-required annual reporting and mitigations. Any change in eelgrass extent shall be documented and reported to the Community Development Director. If the report identifies a reduction in eelgrass coverage then a plan shall be prepared to identify the appropriate mitigations necessary and in line with the specifications for mitigation of eelgrass habitat as provided for in the California Eelgrass Mitigation Policy, dated October 2014.

11. Harborwalk Bayside Lateral Public Accessway. The bayside lateral access, also known as the Harborwalk, shall maintain a 10-foot wide coastal access with open unobstructed access at all times with no tables or dining encroachments in order to maximize public access. Any uses that obstruct the lateral access such as private uses or barriers including furniture, planters, ropes, or restaurant seating within the 10-foot lateral access shall be prohibited.

12. Outdoor Dining Deck. The outdoor dining deck with windscreen approved adjacent to the Harborwalk area shall be for public access only, no table setups shall be permitted and coastal access signage shall be posted stating no purchase necessary.

13. Outdoor Lighting. The outdoor lighting plan, found of sheet A7.0 of the plan set shall be revised to include a cutoff lighting fixture, downward facing in place of proposed lighting fixture D for all areas facing the bay. Type of lighting fixture to be submitted to the Planning Division for review and approval by the Community Development Director.

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on this 18th day of December, 2018 on the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Gerald Luhr, Chairperson

ATTEST

_____
Scot Graham, Planning Secretary

The foregoing resolution was passed and adopted this 18th day of December, 2018.

Project Description for 571 Embarcadero Road
October 2018 - Revised

Setting

The project site, 571 Embarcadero Road, is approximately 6,200 square feet. The property is located on the western side of Embarcadero Road and adjacent to the Gray's Inn and Harbor Suites and other retail businesses. It is zoned WF (PD/S.4). The site currently has a two story building with a restaurant, retail shops and office space located on the second floor. The building was constructed in the 1980's.

Project Description

Summary:

The exiting Salt Building underwent an upgrade approximately 5 years ago. The building was repaired, sidewalk widened (brought to ADA standards), floating dock repair and new Harborwalk constructed.

The second floor office space is divided into two spaces that are 539 sq. ft. and 300 sq. ft. The spaces have been in place for many years however; it has continually been a problem to rent the space. Therefore the applicant is proposing to covert this space to commercial vacation rentals. The existing space size will remain the same with the interior modifications adding a bathroom and other interior changes to accommodate the sleeping space. Furthermore, there are two exterior decks proposed of each room. The decks will be 413 sq. ft. (north side and 591 sq. ft. (south side). The only exterior revisions on the second floor will be the addition of deck railings, 42" in height to meet the building code standards.

The first floor has an existing restaurant and retail shops. The one retail space is located on the southwest corner of the building accessed through the existing breezeway and is 216 sq. ft. A portion of this retail unit, approximately 22 sq. ft., will be remodeled to allow for the installation of ADA lift to provide access to the second floor units.

There will be an overall net decrease in building area of 24 sq. ft. with the remodeled area for the installation of the ADA lift. The proposed project incorporates exterior materials that are consistent with the existing architecture and charter of the building.

There is an ADA complaint lift located on the western side of the building near the southern lease site. This lift was installed to meet the ADA standards since there was only one ADA access to the Harborwalk which is located on

the adjacent lease site to the north. This lift will remain in place to serve ADA needs.

The Harborwalk, when previously permitted was 9' in width towards the northern end and there was also a width reduction to 5' at the corner of the public seating area windscreen. The proposed plans have been revised to provide a 10' Harborwalk by enlarging the Harborwalk and reducing the wind screened public seating area. The Harborwalk will increase in size by approximately 26 sq. ft.

A new 28' gangway will replace the existing 20' gangway orientated on the original location.

Permitting Requirements:

The site is located within the WF (PD/S.4) zoned area. Vacation rentals are acceptable uses however, requires a Conditional Use Permit from the City. The project has an existing CUP issued in 2010, received a time extension in 2012 and construction completed approximately four years ago. The project site is within the CA Coastal Commission original jurisdiction and a Coastal Development Permit or amendment from the CA Coastal Commission is needed.

Site & Project Characteristics:

Lot coverage: There will decrease of 24 sq. ft. in lot coverage.

Setbacks: There are no design modifications that will require any changes to the existing setbacks.

Parking: No new parking required.

Aesthetics: This project would not obstruct a protected view.

Signage: "Coastal Access" signs are in place and one new sign is proposed on the northern side of the Harborwalk, see plan sheet A6.0.

Conclusion:

This is an opportunity to enhance visitor serving uses along the waterfront by adding new visitor-serving accommodations within the existing footprint of the building.

UNENCLOSED 90°/ADJACENT EXIT PLATFORM (NO PIT)

EXHIBIT C

VPL-3100/VPL-3200B SERIES VERTICAL PLATFORM LIFT

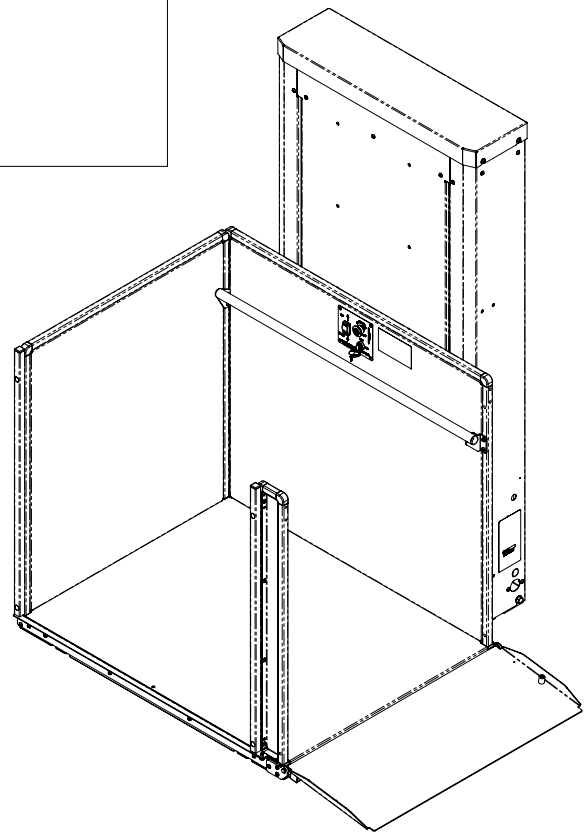
TECHNICAL DATA/SPECIFICATIONS

RATED LOAD:	750 lbs maximum.
INPUT POWER SOURCE:	
-AC POWERED UNIT:	110-120 Volt 8 Amp 60 Hz dedicated service.
-DC BATTERY POWERED UNIT:	110-120 Volt 3 Amp 60 Hz battery charger.
DRIVE:	
-AC POWERED UNIT:	1/2 hp motor, 1750 rpm, 90 VDC, continuous duty.
-DC BATTERY POWERED UNIT:	VPL-3100B: 1/2 hp motor, 1750 rpm, 24 VDC, continuous duty. VPL-3200B: 1 hp motor, 1750 rpm, 24 VDC, continuous duty.
INTERMEDIATE REDUCTION:	Dual 4L style Poly-V belts and pulleys, 3.94:1 pulley reduction.
FINAL DRIVE:	VPL-3100: 1” dia. ACME screw w/bronze nut and bronze safety back up nut. VPL-3200B: 1.25" dia. ACME screw w/bronze nut and bronze safety back up nut.
MOTOR CONTROLLER:	
-AC POWERED UNIT:	24 VAC Relay control.
-DC BATTERY POWERED UNIT:	24 VDC Relay control.
SPEED:	
-AC POWERED UNIT:	9 feet per minute maximum.
-DC BATTERY POWERED UNIT:	10 feet per minute maximum

For complete technical specifications please see
ILS-00834 "VPL-3100 Series Residential Vertical Platform Lift Technical Specification"
ILS-00986 "VPL-3200B Series Residential Vertical Platform Lift Technical Specification"

PERFORMANCE STANDARDS

USA FOOD & DRUG ADMINISTRATION:	CLASS II, 510(K) Exempt, File No. 890.3930, Product Code: PCE
ANSI/ASME:	A18.1-2014 Section 5 Safety Standards for Platform Lifts and Stairway Chairlifts CSA B355-15 Lifts for Persons with Physical Disabilities (Residential Application)
ANSI/ASME:	CSA B44.1-14/ASME-A17.5-2014 Elevator and Escalator Electrical Equipment



ILS-00934
SHEET 1 OF 5
REV. 8 (6440)(8/16/17)(DPG)

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Phone (800) 882-8183 Fax (262) 953-5501
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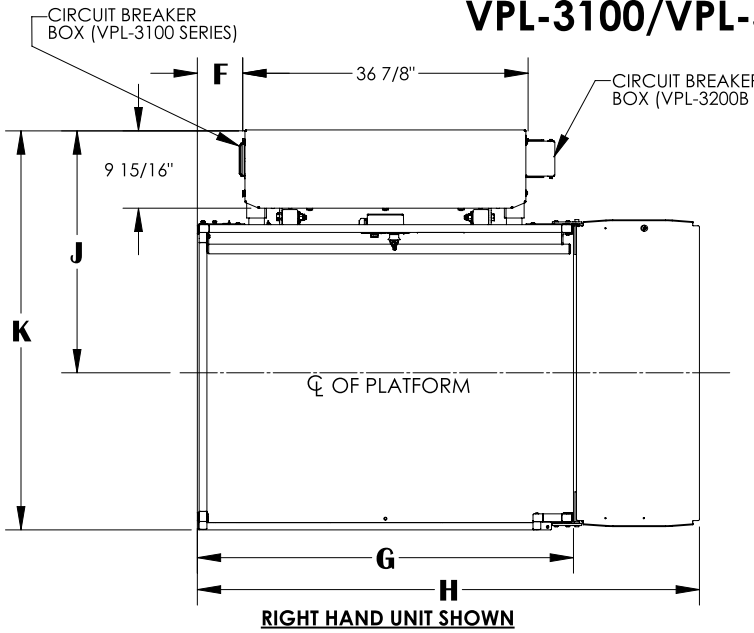
UNENCLOSED 90°/ADJACENT EXIT PLATFORM (NO PIT)

EXHIBIT C

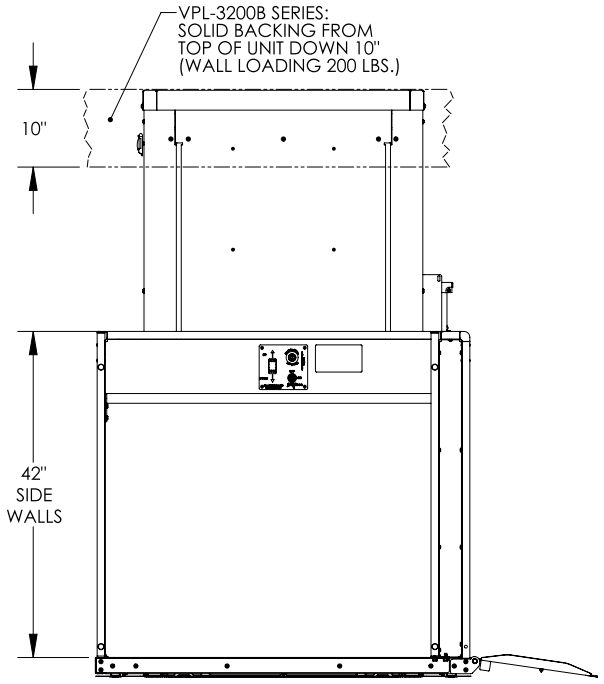
VPL-3100/VPL-3200B SERIES VERTICAL PLATFORM LIFT

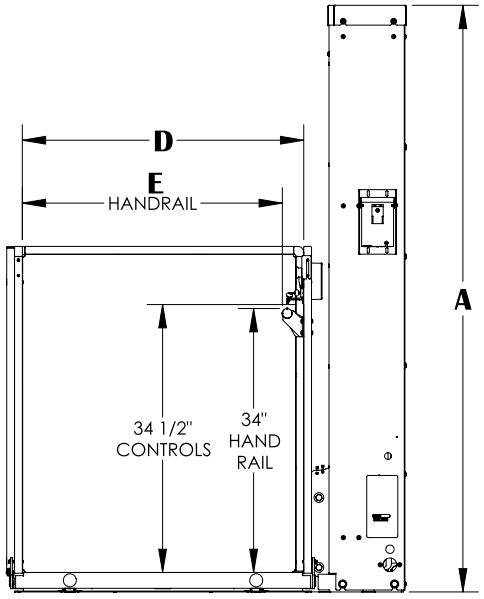


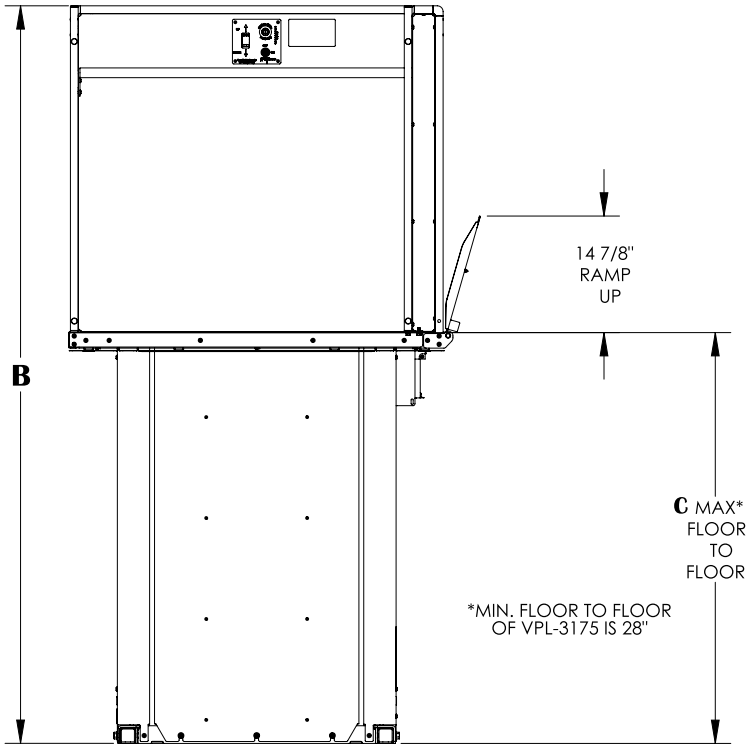
RIGHT HAND UNIT SHOWN

	D	E	F	G	H	J	K
36" X 48" PLATFORM	36-1/4"	33-1/2"	5-3/4"	48-7/16"	64-5/8"	31-9/16"	51-11/16"
36" X 54" PLATFORM	36-1/4"	33-1/2"	8-3/4"	54-7/16"	70-5/8"	31-9/16"	51-11/16"
36" X 60" PLATFORM	36-1/4"	33-1/2"	11-3/4"	60-7/16"	76-5/8"	31-9/16"	51-11/16"
42" X 60" PLATFORM	42-1/4"	39-1/2"	11-3/4"	60-7/16"	76-5/8"	34-9/16"	57-11/16"

	A	B	C
VPL-3153	75-9/16"	95"	53"
VPL-3175	97-9/16"	117"	75"
VPL-3210B	148-1/16"	165"	123"
VPL-3212B	172-1/16"	189"	147"
VPL-3214B	196-1/16"	213"	171"







NOTES: 1) ACCESS RAMP CAN BE MOUNTED ON EITHER SIDE OF THE PLATFORM
2) SEE ILS-00938 FOR LANDING GATE DETAIL/ALIGNMENT

ILS-00934
SHEET 2 OF 5
REV. 8 (6440)(8/16/17)(DPG)

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UNENCLOSED 90°/ADJACENT EXIT PLATFORM (NO PIT)

EXHIBIT C

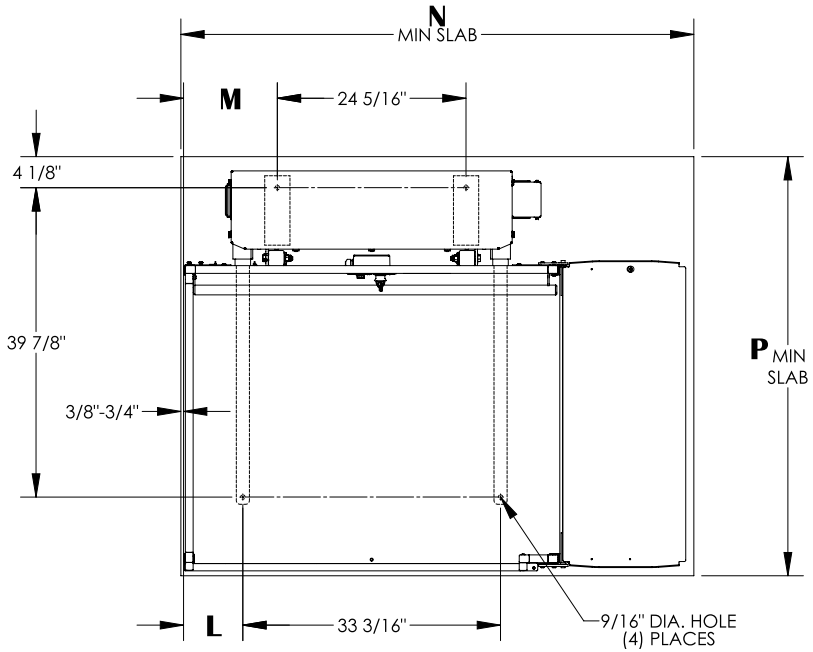
VPL-3100/VPL-3200B SERIES VERTICAL PLATFORM LIFT
ANCHOR POINT LOCATIONS/SLAB DETAIL

TECHNICAL SPECIFICATIONS

FLOOR ATTACHMENT:
VPL MUST BE FASTENED TO CONCRETE SLAB USING FOUR (4) 1/2" (3/8" BOLT) X MINIMUM 2-1/2" LONG CONCRETE ANCHORS SUITABLE FOR THE ENVIRONMENT. FOLLOW SELECTED CONCRETE ANCHOR MANUFACTURERS GUIDELINES AND APPLICABLE CODES.

FLOOR REQUIREMENTS:
4" THICK 3500 PSI MINIMUM COMPRESSIVE STRENGTH, REINFORCED CONCRETE SLAB.

For complete technical specifications please see
ILS-00834 "VPL-3100 Series Residential Vertical Platform Lift Technical Specification"
ILS-00986 "VPL-3200B Series Residential Vertical Platform Lift Technical Specification"



UNITS WITH 90°/ADJACENT EXIT PLATFORM

	L	M	N	P
36" X 48" PLATFORM	7-5/8"	12-1/16"	66"	54"
36" X 54" PLATFORM	10-5/8"	15-1/16"	72"	54"
36" X 60" PLATFORM	13-5/8"	18-1/16"	78"	54"
42" X 60" PLATFORM	13-5/8"	18-1/16"	78"	60"

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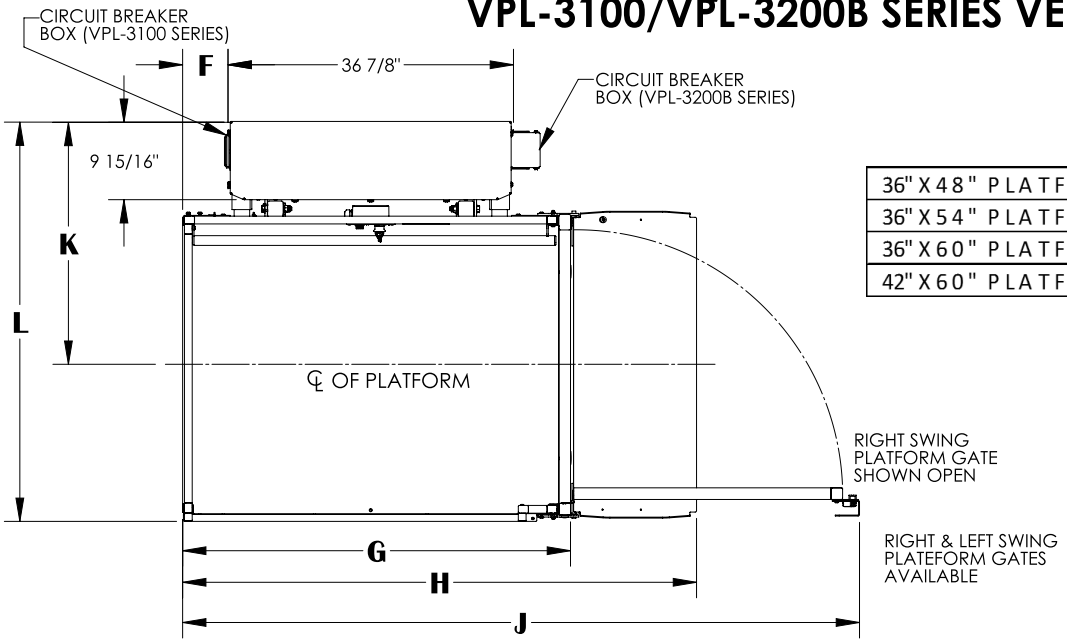
UNENCLOSED 90°/ADJACENT EXIT PLATFORM (NO PIT)

EXHIBIT C

VPL-3100/VPL-3200B SERIES VERTICAL PLATFORM LIFT



RIGHT HAND UNIT SHOWN

	D	E	F	G	H	J	K	L
36" X 48" PLATFORM	36-1/4"	33-1/2"	5-3/4"	49-15/16"	66-1/8"	87-3/16"	31-9/16"	51-11/16"
36" X 54" PLATFORM	36-1/4"	33-1/2"	8-3/4"	55-15/16"	72-1/8"	93-3/16"	31-9/16"	51-11/16"
36" X 60" PLATFORM	36-1/4"	33-1/2"	11-3/4"	61-15/16"	78-1/8"	99-3/16"	31-9/16"	51-11/16"
42" X 60" PLATFORM	42-1/4"	39-1/2"	11-3/4"	61-15/16"	78-1/8"	105-3/16"	34-9/16"	57-11/16"

	A	B	C
VPL-3153	75-9/16"	95"	53"
VPL-3175	97-9/16"	117"	75"
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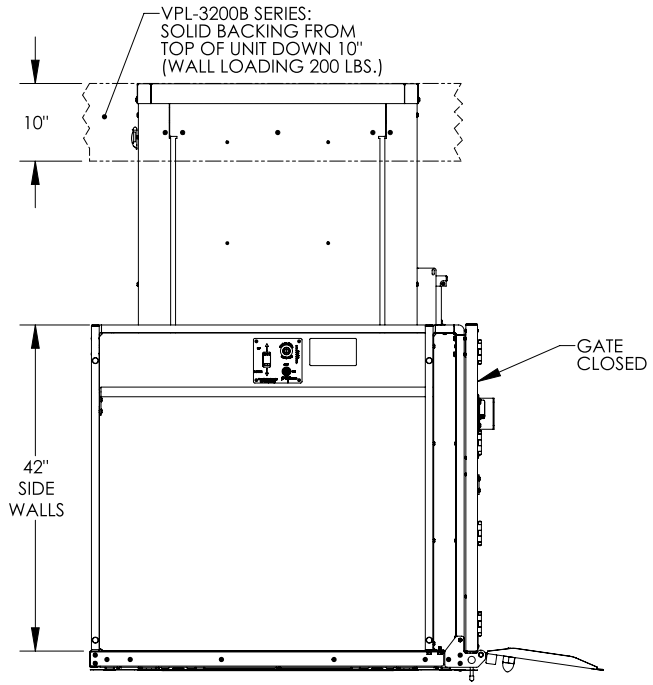

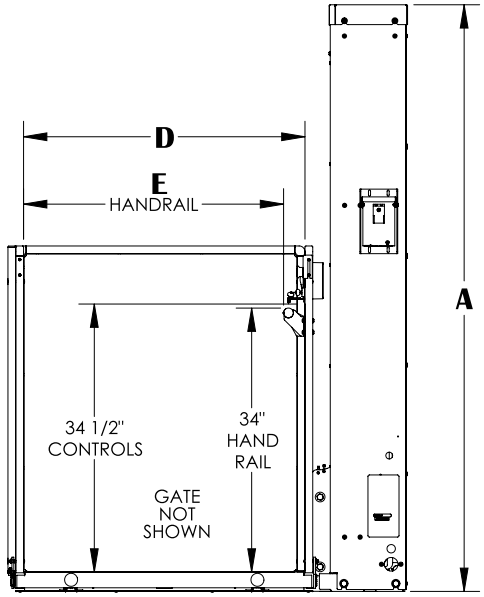

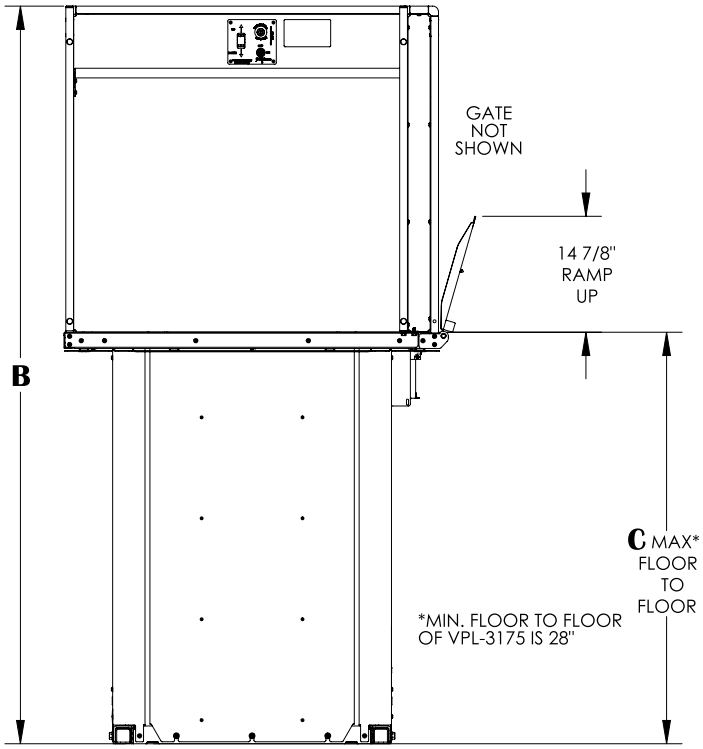

NOTES: 1) ACCESS RAMP & PLATFORM GATE CAN BE MOUNTED ON EITHER SIDE OF THE PLATFORM
2) SEE ILS-00938 FOR LANDING GATE DETAIL/ALIGNMENT

ILS-00934
SHEET 4 OF 5
REV. 8 (6440)(8/16/17)(DPG)

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UNENCLOSED 90°/ADJACENT EXIT PLATFORM (NO PIT)

EXHIBIT C

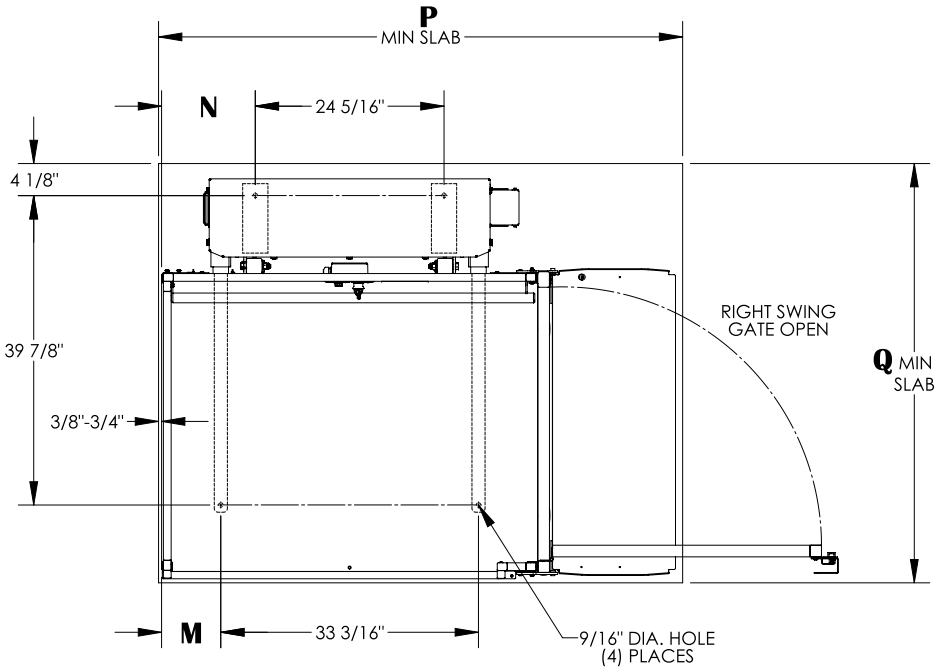
VPL-3100/VPL-3200B SERIES VERTICAL PLATFORM LIFT
ANCHOR POINT LOCATIONS/SLAB DETAIL

TECHNICAL SPECIFICATIONS

FLOOR ATTACHMENT:
VPL MUST BE FASTENED TO CONCRETE SLAB USING FOUR (4) 1/2" (3/8" BOLT) X MINIMUM 2-1/2" LONG CONCRETE ANCHORS SUITABLE FOR THE ENVIRONMENT. FOLLOW SELECTED CONCRETE ANCHOR MANUFACTURERS GUIDELINES AND APPLICABLE CODES.

FLOOR REQUIREMENTS:
4" THICK 3500 PSI MINIMUM COMPRESSIVE STRENGTH, REINFORCED CONCRETE SLAB.

For complete technical specifications please see
ILS-00834 "VPL-3100 Series Residential Vertical Platform Lift Technical Specification"
ILS-00986 "VPL-3200B Series Residential Vertical Platform Lift Technical Specification"



	M	N	P	Q
36" X 48" PLATFORM	7-5/8"	12-1/16"	67-1/2"	54"
36" X 54" PLATFORM	10-5/8"	15-1/16"	73-1/2"	54"
36" X 60" PLATFORM	13-5/8"	18-1/16"	79-1/2"	54"
42" X 60" PLATFORM	13-5/8"	18-1/16"	79-1/2"	60"

UNITS WITH 90°/ADJACENT EXIT PLATFORM WITH PLATFORM GATE

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REMOVE EXISTING SIGNAGE

REMOVE ALL EXISTING
UNPREMITTED CHAIRS &
TABLES IN VIEW CORRIDOR

VIEW CORRIDOR - EXISTING

NEW TYPICAL FRAMED PUB SIGNS
FOR EACH TENANT. MAINTAIN 8'-0"
MINIMUM HEAD CLEARNCE FROM
BOTTOM OF SIGN

VIEW CORRIDOR - PROPOSED

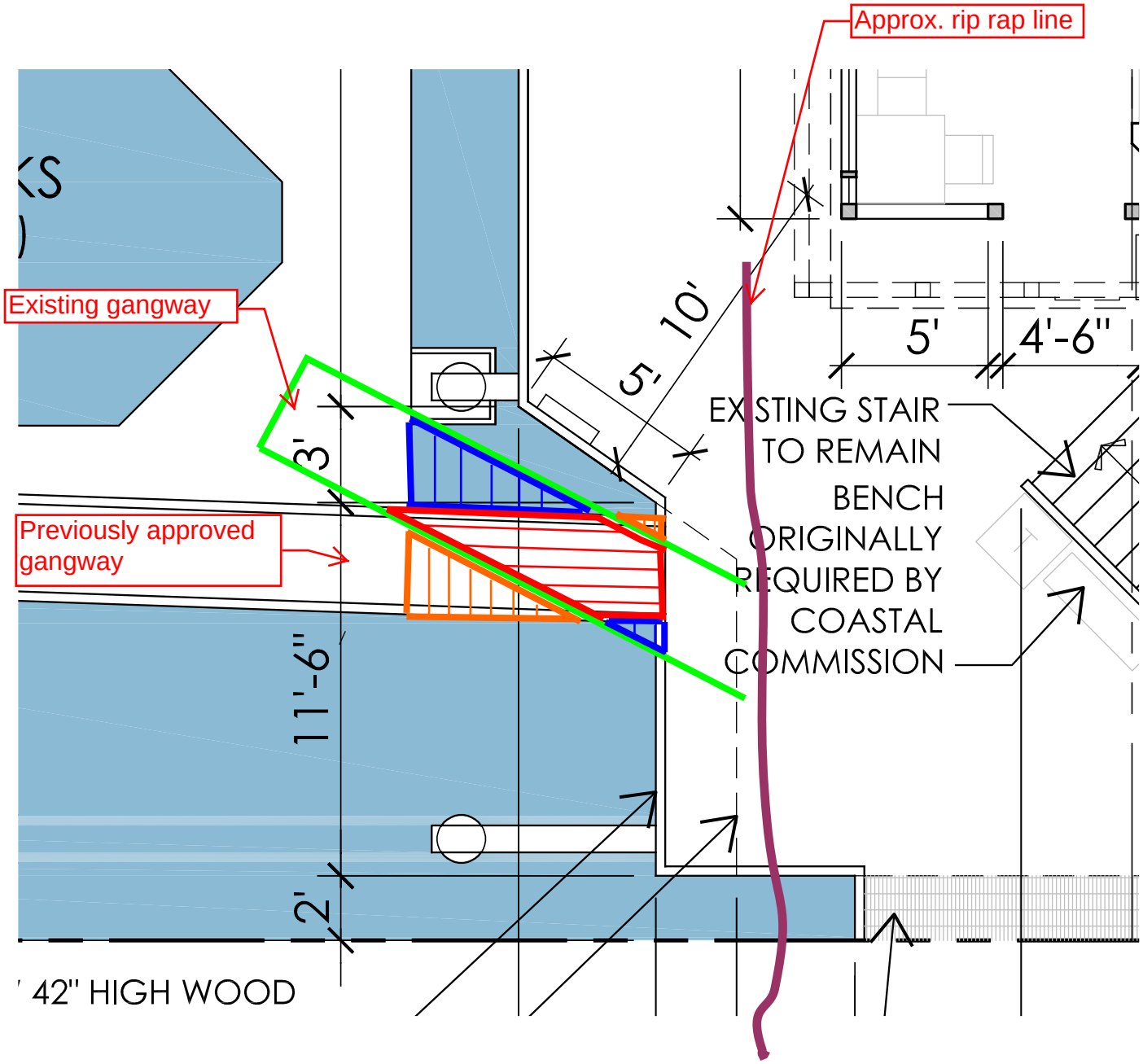
Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: NO SCALE
Sheet: A6.4

EXHIBIT E

Blue: Area covered by existing gangway
Orange: Area covered by approved gangway
Red: Area overlap with both gangways



Salt Building

571 Embarcadero Morro Bay

PROJECT STATISTICS

ADDRESS:	571 EMBARCADERO MORRO BAY, CA 93442
APN'S:	940-000-202
SITE AREA:	6,186 SF
ZONING:	WF/PD/S.4 H - HARBOR
EXISTING USE:	OFFICE/MERCANTILE
PROPOSED USE:	RETAIL & HOTEL
TYPE OF CONSTRUCTION:	TYPE V-B
OCCUPANCIES:	R-1
FIRE SPRINKLERS:	NO
NUMBER OF GUEST ROOMS:	2 GUEST ROOMS

LOT COVERAGE:

		EXISTING	PROPOSED
LAND:	3,931 SF	3,283 SF (83.5%)	3,283 SF (83.5%)
WATER:	2,255 SF	1,061 SF (47%)	1,087 SF (48.2%)
	(PROPOSED HARBORWALK EXTENSION:		*+26 SF)*
TOTAL:	6,186 SF	4,344 SF (70.2%)	4,370 SF (70.6%)

EXISTING GANGWAY:	4'X20'
PROPOSED GANGWAY:	4'X28'

BUILDING AREA:

	EXISTING	PROPOSED
FIRST FLOOR:	2,214 SF	2,190 SF
SECOND FLOOR:	839 SF	839 SF
TOTAL AREA:	3,053 SF	3,029 SF
NET INCREASE IN TOTAL AREA:	-	-24 SF
PROPOSED ROOFTOP DECK AREA:	-	+1,004 SF

ROOF AREA:

LAND:	1273 SF
ROOF AREA > 4:12:	1200 SF (94.5%)
ROOF AREA < 4:12:	73 SF (5.5%)

BUILDING HEIGHT:	22'
VIEW CORRIDOR:	6'-6" WIDE (TO REMAIN AS IS)
PROPOSED DECK RAILING HEIGHT:	3'-6"

PARKING CALCULATIONS:

EXISTING	EXISTING AREA	NUMBER OF SPACES
SECOND FLOOR: OFFICE	839 SF	3
TOTAL PARKING REQUIRED	-	3

PROPOSED	PROPOSED AREA	NUMBER OF SPACES
SECOND FLOOR: VACATION RENTAL	839 SF	2
1 SPACE PER 10 ROOMS	-	1
TOTAL PARKING REQUIRED	-	3

PROJECT DESCRIPTION

THIS PROJECT PROPOSES THE CONVERSION OF 839 SQUARE FEET OF OFFICE INTO TWO RENTAL UNITS ON AN EXISTING 2,214 SQUARE FOOT, TWO STORY, WATERFRONT COMMERCIAL PROPERTY ON 571 EMBARCADERO IN MORRO BAY, CALIFORNIA. THERE WILL BE A NET DECREASE OF 24 SQUARE FEET IN BUILDING AREA AND A NEW 1,004 SQUARE FEET OF ROOF DECK. A VERTICAL WHEELCHAIR LIFT WILL BE ADDED BETWEEN THE FIRST AND SECOND FLOOR WITH A NEW SUPPORT WALL.

THE PROJECT ALSO PROPOSES AN EXTENSION OF 26 SQUARE FEET OF THE HARBORWALK DECK TO COMPLY WITH THE 10 FEET MINIMUM BAYSIDE LATERAL PUBLIC ACCESS WITH REMOVAL AND REPLACEMENT OF THE EXISTING GANGWAY.

ADDITIONALLY, THE PROJECT PROPOSES A TOTAL OF 77 SQUARE FEET OF SIGNAGE THROUGH THE SIGNAGE PROGRAM INCLUDED, REQUESTING A SURPLUS OF 9.4 SQUARE FEET TO BE GRANTED.

SIGNAGE CALCULATIONS

**MAXIMUM ALLOWABLE SIGNAGE CALCULATED W/ PRESENT MORRO BAY SIGNAGE ORDINANCE (SQUARE FOOTAGE EQUALS PROJECT PUBLIC LINEAR FRONTAGE TIMES 1.5)

LINEAR FRONTAGE :	45'
(X1.5 MULTIPLIER)	67.5
MAX. SIGNAGE SQUARE FOOTAGE ALLOWED:	67.5'
PROPOSED SQUARE FOOTAGE:	76.9 SF
SURPLUS SQUARE FOOTAGE:	+9.4 SF
PUBLIC SIGNAGE SQUARE FOOTAGE:	16 SF

SHEET INDEX

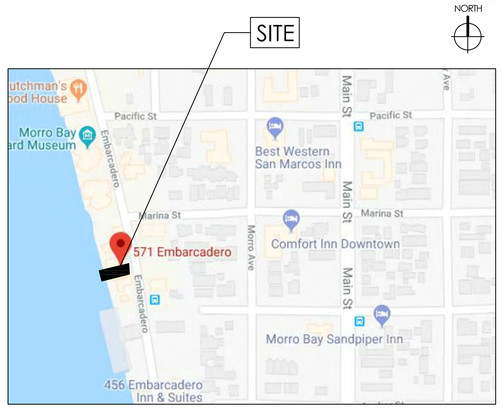
A1.0 COVER SHEET
A2.0 EXISTING PLANS
A2.1 EXISTING PLANS
A2.2 EXISTING PLANS
A3.0 PROPOSED PLANS
A3.1 PROPOSED PLANS
A3.2 PROPOSED PLANS
A3.3 ENLARGED PROPOSED PLANS
A4.0 ELEVATIONS
A4.1 ELEVATIONS
A5.0 SIGNAGE PLAN - EXISTING COASTAL ACCESS SIGNS
A5.1 SIGNAGE PLAN - REMOVAL EXHIBIT
A5.2 SIGNAGE PLAN - 1ST FLOOR EXISTING TENANT SIGN EXHIBIT
A5.3 SIGNAGE PLAN - PROPOSED SIGNAGE
A5.4 SIGNAGE PLAN - 2ND FLOOR SIGN EXHIBIT & SQUARE FOOTAGE CALCULATIONS
A6.0 VISUAL SIMULATIONS
A6.1 VISUAL SIMULATIONS
A6.2 VISUAL SIMULATIONS
A6.3 VISUAL SIMULATIONS
A6.4 VISUAL SIMULATIONS
A7.0 LIGHTING PLAN
A7.1 LIGHTING PLAN
CB1.0 COLORS & MATERIALS BOARD

PROJECT DIRECTORY

OWNER
RICK AND TERI GAMBRIL
P.O. BOX 481
OAKHURST, CA 93644
ATTN: RICK GAMBRIL
PHONE: (559) 760-4904
EMAIL: RGAMBRIL@YAHOO.COM

ARCHITECT
ARRIS STUDIO ARCHITECTS
1306 JOHNSON AVENUE
SAN LUIS OBISPO, CA 93401
ATTN: THOM JESS
PHONE: (805) 547-2240
EMAIL: TJESS@ARRIS-STUDIO.COM

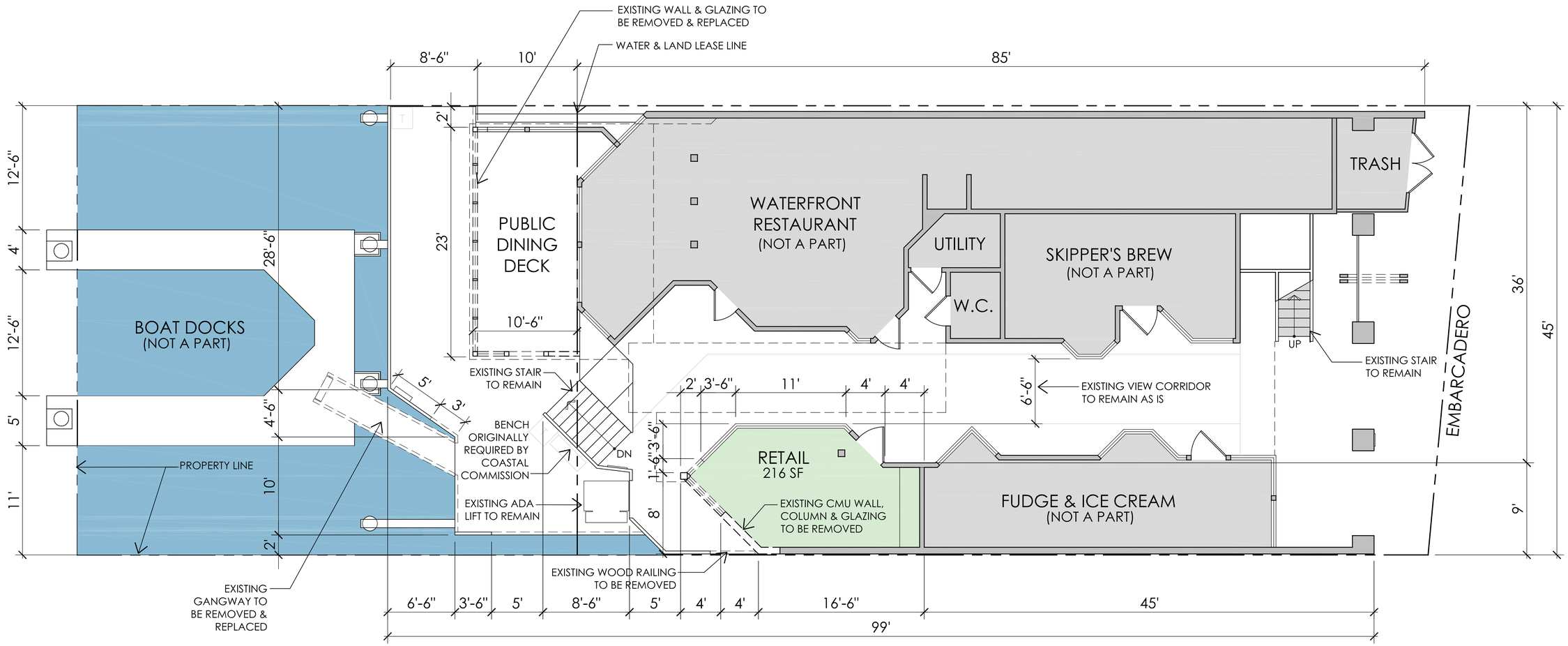
VICINITY MAP



Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: NO SCALE
Sheet: A1.0



EXISTING FIRST FLOOR PLAN

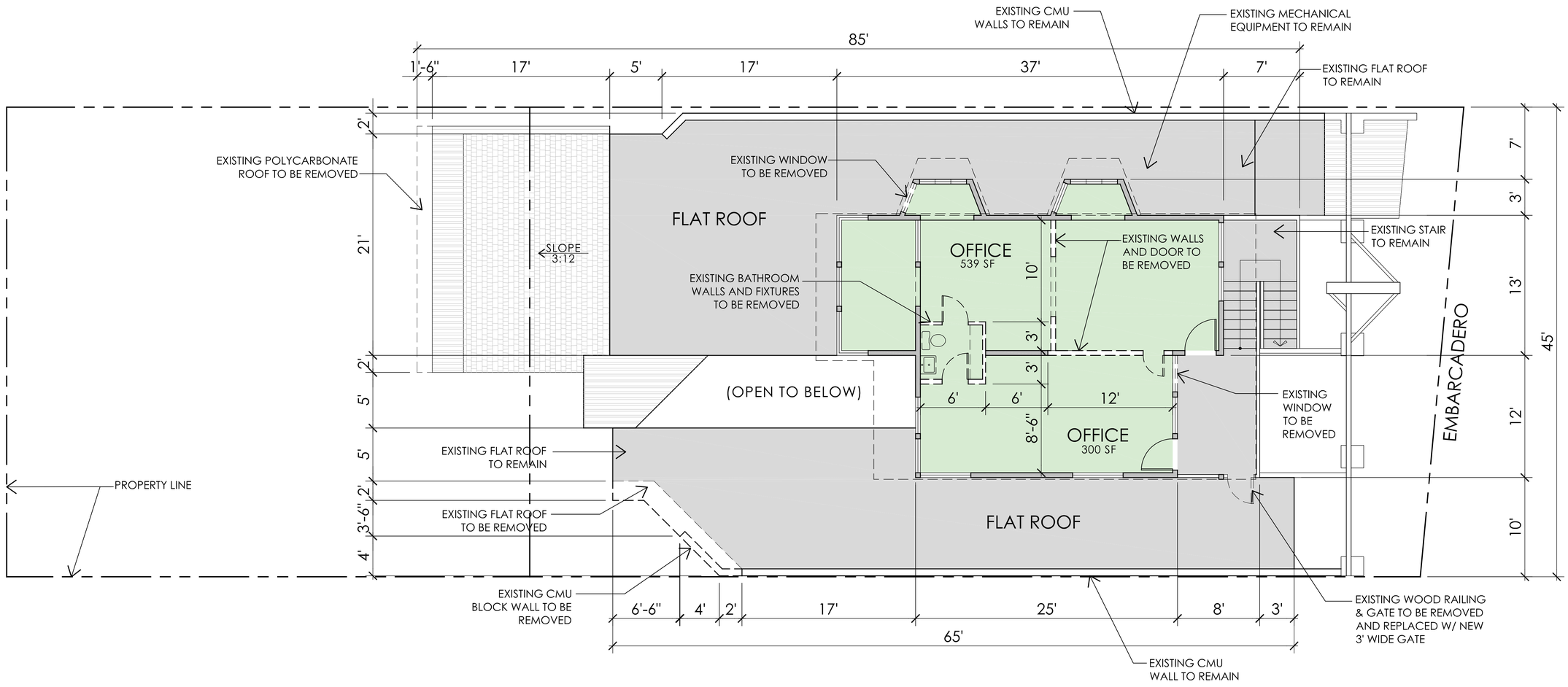
NORTH

0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: **A2.0**



EXISTING SECOND FLOOR PLAN

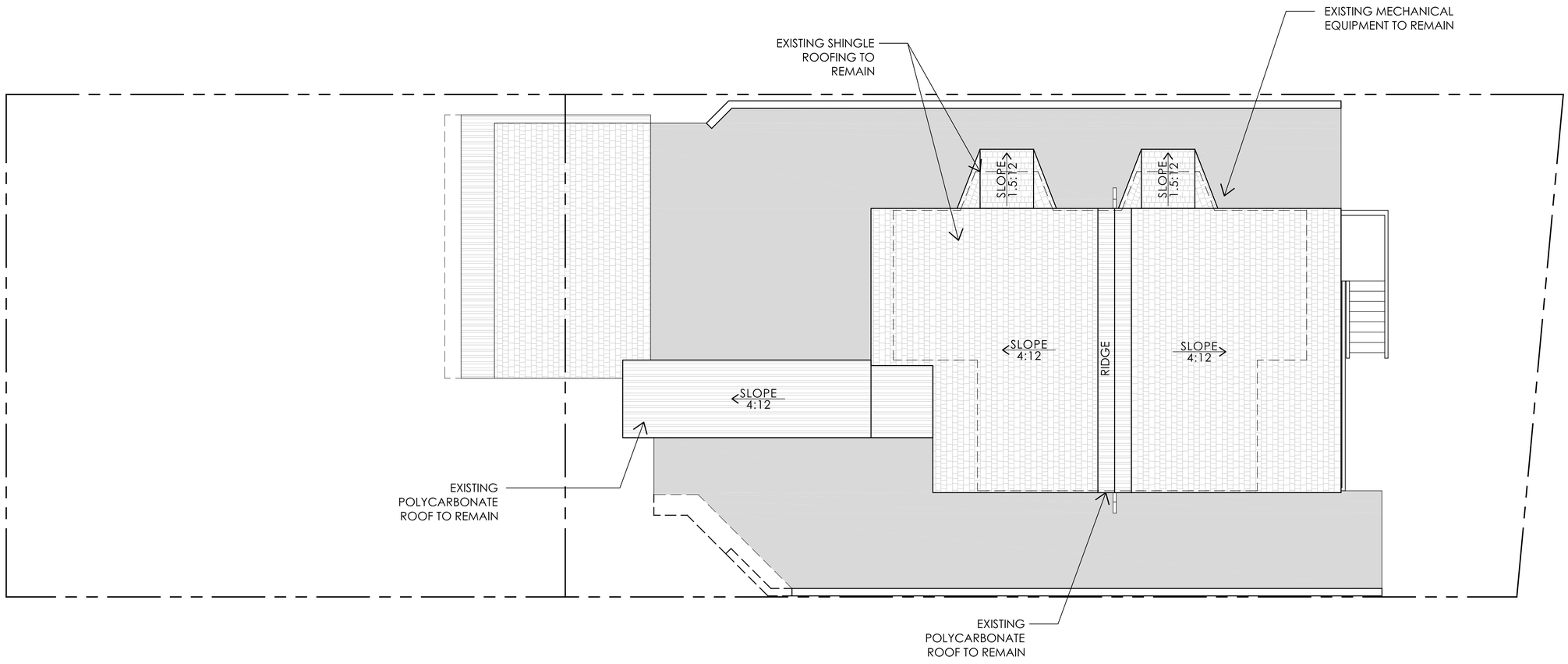
NORTH

0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A2.1



EXISTING ROOF PLAN

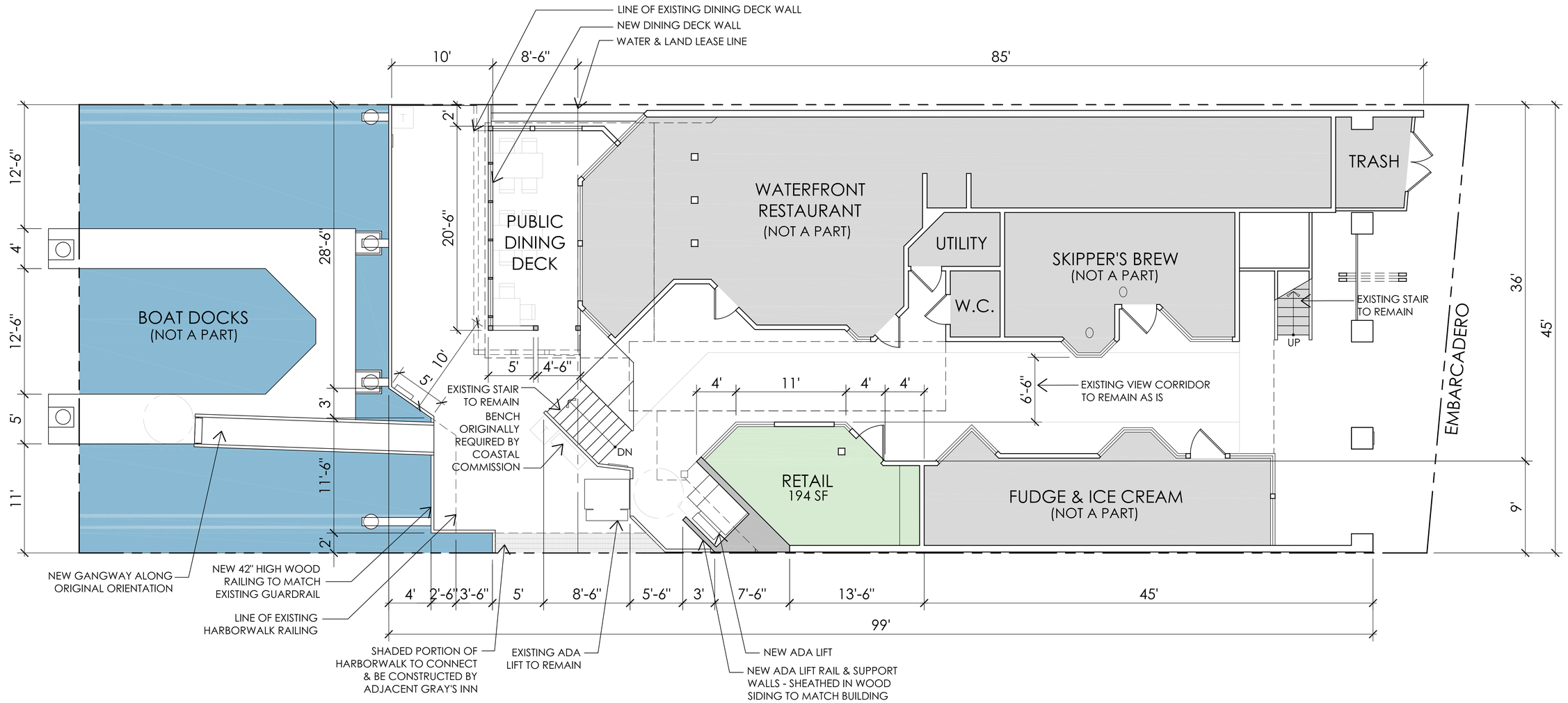
NORTH

0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A2.2



PROPOSED FIRST FLOOR PLAN

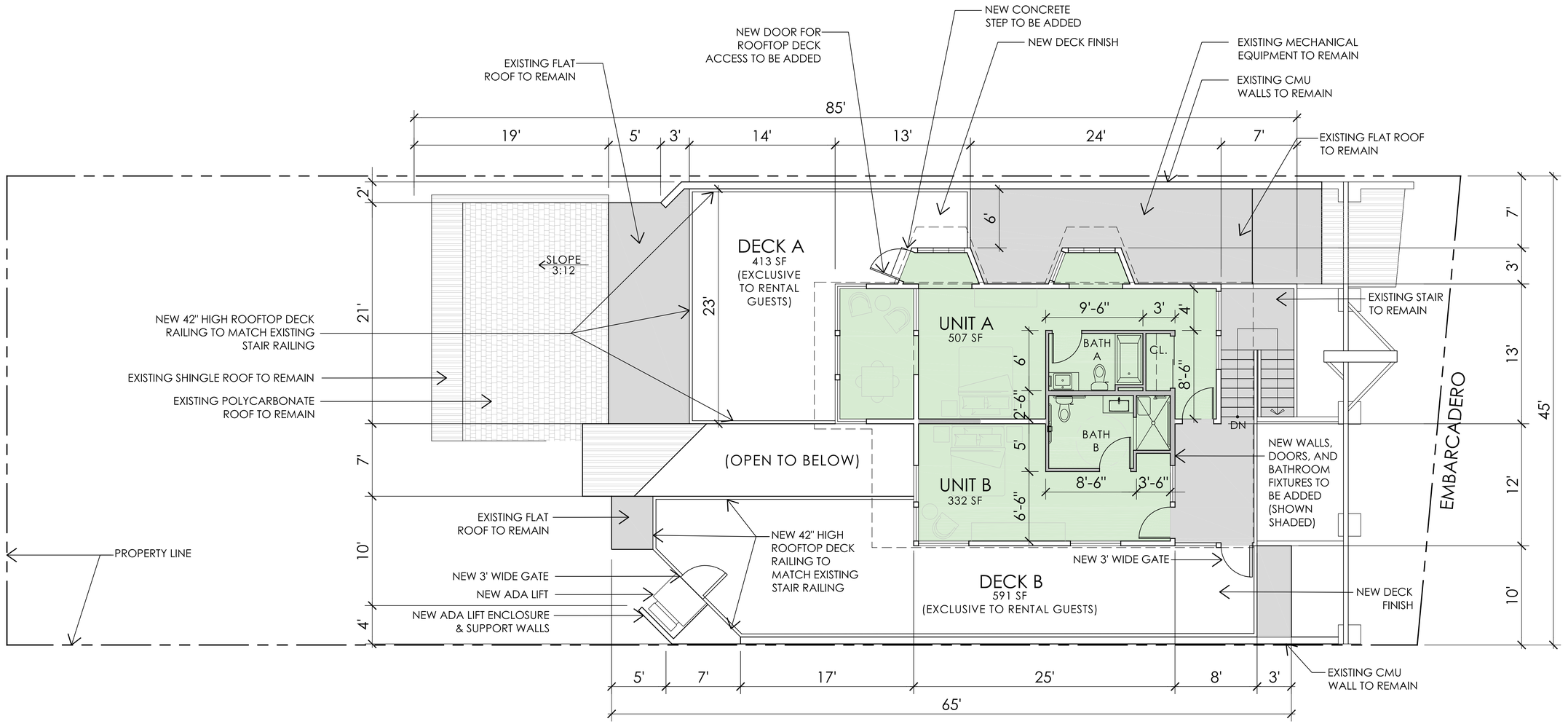
NORTH

0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: **A3.0**



PROPOSED SECOND FLOOR PLAN

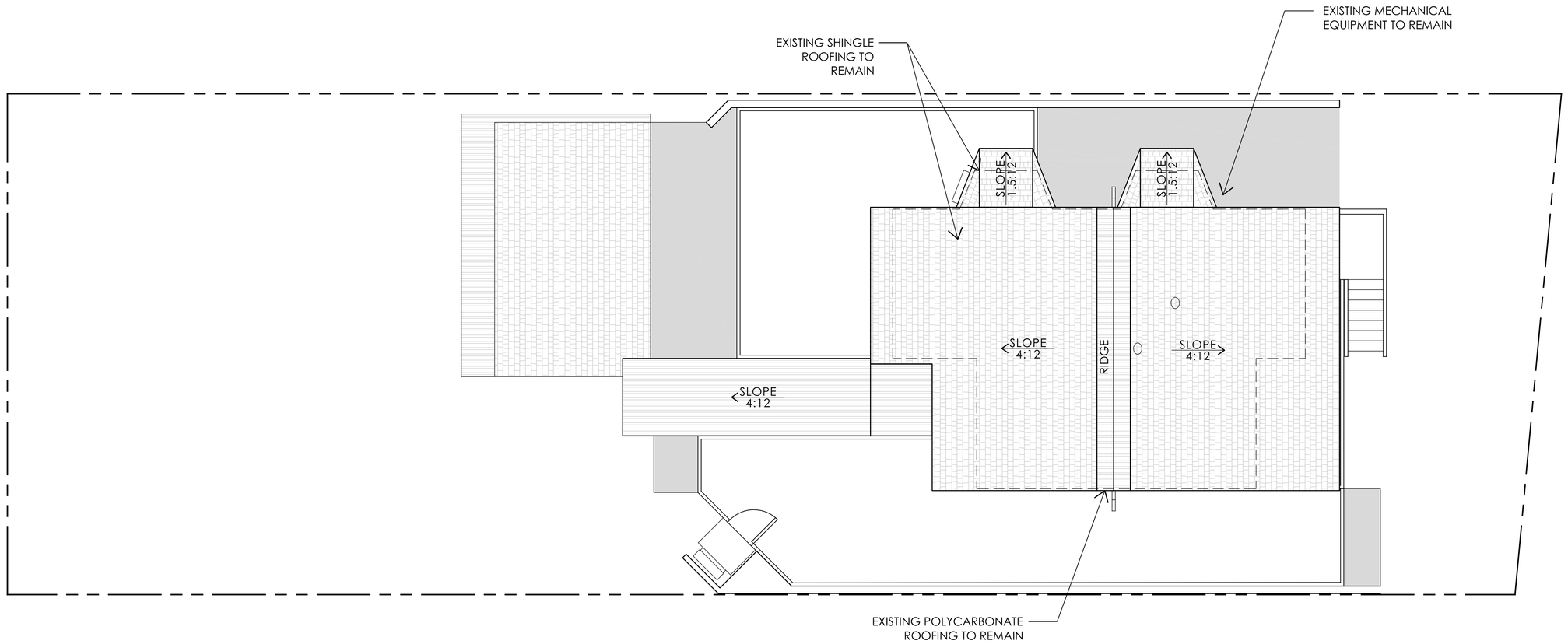
NORTH

0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A3.1



PROPOSED ROOF PLAN

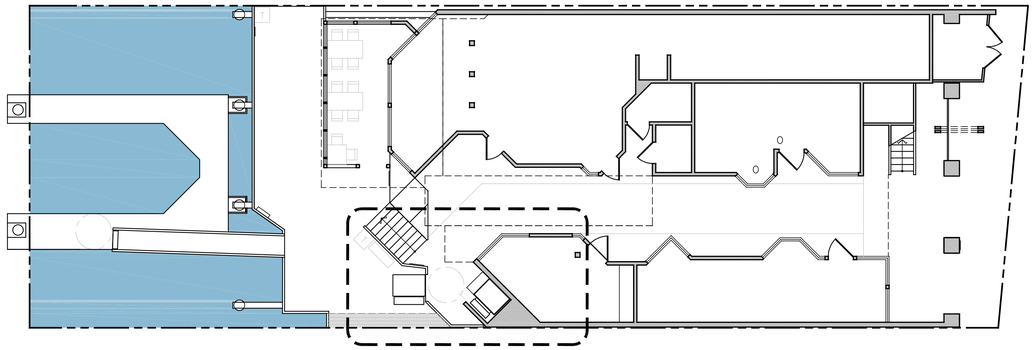
NORTH

0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

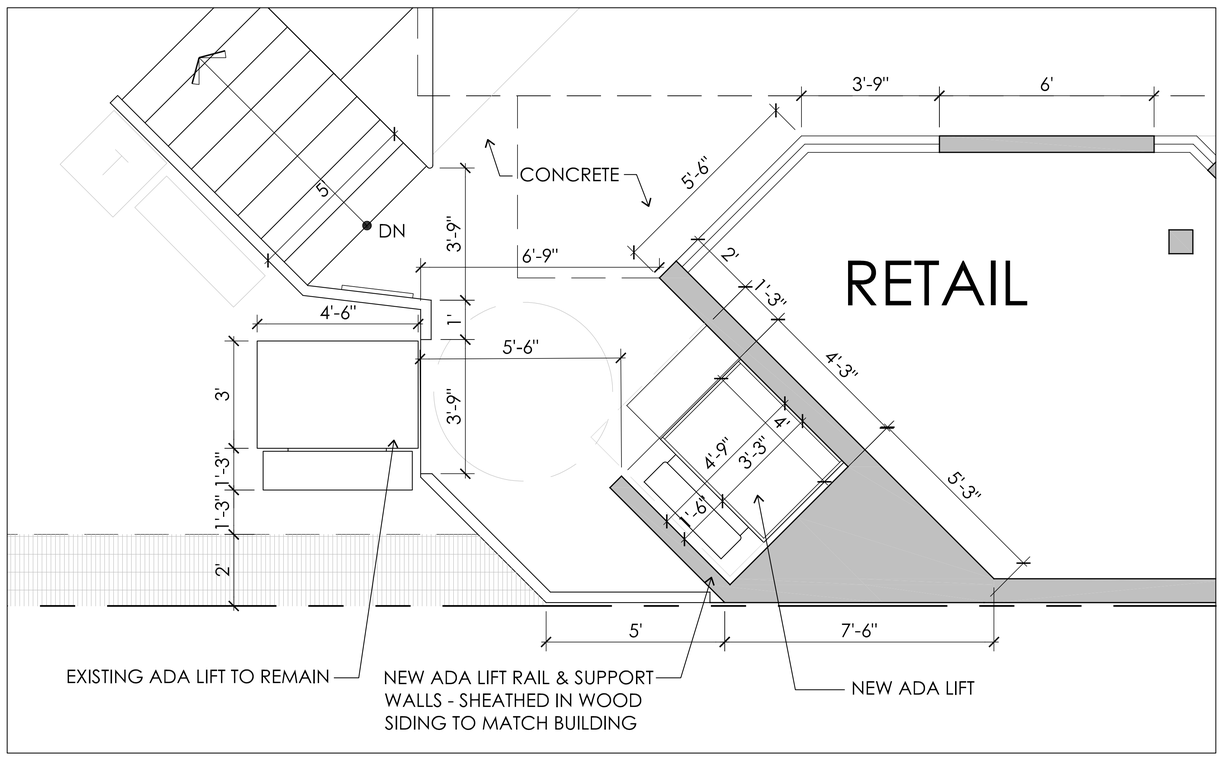
Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A3.2



KEY PLAN - FIRST FLOOR

NORTH

0 5 10 20



ENLARGED LIFT PLANS - FIRST FLOOR

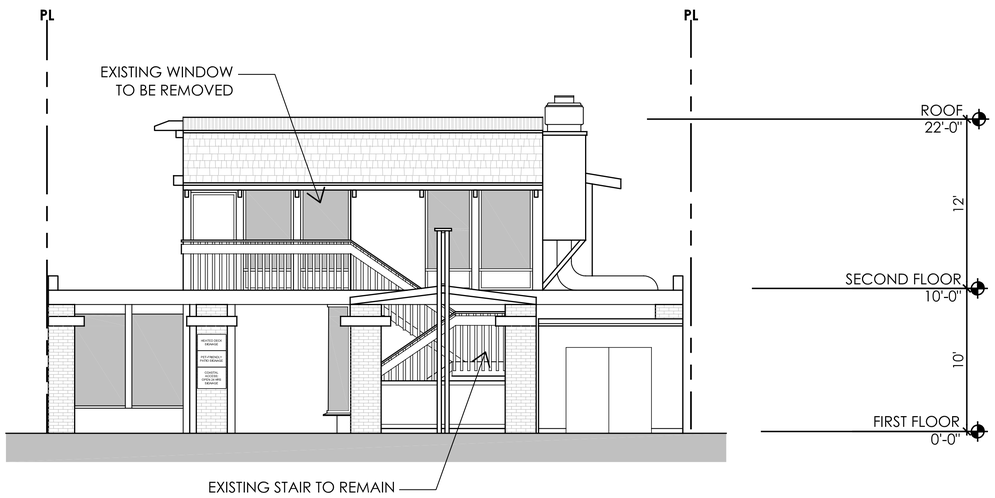
NORTH

0 1 2 5

Arris STUDIO ARCHITECTS

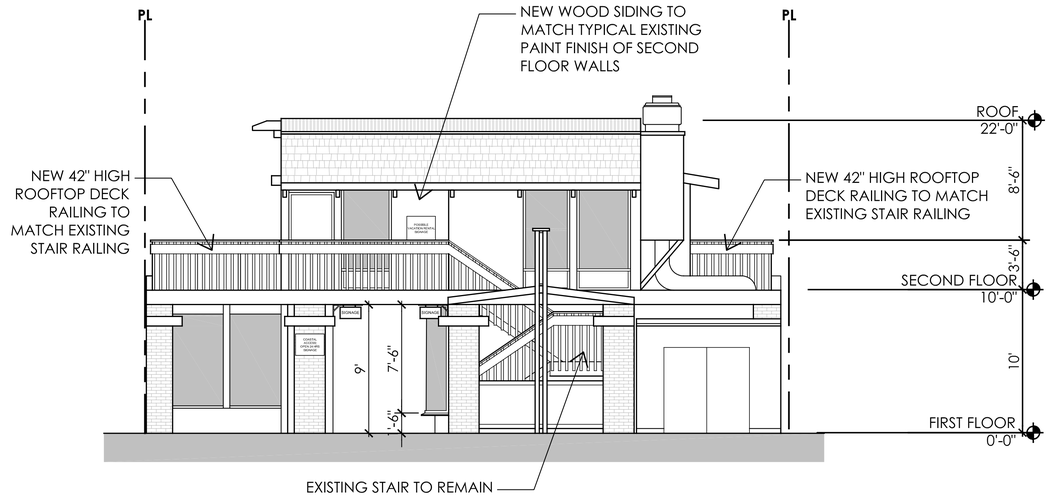
Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1/4" = 1'-0" @ 11x17
1/4" = 2'-0" @ 24x36
Sheet: A3.3



EXISTING FRONT ELEVATION

0 5 10 20



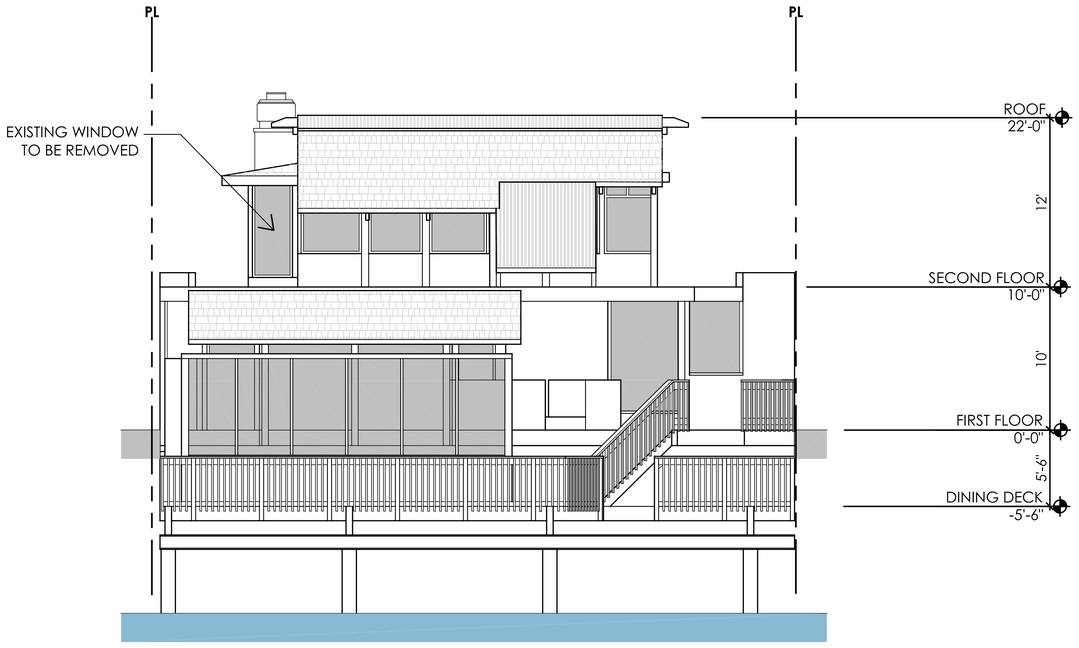
PROPOSED FRONT ELEVATION

0 5 10 20

Arris STUDIO ARCHITECTS

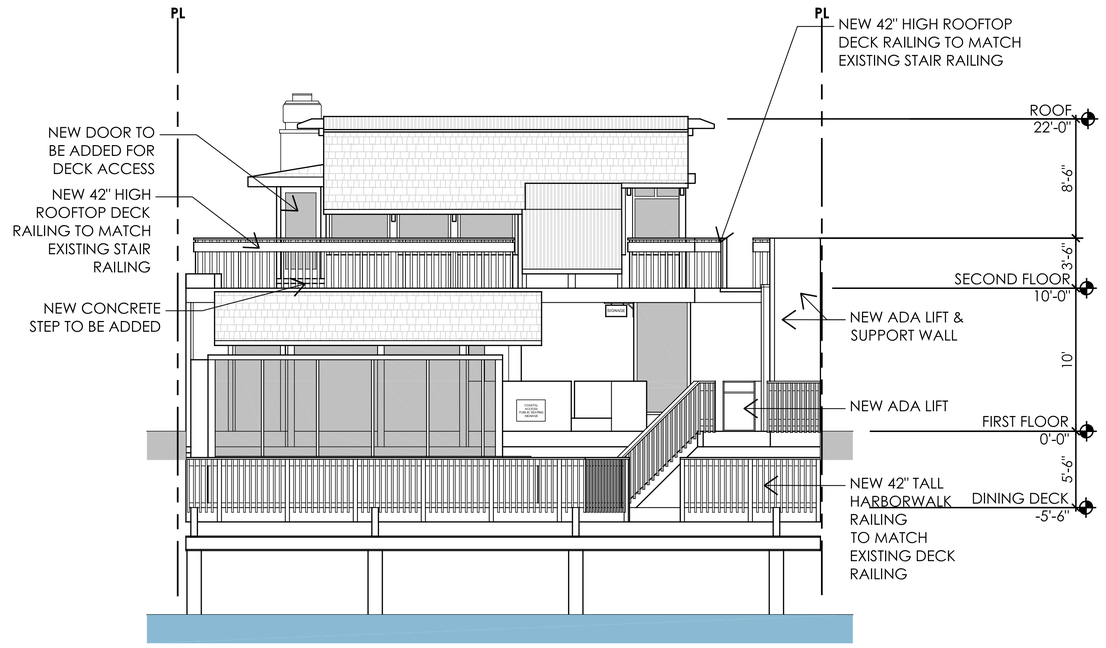
Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A4.0



EXISTING BACK ELEVATION

0 5 10 20



PROPOSED BACK ELEVATION

0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

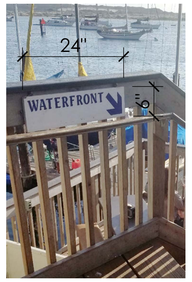
Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A4.1

A

A1: 2.3 SF
A2: 2.3 SF
A3: 3 SF

FRONT PUBLIC ACCESS SIGNAGE (CC)
A3: TO BE UPDATED & REPLACED

B



WATERFRONT SIGNAGE AT HARBORWALK STAIR (WF)
1 SF

C

INTERPRETIVE SIGN LOCATED AT HARBORWALK RAILING (IS)
6 SF

EXISTING PUBLIC ACCESS SIGNAGE

A3 E

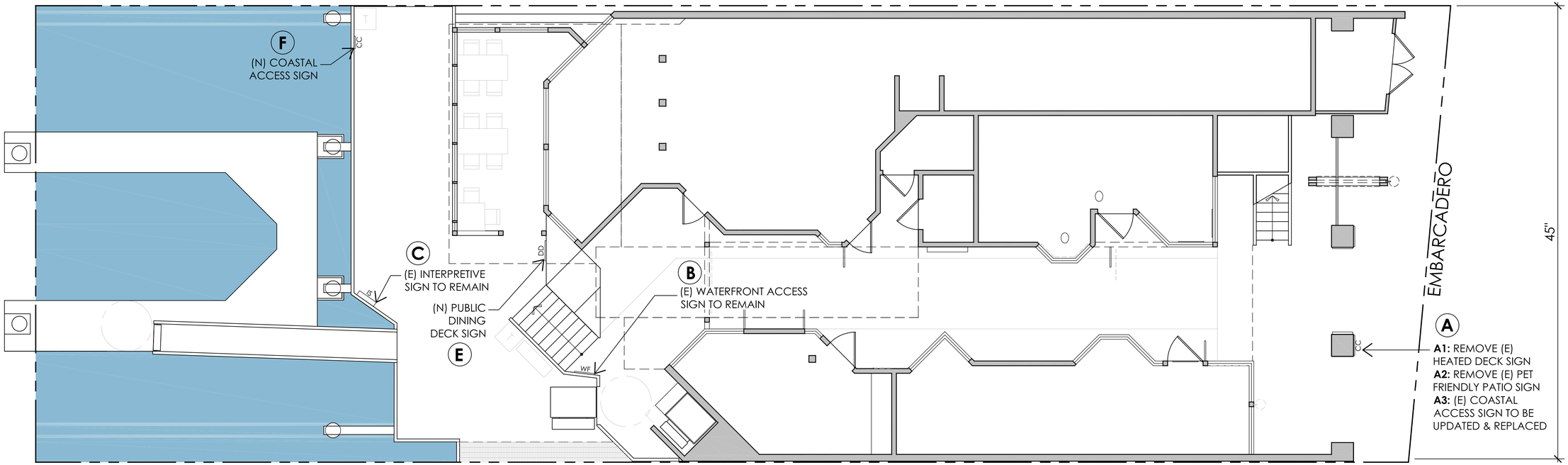
TO BE LOCATED AT THE NORTHERN AND SOUTHERN ENTRANCES OF THE HARBORWALK
3 SF

F

TO BE LOCATED BY PUBLIC SEATING AREA
3 SF

PROPOSED COASTAL ACCESS SIGNAGE
WHITE BACKGROUND W/ BLUE LETTERING
SIGN DIMENSIONS: 18"X24"
METAL SIGN
TO BE MOUNTED FLAT TO STRUCTURE OR 4X4 POST

PROPOSED COASTAL ACCESS SIGNAGE



COASTAL PUBLIC ACCESS SIGN EXHIBIT - FIRST FLOOR PLAN

NORTH
0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: **A5.0**

D1 D2

POST-MOUNTED CLAM CHOWDER SIGN
CAPTAIN STEW'S BAY CRUISE DOUBLE-SIDED BANNER

D3 D4

"OPEN" PUB SIGN
BEACH BURGER WHITEBOARD

D5

WINDOW-PAINTED STEW CRUISE
SIGN ON DOOR GLAZING

D6 D7

(2) CAPTAIN STEW'S CRUISER
WHITEBOARDS

D8

INTERIOR BURLAP BANNER

D9

ABRI WATERFRONT RESTAURANT
MONUMENT SIGN

D10 D11

CAPTAIN STEW'S $10 BAY CRUISE &
BAY CRUISE PAPER FLYER

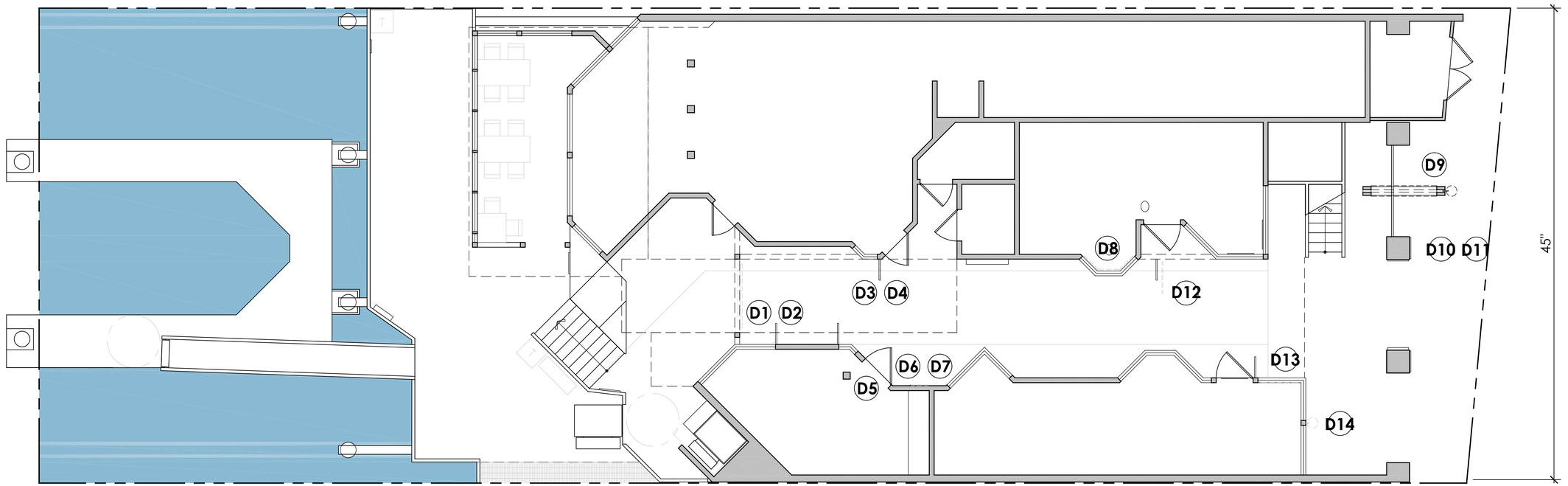
D12

CEILING MOUNTED SKIPPER'S
BREW BANNER

D13 D14

GREEN ICE CREAM 3D SIGN
ICE CREAM DECAL

EXISTING TENANT SIGNAGE TO BE REMOVED



SIGN REMOVAL EXHIBIT - FIRST FLOOR PLAN

NORTH

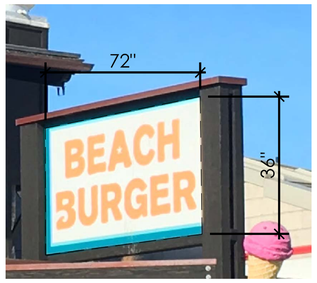
0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A5.1

1



BEACH BURGER POST-MOUNTED SIGN
(DOUBLE SIDED)
35 SF (17.5 SF EACH SIDE)

2

SKIPPER'S BREW WINDOW DECAL
6 SF

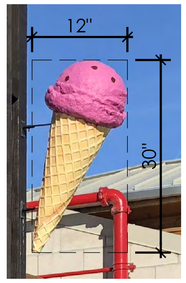
3

COFFEE WINDOW DECAL
5 SF

4

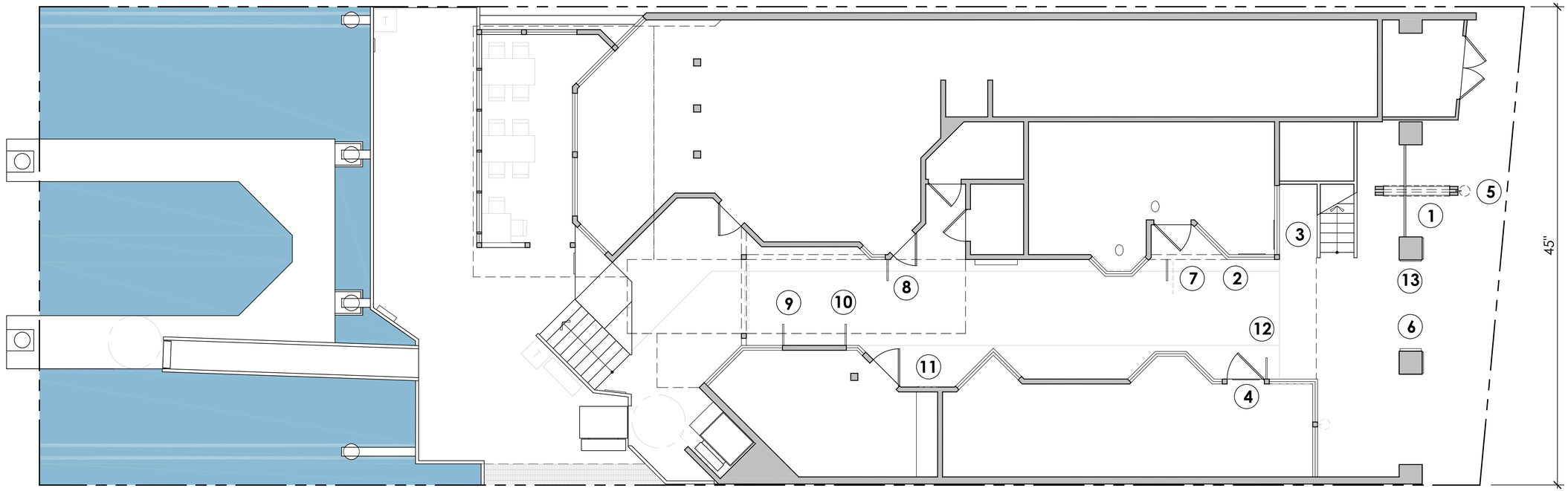
FUDGE & ICE CREAM WINDOW SIGN
4.4 SF

5



PINK ICE CREAM
SCULPTURE SIGN
5 SF

EXISTING TENANT SIGNAGE TO BE REMAIN



SIGN EXHIBIT - FIRST FLOOR PLAN

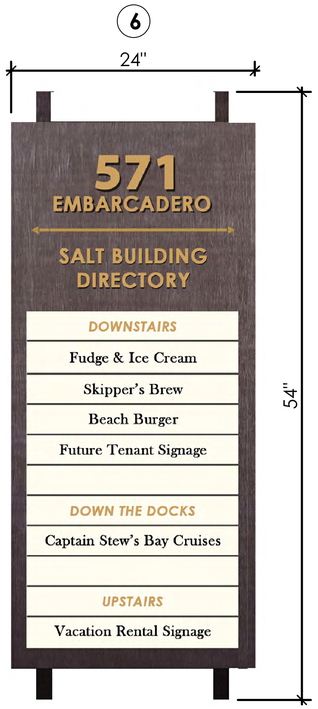
NORTH

0 5 10 20

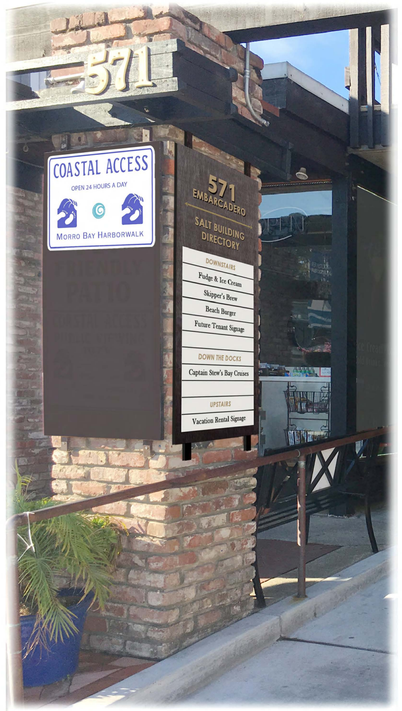
Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A5.2

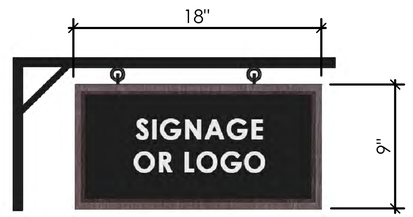


PROPOSED DIRECTORY SIGN
SIGN DIMENSIONS: 24"X54" (9 SF)
TO BE MOUNTED FLAT TO EXISTING BRICK COLUMN
WOOD TO MATCH EXISTING PANELS ON BUILDING



DIRECTORY WALL SIGN

7 8 9 10 12



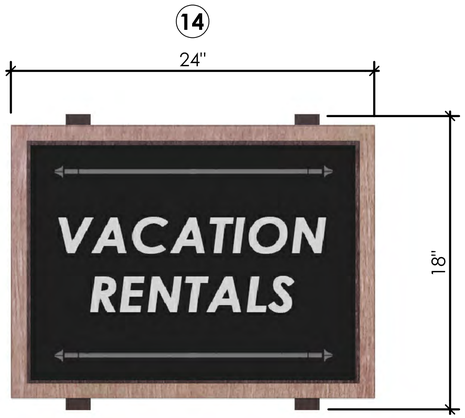
PROPOSED TYPICAL PUB SIGN
SIGN DIMENSIONS: 18"X9" (1 SF)
OCCURS ONCE FOR EACH TENANT IN VIEW CORRIDOR
MINIMUM 8' HEAD CLEARANCE TO BOTTOM OF SIGN
METAL OR WOOD BRACE, PAINTED DARK
METAL OR WOOD FRAMED SIGN

TYPICAL PUB SIGN IN VIEW CORRIDOR

Arris STUDIO ARCHITECTS

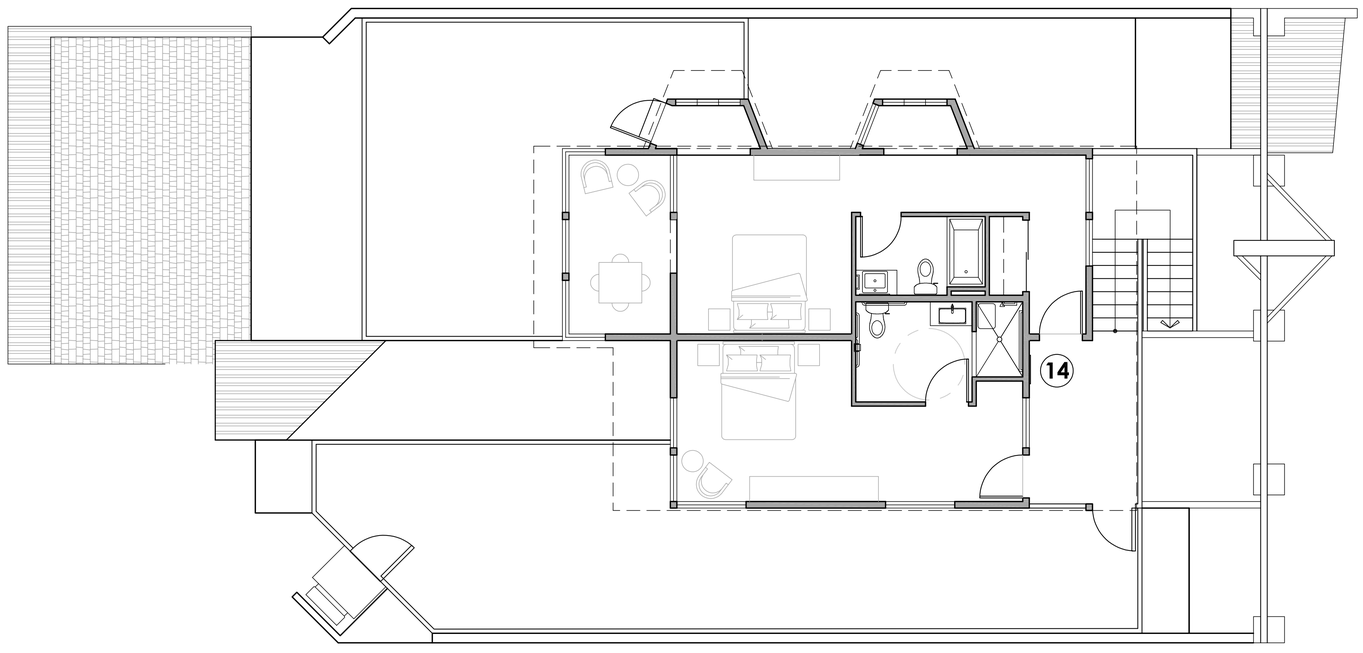
Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A5.3



PROPOSED VACATION RENTAL SIGN
SIGN DIMENSIONS: 24"X18" (3 SF)
TO BE MOUNTED FLAT TO WOOD PANEL SIDING
WOOD TO MATCH EXISTING TRIM ON BUILDING
TEXT TO BE DETERMINED

DIRECTORY WALL SIGN



SIGNAGE CALCULATIONS

Mark	Business	Sign Type	Existing/ Proposed	Permitted?	Façade Location	Dimensions	Square Footage
Public Signage							
A3/E	Coastal Access: Open 24 Hours (Front)	Wall	E	x	Front, brick Column	24" x 18"	3
B	Waterfront Direction	Directional	E	x	Top of Stair	24" x 6"	1
F	Coastal Access: Dining Deck	Wall	P	x	Bayside, Outside Dining	24" x 18"	3
E	Coastal Access: Open 24 Hours (Dock)	Wall	P		Bayside, Lower dock railing	24" x 18"	3
C	Interpretive Sign	Post	E	x	Bayside, lower dock railing	36" x 24"	6
						TOTAL	**16**
Tenant Signage							
	General						
6	Directory	Directory	P		Front, brick column	24" x 54"	9
						TOTAL	**9**
	Skipper's Brew						
2	Skipper's Brew	Window decal	E		Primary	24" x 36"	6
3	Coffee products	Window decal	E		Secondary	30" x 24"	5
7	Pub Sign	Pub Sign	P		Primary	18" x 9"	1
						TOTAL	**12**
	Embarcadero Fudge & Ice Cream						
4	Embarccdero Fudge & Ice Cream	Window sign (above door)	E		Primary	30" x 21"	4.4
5	Pink ice cream	3D sign (monument)	E		Monument/ pole	12" x 30" x 12"	5
12	Pub Sign	Pub Sign	P		Primary	18" x 9"	1
						TOTAL	**10.4**
	Beach Burger Restaurant						
1	Beach Burger Monument (Double-sided)	Pole	E	x	Monument/ pole	72" x 36"	35
8	Pub Sign	Pub Sign	P		Primary	18" x 9"	1
						TOTAL	**36**
	Future Retail						
11	Future Retail Wall Sign	Wall	P		Primary	24" x 18"	3
10	Pub Sign	Pub Sign	P		Primary	18" x 9"	1
						TOTAL	**4**
	Captain Stew's Bay Cruises						
9	Pub Sign	Pub Sign/Directional	P		Primary	18" x 9"	1
						TOTAL	**1**
	Vacation Rentals						
13	Rentals Upstairs	Direction	P		Front, Brick Column	24" x 9"	1.5
14	Wall Sign	Wall	P		Primary	24" x 18"	3
						TOTAL	**4.5**
						PROPOSED TOTAL SF	**76.9**
						ALLOWABLE SF BASED OFF 45' LINEAR FT OF FRONTAGE*	**67.5**
						*calculated by linear frontage times 1.5 multiplier	
						SURPLUS SF	**9.4**

**CALCULATIONS BASED ON PRESENT MORRO BAY SIGN ORDINANCE FOR EMBARCADERO ZONING

SIGN EXHIBIT - SECOND FLOOR PLAN

NORTH

0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: **A5.4**

VIEW FROM EMBARCADERO - EXISTING

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: NO SCALE
Sheet: A6.0

VIEW FROM EMBARCADERO - PROPOSED

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: NO SCALE
Sheet: A6.1

REMOVE EXISTING DINING DECK WALL SIGN

EXISTING CAPTAIN STEW'S BAY CRUISE BANNER TO BE REMOVED

PUBLIC DINING DECK GLAZING TO BE SHORTENED

CMU BLOCK WALL & GLAZING TO BE REMOVED FOR NEW ACCESSIBLE LIFT & CLEARANCES

EXISTING ACCESSIBLE CHAIR TO REMAIN

EXISTING GANGWAY TO BE REMOVED & REPLACED

VIEW FROM HARBOR - EXISTING

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: NO SCALE
Sheet: **A6.2**

NEW COASTAL ACCESS PUBLIC SEATING WALL SIGN

NEW ACCESSIBLE CHAIR LIFT

NEW ACCESSIBLE CHAIR LIFT RAIL & SUPPORT WALL- SHEATHED IN WOOD SIDING TO MATCH BUILDING

NEW 42" HIGH ROOFTOP DECK RAILING TO MATCH EXISTING STAIR RAILING

EXISTING ACCESSIBLE CHAIR TO REMAIN

EXTENDED HARBORWALK DECKING TO CONNECT TO GRAY'S INN, MATCH 42" HIGH WOOD RAILING TO EXISTING DOCK RAILING

NEW GANGWAY

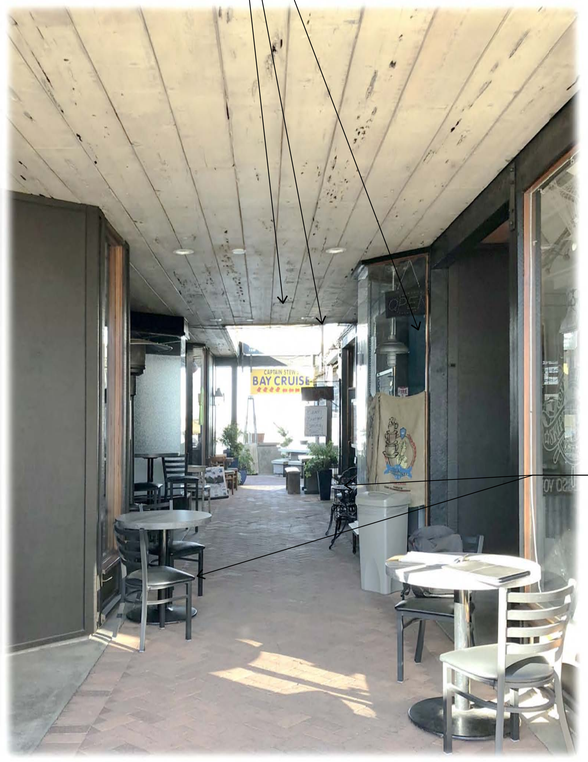
VIEW FROM HARBOR - PROPOSED

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: NO SCALE
Sheet: A6.3

REMOVE EXISTING SIGNAGE



REMOVE ALL EXISTING
UNPREMITTED CHAIRS &
TABLES IN VIEW CORRIDOR

VIEW CORRIDOR - EXISTING

NEW TYPICAL FRAMED PUB SIGNS
FOR EACH TENANT. MAINTAIN 8'-0"
MINIMUM HEAD CLEARNCE FROM
BOTTOM OF SIGN

VIEW CORRIDOR - PROPOSED

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date FEBRUARY 13, 2018
Scale NO SCALE
Sheet **A6.4**

A

WOOD PENDANT LIGHT

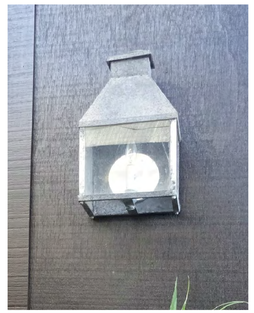
B

RECESSED CAN LIGHT

C

WALL/FACIA-MOUNTED
DIRECTIONAL LIGHT

D



WALL MOUNTED LIGHT

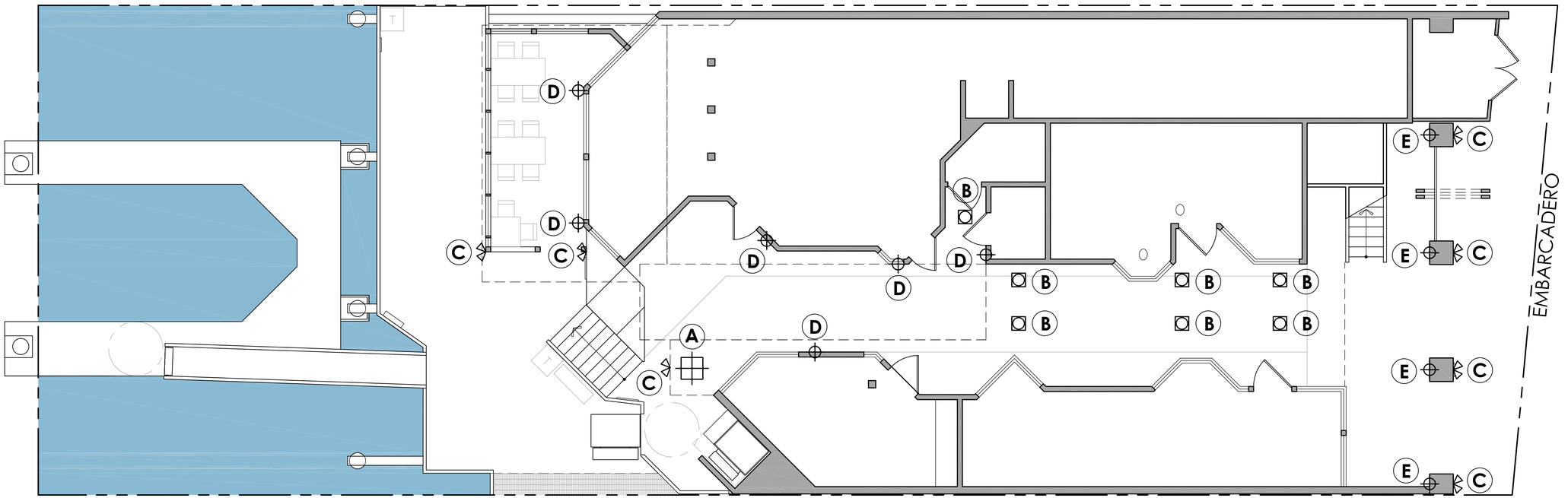
E

WALL MOUNTED LIGHT
(LOCATED @ ENTRY COLUMNS)

LIGHTING LEGEND

- WALL MOUNTED LIGHT
- WALL/FACIA-MOUNTED DIRECTIONAL LIGHT
- RECESSED CAN LIGHT
- WOOD PENDANT LIGHT

EXISTING SITE LIGHT FIXTURES



SCHEMATIC SITE LIGHTING - FIRST FLOOR PLAN

NORTH

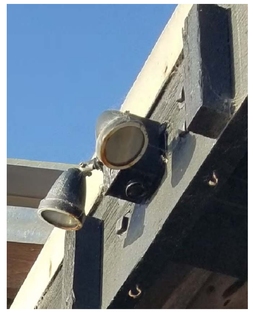
0 5 10 20

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: **A7.0**

C



WALL/FACIA-MOUNTED
DIRECTIONAL LIGHT

D

WALL MOUNTED LIGHT

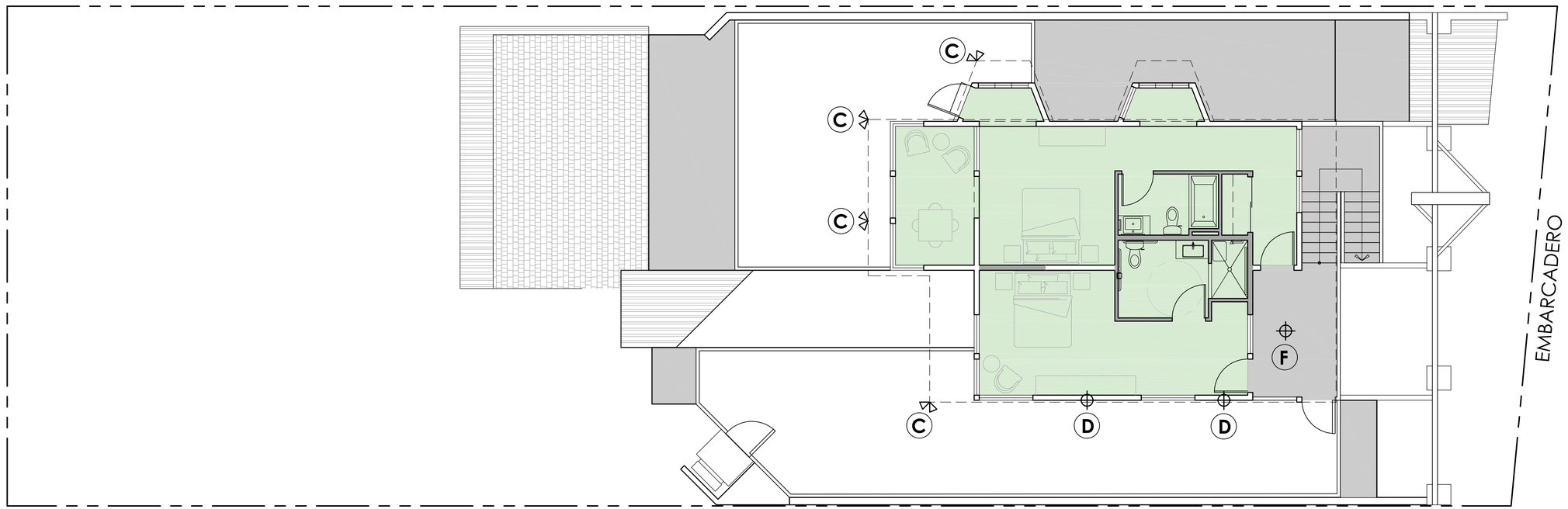
F

CEILING MOUNTED LIGHT

LIGHTING LEGEND

- WALL MOUNTED LIGHT
- WALL/FACIA-MOUNTED DIRECTIONAL LIGHT
- RECESSED CAN LIGHT
- WOOD PENDANT LIGHT

EXISTING SITE LIGHT FIXTURES



SCHEMATIC SITE LIGHTING - SECOND FLOOR PLAN

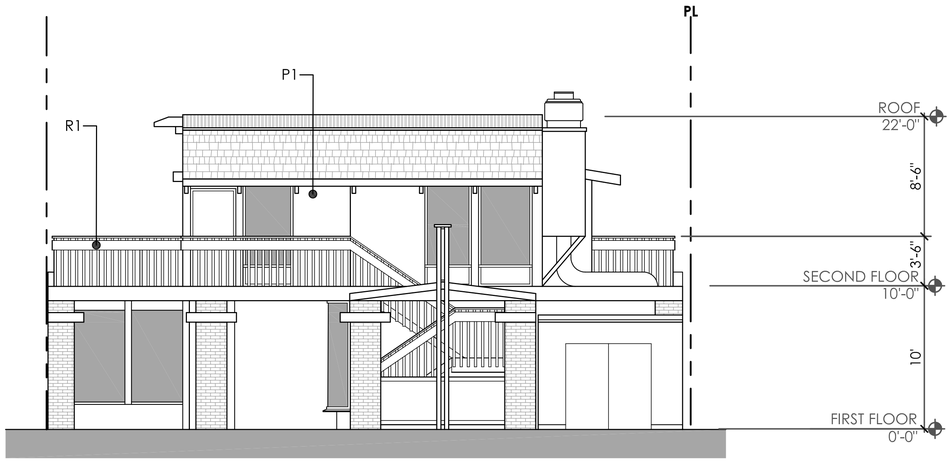
NORTH

0 5 10 20

Arris STUDIO ARCHITECTS

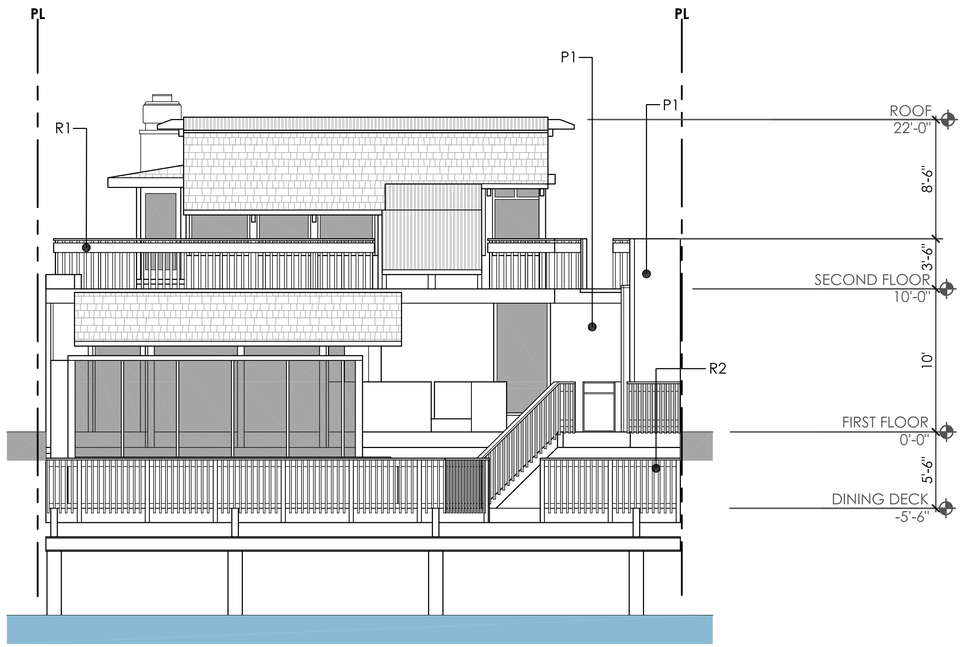
Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: A7.1



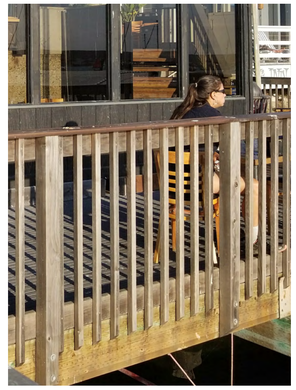
PROPOSED FRONT ELEVATION

0 5 10 20

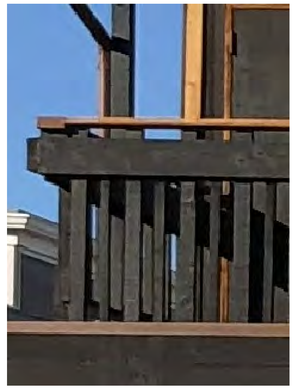


PROPOSED BACK ELEVATION

0 5 10 20



R1
HARBORWALK RAILING



R2
ROOF DECK RAILING

P1
PAINTED WOODSIDING
BENJAMIN MOORE
HC-68 "MIDDLEBURY BROWN"
(OR MATCH TO EXISTING)

Arris STUDIO ARCHITECTS

Salt Building
Morro Bay, CA
for:
Rick & Teri Gambril

Date: FEBRUARY 13, 2018
Scale: 1" = 10' @ 11x17
1" = 5' @ 24x36
Sheet: **CB1.0**

AGENDA NO: B-3

MEETING DATE: December 18, 2018

Staff Report

TO: **Planning Commissioners** **DATE: December 11, 2018**

FROM: **Scot Graham, Community Development Director**
Cindy Jacinth, Senior Planner

SUBJECT: Public Draft of Plan Morro Bay: General Plan/Local Coastal Program Update ***(continued from the December 4, 2018 meeting)***

PLEASE BRING YOUR COPY OF PLAN MORRO BAY PROVIDED AT THE 12-4-2018 PLANNING COMMISSION. PAPER COPY AVAILABLE UPON REQUEST.

RECOMMENDATION:

Staff recommends the Planning Commission take public comment, review, and provide direction on the public draft of Plan Morro Bay: General Plan/Local Coastal Program Update.

DISCUSSION:

This is a continued Public Hearing item from the Planning Commission meeting held on December 4, 2018 with previous hearings held: 8/7/2018, 8/23/2018, and 9/4/2018. Note, no changes to the May 2018 public draft will be made until Planning Commission has completed entire initial review of the public draft document.

Plan Morro Bay is the City's update of its General Plan and Local Coastal Program (LCP) Land Use Plan (LUP). These long range planning documents guide development and conservation policies within the City. Plan Morro Bay updates and integrates the City's existing 1988 General Plan and 1984 LCP into one combined document.

The General Plan Advisory Committee (GPAC) reviewed the public draft of Plan Morro Bay and their input is included as Attachment A. This Attachment A has been updated to include a column with staff responses to GPAC comment where recommended edits are suggested or to provide greater clarity if the item has already been addressed.

CONCLUSION:

Staff recommends the Planning Commission take public comment, and continue its review from the 9/4/18 meeting, and provide further direction on the public draft of Plan Morro Bay as well as the GPAC comments included as Attachment A.

Prepared By:___CJ_____ Department Review: _____SG_____

Upon completed review of the Public Draft of Plan Morro Bay, recommended edits/ policy revisions will be made and brought back to the Planning Commission for recommendations to City Council.

ATTACHMENT:
A: GPAC input received, updated with staff recommendations 11/28/2018.

ONLINE LINKS:
Public Draft Plan Morro Bay:
http://www.morro-bay.ca.us/DocumentCenter/View/11817/Plan-Morro-Bay-LCP-Public-Draft-May-2018

Location	*Page*	*Commenter*	*Comment*	**Staff Reply:**
Public Comments at GPAC Meetings:				
Conservation		Brom	Air quality - City should consider getting a monitoring box that can collect ozone data upload their data to AQICN.org. A good place to put the monitoring box would be 2601 Coral St.	**No air quality issues in City. Previous monitor was due to operation of power plant which has since closed.**
Public Safety	4-113	Brom	typo: One Water>OneWater	**Ok**
GPAC Comments:				
title page		Smith	In the final draft you should include a list of elected, planning commissioners, GPAC, staff & consultants that worked on the plan as well as thanks to Coastal Commission staff etc.	**Agreed. Similar to DWSP's acknowledgement page.**
Introduction		Buquet	Wasn't there something about Morro Bay being a "fishing village" in this section?	**Reference to working waterfront included.**
Introduction		Smith	Do we need all the descriptive language in the Introduction? Not necessary – confusing with Vision	**Introduction written succintly and only 1 page long**
Introduction	page 1-11	Smith	Proposed SOI is first mapped on Figure 1-1 – has not yet been described, should be described before or near where you see it mapped the firm time – don't think it really needs to be shown on this map in any case.	**Yes, we need to describe the SOI in the preceding paragraphs and yes we want to consistently show the map including future SOI**
Introduction	page 1-13	Smith	First paragraph of About Morro Bay section seems subjective and invented – no real reason to include it. Review all the intro text with an eye to "less subjective", "more fact". More interesting to start with the history section which is concrete. Same goes for the last paragraph in that section on pg. 1-14 before Present section starts	**Looking into this.**
Introduction	page 1-14	Smith	Under "Present" heading - says "past several decades" - if it says this then there should be data in Table 1-2 that covers several decades. It also says Morro Bay will add "several hundred new residents by 2020." If that is the case that data should be in the table.	**Should add a source for the opening sentence about growing over past decades and adding several hundred new residents etc.**
Introduction	page 1-14, Table 1-2	Smith	Table 1-2: 2015 Morro Bay Demographics. There is a row called "Under 20" and another row called "Population Under 18" - huh? If we are making the case that our population has virtually stagnated over time – a point that Dr. Tefft thought was very important to make, I'm sure we all recall - then it would be good to include a chart showing population in the past, compared to 2015 – the data is readily available. Same thing with employment reference on the next page.	**Agreed.**
Introduction	page 1-15	Smith	First paragraph - would like more historical statistics for comparison	**Unclear what edits are suggested here.**
Introduction	page 1-15	Smith	Dancing around things - e.g. using the term "multi-generational community". Why don't we just say old?	**Multi-generational term is a better fit for the community as described by Tefft. Page 1-14 does describe the percentage of elderly to be clear.**
multiple locations		Smith	what are we trying to say with high percentage of housing units that are occupied seasonally or not occupied? Revisit that language	**Recommend leave as is. Appropriately noted in the document. Seasonally occupied units are important to be identified because of planning policy impacts.**
Introduction	page 1-16	Smith	The Planning Area - this seems to be the first place the sphere of influence is referenced, so the figure on which it is mapped, on the next page, should be referenced here. Need a clearer explanation that we have a sphere, and what it is, and that there's another area, that we may potentially add to our sphere. And explain why we would do that. I think the reader should know, earlier in the document than the explanation appears.	**Agreed. Recommend adding both a good definition of SOI and why we need it.**
multiple locations		Smith	Check SOI and Future SOI language throughout - not clear enough. Maybe bring the language from the policy about Future SOI - about why the City might include it in SOI up to the Introduction	**Agreed. Refer to above comment.**
Introduction		Smith	How to Use the Plan sections - may not be needed. Thinks the Organization section in the Introduction covers it. They really are Why they might use the plan"	**Staff recall is that GPAC overall liked this section. Makes sense to include it as an introductory item before the Organization section.**
Introduction		Stewart	Documents that have the data that back up the plan - where are they?	**These documents are references as Appendices in the Table of Contents.**
Vision & Values		Smith	Could Vision go right at the very beginning of PMB?	**The section is too long to incorporate into the Introduction. As a separate section, the goal is to give it importance by having it as a stand alone chapter.**
Vision & Values		Buquet	Are the Community Values in any order?	**No, they are not in any specific order.**
Blueprint Intro	page 3-3	Michael Baker	Move Community Well-being paragrph to the Greenprint Intro	**Agreed.**
Blueprint Intro	page 1-19	Smith	Heading should be "Plan Morro Bay Organization" Could include a chart/graphic here that identifies the elements of the Blueprint vs the elements of the Greenprint.	**Agreed, include a section that states something like Blueprint contains the following Elements and Greenprint the following Elements and they are organized… and then followed by the Organization section**
Blueprint Intro		Silloway	will there be interactive links in the final electronic version?	**Yes.**
Land Use	page 3-5	Smith	Minor point, but in the first paragraph it really should say "Much of the land use pattern for Morro Bay is set, and there is little opportunity or desire for the city to expand outward." There's a lot of open land around us, but I think it is true that we have no desire to sprawl into it.	**Okay. Agreed add "…or desire…" to the existing sentence on pg. 3-5.**
Land Use	page 3-7	Smith	Although it is not updated as part of the Plan Morro Bay work, the reader should still be told where to find the Housing Element.	**Agreed.**
Land Use	page 3-7	Smith	Don't the standards that buildings and infrastructure are held to also influence land use resiliency? It isn't just where things are located, and how the locations affect other community aspects…	**Unclear.**
Land Use	page 3-9	Smith	Could the plan area be added to Figure LU-2?	**This map is from SLOCOG. And it is not the purpose of this map to add the plan area.**

Location	*Page*	*Commenter*	*Comment*	**Staff Reply:**
Land Use	page 3-11 and more	Smith	make it clear the C/R fishing land use designation area is where Measure D applies - throughout the document	**Page 3-11 appears correct. For other pages, we should make sure we are consistently referring to it throughout the document.**
Land Use	page 3-11 and more	Silloway	Could Measure D text go in the Plan?	**It's in the Zoning Code as the appropriate location.**
Land Use	page 3-12	Smith	I would argue that the Mixed Use Residential Overlay designation provides additional development potential, as well as criteria.	**Yes this is an important distinction. 4th paragraph of this page should be edited to insert after development "...potential as well as" criteria…**
Land Use	page 3-17	Smith	hard to see MU Residential overlay on Figure LU-3 when printed	**Agreed. We would recommend adding a key scale zoom in on a separate page that magnifies these areas into 3 separate sections.**
Land Use	page 3-17	Smith	Where are Morro Bay Community Center and Veteran's Hall on the map – not public facilities? They should also be shown on Figure OS-2	**We should add all City facilities as public/institutional uses.**
Land Use	page 3-19	Silloway	Table LU-2: non-residential sf – thinks the 8 million sf number is misleading and very unlikely. Thinks the power plant building will be preserved as a historic landmark	**We have to account for this number because we placed land use designations on this area; and we have to do FAR for this area.**
Land Use		Silloway	is the future SOI proposed in this plan? Scot: Yes and no. This isn't the SOI process but this will be the recommendation to LAFCO after this process	**We have it mapped now.**
Land Use	page 3-20	Smith	Dynegy and the Wastewater Treatment plant are introduced in the second paragraph as though every reader already knows what they are and where they are…they may not.	**Ok. Edit sentence to specify "Dynegy Power Plant" and "City Wastewater Treatement Plant Areas"….**
Land Use	page 3-21	Smith	Should the "identified opportunity areas" be mapped?	**Ok. Edit sentence to say "…identified opportunity areas *in the DWSP* .."**
Land Use	page 3-22	Smith	I fundamentally disagree with the first sentence, Morro Bay is actually different than most cities in California, as it isn't growing much at all.	**Agreed. The first sentence needs to be revised, as it also conflicts with the second sentence.**
Land Use	page 3-23	multiple	Housing and Jobs Growth - is the use of households in the jobs/housing ratio appropriate? Are seasonal housing units removed from the jobs/housing ratio?	**We are looking into this. We do not think seasonal housing units are removed.**
Land Use	page 3-23	Smith	Development Capacity - could the first sentence be worded differently? Makes it sound like Measure F needs to be removed/overturned.	**This just discusses the limitation, and how you would deal with that otherwise.**
Land Use	page 3-23	Smith	The narrative under "development capacity" section sounds like it was written at the beginning of the project, when we were considering alternatives, rather than in the final document, when we've decided on a course of action. As of now, we've chosen a set of land uses and intensities that will keep us under the Measure F threshold, not sure why we have to say anything else at this time.	**It is appropriate to discuss it here, since it is related to development capacity.**
Land Use	page 3-23	Smith	Again, we need to be consistent in describing the current sphere of influence and the potential future sphere, and our intentions with expanding the sphere – if we do it, why would we do it. The explanation, which I generally agree with, is in Policy LU 3.6, but the reader might never find it there.	**Agreed. We need to do a better job of explaining why we are expanding the SOI as noted in staff comments above.**
Land Use	page 3-25	Smith	The paragraph under Coastal Priority Uses and the first paragraph under Visitor Serving Uses are repetitive.	**Agreed. Delete the first sentence of the paragraph under Coastal Priority Uses "The coast is a valuable resources for natural…"**
Land Use	page 3-26	Smith	Should map the Fisheries Sector/Measure D Zone, the Visitor's Sector and the Southern Sector in a figure (probably LU 4) – these are pretty important in this City.	**Agreed. We should add this and make language consistent with the Zoning Code.**
Land Use	Page 3-27	Smith	Don't see that LU-4 differentiates between administrative, commercial and recreational services as the narrative says.	**Agreed. Figure LU-4 should be revised to reflect the narrative.**
Land Use	Page 3-29	Stewart	Figure LU-4: add oyster farm to map	**Agreed.**
Land Use	Page 3-31	Smith	LU4.2 is not a policy, its an implementation action. The policy might be "Ensure commercial fishing activity is prioritized in the Measure D area."	**Agreed.**
Land Use	Page 3-31	Smith	LU4-3 How and who will assist the commercial fishing industry to adapt to climate and economic change? Is there a corresponding implementation action?	**We should add an Implementation Action, something like track needs of the Fishing Industry through the HAB - meeting or reviewing once a year.**
Land Use	Page 3-32	Smith	Policy LU-4.6 - language is confusing	**Agreed.**
Land Use	Page 3-32	Smith	LU 5.2 Where is the prime agricultural land in the planning area? Typically this is mapped…	**Looking into this.**
Land Use	page 3-33	Ingraffia	Re: Policy LU-5.4 - Could the Dynegy Master Plan require the draft MP be developed within a certain time frame?	**No. The Master Plan will be done by the Developer, and triggered when a development comes forward.**
Land Use	page 3-33	Smith	LU 5.4 I would rewrite, to simplify and say "Master Plan the redevelopment of the Dynegy Site in order to encourage…xx uses"	**Agreed.**
Land Use	page 3-33	Smith	Why is "Continued Industrial Uses" part of the title of this policy? Makes no sense when the policy means to say, "Once the Wastewater Treatment Plant is relocated, and operating at another site, master plan the redevelopment of the current Wastewater Treatment Site in order to encourage…xx uses."	**Some City facilities are staying there such as the Corp Yard and the Desal Plant. The second part of Smith's comment is fine to retweak like above and say "to encourage XXX uses".**
Land Use		not sure	Accommodations: people staying in boat slips - were they counted?	**No.**
Community Design	page 3-49	Stewart	Floodplain issues for VSC uses around existing WWTP? Add more language re: environmental constraints? Elevation issues?	**Unclear.**
Community Design	page 3-50	Smith	Description of North Embarcadero area is tentative, lots of "should" – Why "development standards should have" instead of "will" have. Why use the word "ideally" – in a final plan doc?	**Agreed, tentative language should be changed. Shoulds and ideally.**

Location	*Page*	*Commenter*	*Comment*	**Staff Reply:**
Community Design	page 3-51	Smith	The streets in the Embarcadero are not “pedestrian friendly streets” at all, but they are filled with pedestrians. They need to evolve to be pedestrian friendly streets by widening sidewalks, adding bulb outs, improving crossings etc….Those kinds of improvements are not specifically referred to anywhere in the plan, even in the Circulation Element – this is a missed opportunity. Again, there is very tentative language on 3-52 about changes on Centennial Parkway and Market Plaza. If the City has adopted plans for these areas, and/or released RFPs with specific goals for these areas set out, they should be described positively, and in concrete terms.	**Agreed. We should be improving crossings and adding polcies to encourage pedestrian friendly streets.**
Community Design	page 3-54	Smith	Implementation action ED3.3 talks about maximizing energy from renewable resources. This is great, but where is the policy? Also don’t see a policy that corresponds to implementation action ED3.4.	**Implementation Action ED3 refers back to Policy ED1.4. Unclear since the implementation action items quoted are not decimals - not sure if Smith is referring to policy numbers or Impl. Action numbers? And also this info is in the Economic Development Element, not Community Design Element?**
Community Design	page 3-56	Smith	I think this section is missing a critical step, defining the key physical elements that make up the character areas of the City – there is no way to “consider” and “maintain” them if you don’t agree what they are in the first place.	**This is already described over several pages. Starting on page 82.**
Community Design	page 3-56	Ingraffia	Policy CD-1.3 - all the city - have some guidelines already -clarify	**Yes, be specific and refer to commercial and multi-family. We did adopt permanent residential design guidelines in Oct 2018 so Policy CD1.4 needs to be fixed.**
Community Design	page 3-57	Smith	CD1.6 Doesn’t the law already require this?	**We are looking into this.**
Community Design	page 3-57	Smith	CD1.8 What kinds of things would be in this compendium? Materials suggestions? Not sure what “flexible design elements” we are talking about.	**This is done through Design Guidelines. It is not customary to place in a General Plan document.**
Community Design	page 3-58	Smith	What about Sustainable Design elements in buildings and infrastructure, renewable energy, water conservation….all of these things contribute to a community’s resiliency as well.	**Agreed, we should have this here.**
Economic Development		Buquet	cross-reference to housing element?	**Agreed, add a reference here, perhaps under Affordable Housing section, and also in the section "Relationship to Other Elements"**
Economic Development		Schneider	seems like home-based businesses are missing - develop them, encourage them	**Agreed. We should at least reference this if not more. Add a policy to encourage them as well.**
Economic Development	page 3-66	Smith	Couldn’t we also adopt a green building ordinance, that would include the guidelines in ED 3.2?	**This is covered under the Green Building Code, and the City has an adopted Incentive Program.**
Economic Development	page 3-66	Smith	How would you limit chain stores in ED3.6? Zoning? Should say it if yes.	**How are we doing this? We need to address it through Zoning. And we need to define this? Is it only based on size? What about if a pop-up came for a limited duration?**
Economic Development	page 3-66	Smith	ED4.1 is there a specific implementation action needed to encourage healthcare employment? Don’t see one, and this seems like an important sector to cultivate in Morro Bay.	**our policies do not discourage this use type.**
Circulation		Stewart	parking - maybe there is enough but some people (visitors) don't know where it is. Need good signage.	**Agree. No edits necessary - covered in EDSP and DWSP.**
Circulation	page 3-71	Smith	Do we have an identified high injury network in Morro Bay, or have we identified intersections or segments that are high injury or death? If so we should identify them in the plan, or if not, we should have a policy to look at that issue, and address it.	**Injury and Fatal Collision Location (2009-2013) are included in the Baseline Assessment in Chapter 13 , Transportation and Mobility. The Circulation Element Technical Report includes collission info and these documents are part of the technical appendices of Plan Morro Bay.**
Circulation	page 3-74	Smith	Confused by the group of street sections included here. Is this the full range of our street cross sections? Is this in any way correlated to Figure CIR-1B? It doesn’t seem to be, even in the naming of the street types. These are certainly not modern or stellar examples of “complete streets” particularly Figure CIR-2a which shows a bicyclist riding on a 6’ wide sidewalk. Also, reducing 12’ lane widths to 10’ is becoming industry standard, and would facilitate some improvement to these sections. Perhaps consider an implementation item seeking grant funding to prepare a Complete Streets Plan for the City to integrate with the Pedestrian/Bicycle Plan updates that the City will now be committing to complete annually.	**This is showing us what our street sections look like. Given that these are local streets, you wouldn't have sharrows until you get to the collector point. Yes, agree to add an implementation item seeking grant funding to prepare Complete Street plan. Better to update the 2011 Ped/Bike plan to incorporate Complete Streets.**
Circulation	page 3-87	Smith	The items under Planned Circulation Improvements are all framed as “woulds” or “coulds” instead of “will” or “shall” – they should be the latter, if they are in the Plan.	**Not recommended to say will or shall, because this is only discussion of options available. We are not saying we are going to do this.**
Circulation	page 3-97	Goldman and others	Policy CIR-4.3: expand geographic area or other approaches. Possible add an implementation action?	**Yes, allow payment of inlieu in all commercial areas, and updated the Implementation Action to reflect this.**
Circulation	page 3-97	Buquet and others	Policy CIR-4.6: where is this referring to exactly? Should that be specified?	**Revise policy Cir- 4.6 to state: "Excess Right-of-Way Parking: In the downtown and waterfront areas, reconfigure existing parking space alignments to achieve greater parking yield."**
Conservation	page 4-14	Smith	Policy C-1.14 calls for eelgrass protection on a project-by-project basis, but the associated implementation C-12 suggests that a mitigation bank be established – are these items consistent?	**Yes, it is consistent. The mitigation bank is just one option for protection.**

Location	Page	Commenter	Comment	Staff Reply:
Conservation	page 4-15	Smith	Seems odd to locate Air Quality in the Conservation Element – would fit better in the Blueprint than the Greenprint and is usually associated/placed near the noise element. I don't think I've seen it in a Conservation element.	**Air Quality seems appropriately located in the Conservation Element.**
Conservation	page 4-21	Smith	Can we explain what it means that transportation is the largest contributor to GHG emissions – is it that we drive our cars, or the delivery of goods to us via trucks, or both? Also does the residential GHG contribution come from our own energy consumption, or the power source of residential energy comes from, or again, both?	**"Both" to both of Smith's questions. Transportation as the largest contributor is sourced from our GHG inventory in the CAP. It's referenced on previous page.**
Conservation	page 4-21	Smith	Also, it would make sense to move the Energy Conservation section behind this one, instead of buried well beyond in the Element. I was looking to see Community Choice Energy referenced and/or anything about renewables, and didn't see anything till way back on 4-33.	**Agree. Move Energy to after GHG and before Water & Wastewater.**
Conservation	page 4-22	Silloway	desal plant - worn out - should the document say that is could potentially be functional? Seems misleading. Scot: it does work using brackish water. Indeed it does need upgrading.	**City has an adopted OneWater Plan, which references upgrading the desal plant.**
Conservation	page 4-31	Smith	There is no mention of Green Streets (managing, capturing, cleansing stormwater and runoff in public right of ways) or blue/green infrastructure approaches in the water section, or specifically in Policy C-4.14 Seems like a missed opportunity. I've always thought Main Street could function as a "green seam" in the city, capturing runoff from stormdrains inland of it, and cleansing it before it goes into the ocean west of it.	**Yes, we should either edit Policy C.4.14 or add a separate policy to capture this comment.**
Conservation	page 4-34	Smith	Not sure what "Morro Bay does not currently have its own energy-related uses" means, does this refer instead to our own energy production? Would be great to also reference the job creation potential of the renewable energy sector for our area, somewhere in here.	**This section needs to be updated to reflect the City along with SLO City joining with Monterey Bay Community Power Authority's Community Choice Aggregation Program.**
Conservation	page 4-39	Smith	Figure C-6 Radcliff is certainly a "Street Providing Views", but is not identified on this map.	**Yes agree. Radcliff Street should be identified as a "street providing views" with the orange line.**
Conservation	page 4-40	Smith	Morro Rock should be labelled using same font/size as the other scenic views labelled on this map.	**Yes, Figure C-7 should have "Morro Rock" in same bold font as other identified scenic views.**
Conservation	page 4-41	Smith	Add a policy like OS3.1 for this section as well?	**Okay.**
Conservation	page 4-42	Smith	Policy C-8.5 suggests we "identify degraded viewsheds and other issues affecting viewshed quality." – to what end? To fix them? We should say.	**Edit possibly to add "…and seek to enhance them."**
Conservation	page 4-42	Stewart	Policy C-8.8 - clarify if this policy just applies to the less developed areas of the coastline	**Applies to all areas, and Zoning Code would implement it.**
Conservation	page 4-42	all discussed	Policy C-8.9 - GPAC recommendation was to add an IA that requires the City to make a plan for undergrounding – in-lieu fee study	**Need to add an implementation piece to this to develop an in lieu fee program.**
Conservation		Silloway	Add an IA to seek scenic highway designation of Highway 41	**A majority of Hwy 41 is outside of City limits as noted in the City's current General Plan/ Scenic Highway Element. Unclear how the City would make this happen. There is also no policy with which to attach an Implementation Action (IA).**
Conservation	page 4-43	Smith	In the second paragraph, I think it means to say "The estuary surrounds the terrain along the water in the park and integrates…"	**Yes, typo here. Says intergrades but should say integrates.**
Conservation	page 4-47	Smith	Since eelgrass health is so important to preservation of the Morro Bay Estuary, should it specifically be referenced here?	**Policy C-1.14 specifically references eelgrass.**
Conservation	page 4-48	Buquet	Discussed 45 or 50 year criteria for historic resource analysis under CEQA and what level of protection that affords. Should that be explained more in PMB? Also discussed the local inventory and other things related to historic buildings.	**Policy 10.1 directs City to create an inventory. IA C-3.3 and 3.4, and 3.5 correlate to this.**
Open Space		Silloway	Please change Cerrito Peak to Cerrito Peak/Eagle Rock throughout PMB	**Agreed. We will make this change.**
Open Space	pages 4-57-58	Silloway	Table OS-1 and text on the following page - rework the table to show where the parkland ratio comes from	**This is being researched for more information.**
Open Space	page 4-57	Buquet	Is Cerrito Peak included in Table OS-1	**It is not included. The land use designation is currently residential.**
Open Space	page 4-61 and other places in element	Silloway	above Tidelands - Franklin Riley Park - it was designated by the Council. City owned land. Add in to PMB	**Agreed. This should be added to Table OS-2 and other places in Element as applicable.**
Open Space	page 4-61	Smith	Where are Morro Bay Community Center and Veteran's Hall on the map – not public facilities? They should also be shown on Figure OS-2	**Yes, we do use these 2 facilities for recreational purposes/classes and should update the map.**
Open Space	page 4-61	Smith	Figure OS-2 use a different color for the CA Coastal Trail, its hard to see. And can we add other trails in the City?	**Agreed. The gray color is indistinguishable from the road color.**
Open Space	page 4-64	Smith	Shouldn't the bike park be reflected anywhere in our inventory?	**No, because this was approved as an interim use.**
Open Space	page 4-68	Smith	Should policy OS-3.4 also address conservation areas.	**Agreed, yes we would update this policy to include conservation areas.**
Open Space	page 4-73	Silloway	area outside City limits (Chevron properties area) - policies/IAs don't address passive recreation. They should and there could be a trail between Alva Paul and Del Mar Park.	**Outside City limits, so it wouldn't be appropriate in OS element, but could be addressed in LU Element with properties that are future sphere or future planning area located.**

Location	Page	Commenter	Comment	Staff Reply:
Public Safety	page 4-89	Smith	In Policy PS-1.1 do we mean to say vulnerable public assets? I think that's what we are talking about here and elsewhere in this element.	**It just means assets, not public assets. It's fine to leave it as is.**
Public Safety	page 4-91	Schneider	Policy PS-2.10 - seems like locating around hazards would be hard on many of the small lots in Morro Bay	**Noted.**
Public Safety	page 4-105	Smith	Should we discuss the basic Armor, Adapt, Retreat strategy we take in resiliency approaches?	**This is discussed in the document. It's in the Vulnerability Assessment and the Coastal Hazards section.**
Community Well-being	page 4-116	Stewart	Does Morro Bay really have good clinical care options? Does Morro Bay really have poor access to fresh food?	**This language is sourced from the Community Baseline Assessment.**
Community Well-being	page 4-116	Smith	Its great to include this element in the General Plan. It would be even better if there were some data points about our community's health (physical health, longevity) instead of the general statement that our residents "tend to be healthier". We mention our "large population over 50" and its potential to have special health concerns – do we know what they are in our residents?	**This information is sourced from the Community Baseline Assessment. This type of statistic is generally too detailed to be in a General Plan.**
Community Well-being		Stewart	Should mention the community garden by Del Mar park in this element	**This is on private property owned by the Church.**
Community Well-being	page 4-118	multiple	Table CW-1 - quite a few questions about and issues with the data in this table	**Noted.**
Community Well-being	page 4-118	Smith	Great to include Quality of Life indicators, how were these specific ones chosen? There's no explanation for this. There are many, many others that could have been included, such as educational attainment, poverty rates, economic growth rates, homelessness, chronic disease rates, traffic safety, etc. It might be good to include a policy that calls for the community to undertake an exercise to develop a set of quality of life indicators that we want to track over time. This approach has been taken in many other places. Specifically on the table on this page, is it really the crime rates per 100,000 residents? We only have 10,000 residents so what does this number really mean for us?	**Agree with policy recommendation. A Quality of Life (QOL) survey was done in 2016. The policy should call for updating the information every 5 years.**
Implementation	page 5-6	Schneider	IA LU-10 - written a little strangely	**We need to further define upscale and mid-price hotels based on a percent of ADR , average daily rate.**
Implementation	page 5-6	Schneider	IA LU-11 - should we clarify that facilities are assumed to be less expensive than building actual low-cost rooms?	**Not applicable to this action item.**
Implementation	page 5-6-7	Smith	LU12 and LU 14, do we need to define STVR and LUCVR?	**We will be updating Short Term Vacation Rental policy separate from Plan Morro Bay.**
Implementation	page 5-6	Ingraffia	IA LU-13 - where did the "units over 4,000 square feet in size" part of the last sentence come from? Does it make sense to include?	**We will be updating Short Term Vacation Rental policy separate from Plan Morro Bay.**
Implementation	page 5-10	Smith	IA LU-20: When will we update the Waterfront Master Plan, and in order to do what?	**It's not necessary to identify a date for updating, as it will be based on Council goals, objectives, and the budgeting process.**
Implementation	page 5-10	Smith	IA LU-21: Isn't the Downtown Waterfront Strategic Plan already completed, adopted?	**Yes, it is. We will remove this item. The Land Use Element will need to be updated to reflect it is already adopted.**
Implementation	page 5-10 to 5-11	Smith	IAs LU-22 through LU-34 Are these really Implementation Actions of the General Plan? They read as notes for planners in the future about very specific issues on the waterfront…	**Remove the should and state shall under LU-22. These implementation action items come from Goal LU-7. May want to consider putting these items into the body of the text or create a table in the text with an implementation item related to hazards such as update sea level rise analysis every 5 years.**
Implementation	pages 5-12 to 5-13	Smith	IA CD-5 and CD-6: these are important items, so great to see them included. Not sure why CD5 specifically calls out reuse of some of the existing buildings – maybe the plan will do this maybe it won't, not sure what we achieve by calling it out now.	**Recommend leaving this in because allows for re-use, as has been previously discussed by PC. Also, IA CD-6 needs to update the character area name, as PC has realigned the south border of the Cloisters area**
Implementation	pages 5-13 to 5-14	Smith	IAs CD-10 through CD-16: These many items appear to contain the content of missing Development Standards for the Waterfront – why isn't the Implementation Action "Create and adopt development standards for the Waterfront (or however we want to define it) to address xx and xx, and to ensure xx and xx are defined…"	**We could amend IA CD-10 through CD-16 by adding at the end of the action item that we should incorporate this into updating of the Waterfront Master Plan. Alternatively, we could move these IA into the body of the text as policies, with the Implementation item to be Update the Waterfront Master Plan .**
Implementation	page 5-14	Smith	IA ED-3: What does "maximize" mean, how will we know that we have achieved this one? I'm for it, but it is very vague.	**Okay to have action items where it's not specific because it's a way to implement policies, and still maintain flexibility in how it's implemented.**
Implementation	page 5-15	Smith	Why explore opportunities to establish CFDs and BIDs – perhaps a good idea, and or we need more BIDs (?) but we should explain why.	**The Element discusses many of the issues related to this including market surplus, leakage, housing/jobs balance, with the corresponding goal identified. This implementation action implements Policy ED 1.2.**
Implementation	page 5-23	Smith	IA C-12: How will we consider this – will we study it? What would we need to know in order to commit to it?	**Change wording of "consider" to "investigate" and the City's HAB is already looking into this.**
Implementation	page 5-24	Silloway	IA C-22: Not sure it is appropriate to use the word "advocate" in this IA. Scot: fine because the City is already doing this.	**This item is completed, as City Council has already approved joining the Monterey Community Choice Aggregatoin entity with City of SLO.**
Implementation	page 5-25	Smith	IA C-25: How does this action item relate to the food waste bins we've already received? Are we promoting that program, suggesting another one?	**We don't currently have a program that does this.**
Implementation	page 5-26		IA OS-4: Add Harbor Department to Responsibility column	**Agreed.**

Location	*Page*	*Commenter*	*Comment*	**Staff Reply:**
Implementation	page 5-30	Smith	IA CW-2: I think this training is typically called diversity, or cultural awareness or sensitivity training, not equity training.	**We can edit this to add diversity training in addition to community equity.**
Glossary and Acronyms		Stewart	Prehistoric - add under cultural and historic definitions somewhere	**Yes this is a good idea to add.**
Glossary and Acronyms		Goldman	Add - Acreage, gross - in addition to Gross Acreage	**This definition is already in the glossary.**
Glossary and Acronyms			Add SLO APCD to acronyms	**Agreed. Yes this will be added.**
Appendices		Smith	Include community engagement summaries in Appendices	**We have summary input provided in the Appendices.**
general comment		Silloway	Found the numbering of the policies and IAs being similar confusing	**We are looking into this to make it clearer.**
general comment		Buquet	state requirements and local issues - could we symbolize what is a state or local priority like we do for coastal issues with the Morro Rock icon?	**Adding additional symbols as suggested is highly likely to generate concern from Coastal.**
general comment		Stewart	should caption figures at the top of the page - easier to see	**We cover move footers to the top as a header, but would be significant edits. Obtain design input from PC.**
general comment		Buquet	page numbering at the bottom of the pages in the dark blue color bar throughout the blueprint are very hard to read	**This will be fixed.**
general comment		Buquet	Likes the idea of hospitality ambassadors in Morro Bay	**Noted.**

Plan MORRO BAY

PUBLIC DRAFT • MAY 2018

PREPARED WITH THE SUPPORT OF

CALIFORNIA OCEAN PROTECTION COUNCIL

CALIFORNIA COASTAL COMMISSION

Plan MORRO BAY

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Community Vulnerability and Resilience Assessment (CVRA)
Sea Level Rise (SLR) Adaptation Strategy Report
2018 Updated Sea Level Rise Modeling [*to be drafted*]
Environmentally Sensitive Habitat Area (ESHA) Review and Current Conditions Mapping
Impacts of Sea Level Rise on Environmentally Sensitive Habitat Areas (ESHAs) [*to be drafted*]
Lower-Cost Visitor Serving Accommodations Technical Memorandum
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INTRODUCTION

PURPOSE OF PLAN MORRO BAY

Plan Morro Bay is the City of Morro Bay's General Plan and Local Coastal Program (LCP) Land Use Plan (LUP). It presents a community vision for Morro Bay through 2040. This document represents the culmination of a multiyear community-wide effort to reflect and define what Morro Bay wants to be as a community. The community seeks to retain its reputation as a unique, eclectic community on the beautiful Central Coast of California while simultaneously enhancing the resiliency of the region and making strides to preserve and protect natural resources.

Plan Morro Bay is organized around a framework for resiliency. Each element of this plan addresses different aspects of the community and identifies measurable actions to guide residents, decision-makers, businesses, and City staff toward achieving the vision. Goals established within *Plan Morro Bay* will help the community enhance and maintain its identity as a seaside community that values its charming, artistic town character, working waterfront, and healthy environment and lifestyle, while guiding the City toward a more sustainable future. *Plan Morro Bay* establishes overarching City policies and priorities that describe how the community intends to use and manage its physical, social, and economic resources.

Plan Morro Bay has been developed through an extensive public outreach and involvement process and following careful analysis by an advisory committee, commissions, City staff, elected officials, and the community. This is Morro Bay's plan for the future. The community takes great pride in this document and is committed to achieving the vision it describes.

GENERAL PLAN/LOCAL COASTAL PROGRAM

The California Governor's Office of Planning and Research recognizes the relationship between General Plans and Local Coastal Programs (LCP) for coastal cities and recommends that both requirements be addressed by integrating the General Plan and the LCP. Because only a small portion of the city is located outside of the coastal zone (13.5 acres), the City has chosen to integrate the two plans. In addition, an integrated plan allows the community to apply the vision and requirements for both documents in a comprehensive manner, facilitating a unified and efficient approach to complying with both California general plan law and the California Coastal Act. Required Coastal Act topics are addressed in the various elements of *Plan Morro Bay* as depicted in Table 1.1.

Table 1-1:
Topics of Importance in the Coastal Act

Plan Morro Bay Element	Public Access	Recreation and Visitor Serving Facilities	Water Quality Protection	ESHA & Other Natural Resources	Agricultural Resources	New Dev't & Cultural Resources	Scenic & Visual Resources	Coastal Hazards	Shoreline Erosion & Protective Devices	Energy & Industrial Develop-ment
Blueprint										
Land Use	X	X			X					X
Community Design										
Economic Development										
Circulation	X									
Noise										
Housing										
Greenprint										
Conservation			X	X		X	X			X
Open Space		X								
Public Safety								X	X	
Community Well-being										

X = Element that primarily addresses requirements

Note: The management of timberlands does not occur in Morro Bay and therefore is not included in the table above.

STATUTORY REQUIREMENTS

General Plan

Since 1937, California law has required that all cities and counties develop a general plan. *Plan Morro Bay* has been prepared in accordance with the requirements and intent set forth in California Government Code Section 65300. Specifically, this document:

- Is a comprehensive, long-term plan for the physical development of the city
- Covers all territory within the city boundaries and lands outside the boundaries where the City's judgment bears relation
- Is integrated and internally consistent and presents a compatible statement of policies
- Accommodates local conditions, while meeting state requirements
- Will be adopted in a format deemed appropriate by the legislative body, including combining elements
- Includes diagrams and text setting forth objectives, principles, and plan standards
- Addresses each of the required elements to the extent that the subject exists in the planning area
- Addresses other subjects which relate to the physical development of the city

The General Plan should additionally be prepared and amended in compliance with the following procedural requirements:

- May be modified or amended up to four times per year
- Must be reviewed by the Planning Commission and the City Council at public hearings, prior to legislative action to adopt or amend this plan
- Must be evaluated pursuant to the California Environmental Quality Act

Specific requirements for each topic are identified in individual elements.

California Coastal Act

In 1976, the California Coastal Act (Coastal Act) was enacted following a vote of the people in 1972 to establish a California Coastal Commission. The Coastal Act protects coastal resources and maximizes public access to the coastline. Local governments with jurisdiction in the coastal zone are required to prepare and implement a Local Coastal Program (LCP) to carry out the mandates of the Coastal Act. The Coastal Act is codified in the California Public Resources Code, starting at Section 30000. Section 30001.5 of the Public Resources Code establishes the main goals of the Coastal Act as follows:

- Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources.
- Assure orderly, balanced utilization and conservation of coastal zone resources, taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreation opportunities in the coastal zone, consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
- Ensure priority for coastal-dependent development and coastal-related development over other development on the coast.
- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

Local Coastal Program

The LCP consists of the City's LUP, Local Implementation Plan (LIP), portions of the Zoning Code, land use and zoning maps, and implementing actions. As a package, these documents implement the Coastal Act at the local level in Morro Bay. The adopted and certified LCP forms the legal standard of review for issuance of Coastal Development Permits (CDP) within the city's coastal zone and is legally binding on the City. In the case of any conflict between the requirements of the LCP and any other state or local law, the requirements of the LCP shall take precedence. The LCP may be amended to stay up to date with state laws and to continue to reflect the vision of the community.

Per the Coastal Act, the LCP should be reviewed every five years. Amendments are reviewed by the Coastal Commission and must also be "certified" by the Commission

in order to become effective. Currently, up to three LCP amendments are allowed per year (Public Resources Code Section 30514(b)).

Plan Morro Bay has been prepared in accordance with the requirements and intent set forth in Public Resources Code Section 30603 for LCPs. Specifically, this document:

- Addresses all major policy topics of the Coastal Act;
- Incorporates analysis needed to support coastal policies; and
- Incorporates local context in conjunction with the legal requirements of the Coastal Act.

LCP policies and standards also address the requirements of Public Resources Code Section 30200 related to the standard for review of CDPs.

The LCP is subject to procedural requirements for certification and amendments as follows:

- The LCP adopted by the City Council must be certified by the Coastal Commission as advancing the policies of the Coastal Act. Until an LCP has been certified, the local government cannot utilize the updated LCP as the standard of review for the issuance of CDPs. The existing certified LCP will be used as the standard of review for CDPs until such time that the updated LCP is certified by the Coastal Commission. At that time, the updated LCP will replace the 1984 LCP.
- The Coastal Commission will retain jurisdiction for appeals of CDPs for developments in certain geographic areas, including CDPs approved by the City between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance; approvals within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff; and any City CDP decision, approval or denial, of a major public works project or a major energy facility, as defined by the Coastal Act.
- The Coastal Commission will retain CDP-issuing authority over development within tidelands and submerged lands, whether filled or unfilled, except for tidelands on the west side of the Embarcadero.
- Amendments to the certified LCP must be submitted to the Coastal Commission for review and certification.

Specific requirements for each Coastal Act topic are identified within each element.

Land Use Plan

The Coastal Act defines the Land Use Plan (LUP) as "...the relevant portions of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and, where necessary, a listing of implementing actions." (Public Resources Code Section 30108.5)

The LUP provides policy direction for property owners, decision-makers, and the public regarding coastal land uses and development. It includes a land use map that shows the uses that are appropriate throughout the planning area. Maps of sensitive biological resources and maps of other coastal resources such as coastal public accessways and scenic resources may also be included.

The **Coastal Land Use Plan** is integrated into *Plan Morro Bay* throughout many of the elements. The icon to the right indicates where topics required to be addressed by the Coastal Act are located throughout the *Plan Morro Bay* elements.

LCP

The following sections or elements have portions that are part of the LUP:

- Land Use
- Circulation
- Conservation
- Open Space
- Public Safety
- Implementation

Zoning Code/Local Implementation Plan

The Coastal Act defines the Local Implementation Plan (LIP) as "...the ordinances, regulations, or programs which implement either the provisions of the certified local coastal program or the policies of this division and which are submitted pursuant to [Public Resources Code Section] 30502 [Designation of sensitive coastal resource areas]." (Public Resources Code Section 30108.4)

The LIP is integrated into the City of Morro Bay Zoning Code and consists of those portions of the Zoning Code that are relevant and applicable to the coastal zone. Specifically, the coastal requirements include allowed uses, development standards,

and coastal resource protection standards that implement LUP policies. The Zoning Ordinance also contains zoning maps showing which zoning districts apply to each parcel and administrative provisions for projects requiring a CDP. The Zoning Code (including the LIP) is Title 17 of the City's Municipal Code.

Coastal Development Permits

A Coastal Development Permit (CDP) is a permit required for any activity that constitutes "development," as defined in the Coastal Act, within the coastal zone pursuant to Public Resources Code Section 30600(a), unless otherwise exempted or waived. The primary purpose of a CDP is to ensure that development in the coastal zone is consistent with the LCP and/or Coastal Act policies. "Development" is defined in the Coastal Act by Public Resources Code Section 30106. In accordance with the Coastal Act, many different types of projects, including subdivisions, road extensions, and grading, constitute development that may require a CDP. Certain types of development are exempt from permit requirements (Public Resources Code Section 30610). In addition, the Coastal Act contains provisions for Coastal Emergency permits in the event of an emergency (Section 30624).

Review and Appellate Authority

The permitting process under a certified LCP will enable the City to issue CDPs per review authority procedures developed as a part of the LIP. The Coastal Commission maintains appellate authority in certain areas and for certain types of development. In general, the Coastal Commission requires that all opportunities for local appeal be exhausted, prior to filing an appeal with the Coastal Commission. If a City charges an appeals fee, an appellant may file an appeal directly with the Coastal Commission.

The Coastal Commission will retain appeal jurisdiction over the following CDP applications (see Public Resources Code Section 30603):

- Development located within the geographic appeals area defined by the Coastal Act. This is the area located between the Pacific Ocean, including the Monterey Bay, and the first public road paralleling the ocean or within 300 feet of the inland extent of any beach or the mean high tide line of the ocean where there is no beach (whichever is the greater distance); on tidelands, submerged lands, or public trust lands; where the Commission does not retain permitting authority within 300 feet of the top of the seaward face of any coastal bluff; or areas within 100 feet of any estuary, stream, or wetland. These geographic appeal areas are shown on maps adopted by the Coastal Commission.
- Development located within sensitive coastal resource areas.
- Development that constitutes major public works projects and/or major energy facilities projects.

Relationship to Other Local Plans and Documents and Other Laws

Each chapter contains introductory text, including background information and a description of the General Plan and other relevant policies and laws. Such introductory and background text, as well as the Appendices and background reports, provide some broad context for each chapter, but shall not be used as the legal standard of review for CDP decisions. Only the LUP policies shall be used as the legal standard of review. Furthermore, the following rules of interpretation shall apply:

1. When used in the LUP, the words "shall," "must," "will," "is to," and "are to" are always mandatory.

2. "Should" and "may" are mandatory, unless there is a compelling reason to do otherwise.

3. "Including" means "including but not limited to."

Additionally, any interpretation of its policies must be consistent with the coastal resources planning and management policies of the Coastal Act.

Within the coastal zone area of the city, the LCP shall take precedence over the General Plan and its other elements where policies conflict. When the LCP is silent, such as concerning the subject of noise, appropriate elements of the General Plan are in force. In reviewing or carrying out projects outside of the coastal zone, the City will consider the effect of such projects or actions on coastal zone resources in order to ensure that the policies of the LCP are met.

A number of local plans and regulations are used in planning and development decisions and help to implement *Plan Morro Bay* goals and policies. These plans and regulations are detailed below. *Plan Morro Bay* will be implemented in partnership with other related documents to set Morro Bay on a course toward the community's ultimate vision and goals through 2040.

Municipal Code

The City of Morro Bay Municipal Code, and in particular the Zoning Code (Title 17), implements *Plan Morro Bay*, principally the Land Use Element. While General Plan land use designations are more generalized in nature, the Zoning Code and zoning districts provide specific controls on land use or the density or intensity of development, as well as development standards to implement *Plan Morro Bay* goals

and policies. Other parts of the Municipal Code, including Title 15, Harbor and Ocean Regulations, and Title 16, Subdivisions, are also instrumental in carrying out *Plan Morro Bay* policies and programs.

The City has also prepared supplemental documents including a Stormwater Management Guidance Manual for Low Impact Development (LID) and the Green Building Incentive Program guidelines. These documents are intended to comply with state water quality requirements, to enhance and protect public welfare and environmental quality, and to ensure that future development is consistent with the city's desire to create a more sustainable community.

Waterfront Master Plan

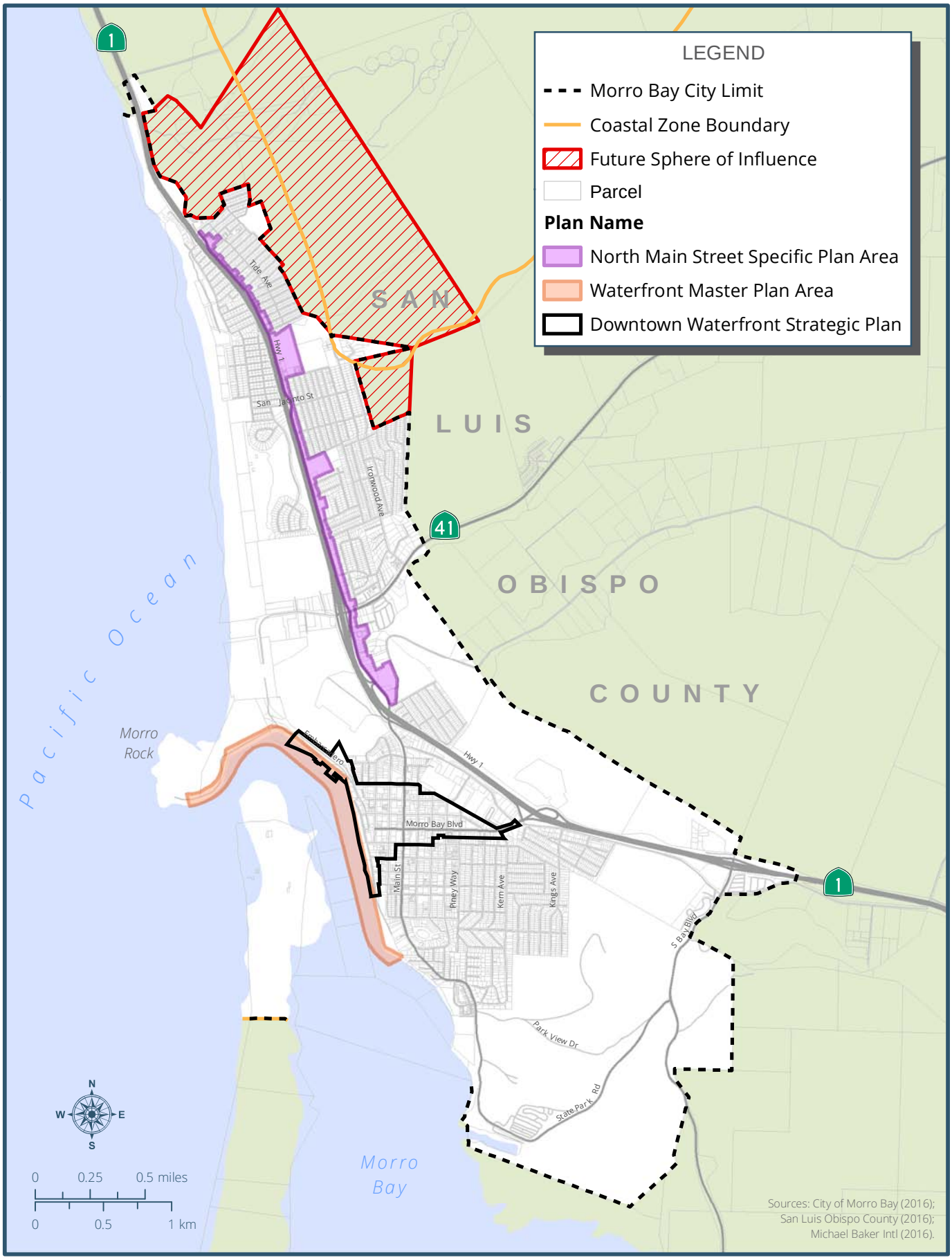
Morro Bay adopted a Waterfront Master Plan in 1996. It covers four areas: Morro Rock/Coleman Park, T-Piers/Fishermen Work Area, Embarcadero Visitor Area, and Tidelands Park. This plan addresses the design of the Embarcadero corridor, public transit, harbor facilities, nature observation and information areas, and access to the waterfront. The Waterfront Master Plan is part of the City's LCP.

Specific and Area Plans

Several specific and area plans adopted by the City direct land use and design standards in distinct areas. The locations of these plan areas are illustrated in Figure 1-1. Adopted City plans are described below. The Waterfront Master Plan area is also illustrated on this figure.

Downtown Waterfront Strategic Plan

The Downtown Waterfront Strategic Plan (DWSP) was prepared in 2017. This plan addresses desired connections between Morro Bay's downtown and waterfront areas to address specific social, economic, and cultural needs. The DWSP summarizes the community's vision for the area and guides decision-making processes regarding private development and public investment in the area for the next 5 to 10 years. The plan provides a framework for the City to implement projects and develop properties starting from a set of catalyst projects and priority actions. The DWSP also identifies design guidelines specific to the downtown and the waterfront.



T:_GIS\San_Luis_Obispo_County\MXDs\Morro Bay\General_Plan_Update\Land_Use_Element\Figure LU-1 Specific Plan Areas.mxd (4/10/2018)

FIGURE 1-1

Specific and Area Plans

North Main Street Specific Plan

The North Main Street Specific Plan was adopted in 1989. The plan area covers the 2-mile length of properties fronting Main Street in North Morro Bay. This corridor consists of local and visitor-serving commercial uses at the southern end, transitioning into residential neighborhoods at the northern end. The plan divides the area into four sections and allows for mixed commercial and residential development. It also regulates building heights, requires landscaped yard setbacks for commercial development, controls negative effects of commercial businesses on neighboring residential areas, and identifies planned street improvements.

Climate Action Plan

In 2014, the City of Morro Bay adopted a Climate Action Plan (CAP) to guide the reduction of greenhouse gas (GHG) emissions, which are responsible for global climate change, in accordance with Assembly Bill (AB) 32) requiring local jurisdictions to achieve a goal of 15 percent below the 2005 baseline emissions. The CAP describes community and municipal GHG emissions, compares future emissions to state-designated targets, and defines actions and strategies the City will take to meet both state and local GHG reduction goals. Both community-wide and government operations emissions were inventoried for the CAP, studying emissions from energy use, transportation, waste, water, and off-road emissions, resulting in specific and attainable goals for GHG reductions. The CAP's target mirrors that of AB 32, setting a goal of 15 percent below baseline (2005) levels by 2020.

Relationship to Areas Outside the Planning Area

This section identifies relevant regional and state jurisdictions and agencies outside Morro Bay that have jurisdiction or impact within the city.

San Luis Obispo Council of Governments Regional Transportation Plan/Sustainable Communities Strategy

The San Luis Obispo Council of Governments (SLOCOG) is an association of local governments in San Luis Obispo County comprising seven incorporated cities and the County of San Luis Obispo. SLOCOG is responsible for transportation planning and funding in the region and serves as a forum for the study and resolution of regional issues. SLOCOG prepares and frequently updates a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), laying out the blueprint for a regional transportation system. The RTP/SCS identifies future multimodal improvements to the transportation system with a focus on maximizing transportation choices.

California State Park Plans

Morro Bay is home to two state parks and a state marine recreational management area that total over 5,000 acres of recreational and open space along the coastline and inland that are integral parts of Morro Bay's identity. These parks are governed by the Morro Bay State Park General Plan and the Morro Strand and Atascadero State Beach General Plan and are managed, owned, and operated by the California Department of Parks and Recreation. Both Morro Strand State Beach and Morro Bay State Park provide essential access to local natural resources and will be important locations for preservation in the next 20 years. Through coordination with both the Morro Bay State Park General Plan guidelines and the Morro Strand and Atascadero State Beach General Plan guidelines in this element, these open spaces serve as quality open space resources to the residents and visitors of Morro Bay. These general plans help shape projects and actions, while the LCP governs their review and approval.

ABOUT MORRO BAY

Morro Bay is a small seaside town and home to people of all ages and a variety of demographics. It is a friendly, safe, and healthy place to live and work. With strong historical roots in the fishing industry, the city is a thriving destination for visitors, offering natural beauty, outdoor recreation, a working waterfront, a creative community, and a welcoming atmosphere. The community prides itself on being a unique location on the Central Coast and appreciates the nautical, eclectic image of a charming waterfront town that it has cultivated over time.

Past

Morro Bay was first named by Portuguese sea exploration navigator Juan Rodriguez Cabrillo in 1542 in his initial exploration of Upper California when he anchored near the rock he called "El Moro" to resupply. After his initial landing, however, Morro Bay did not experience much activity until 1769 when Governor Gaspar de Portola began exploring the region. His time in Morro Bay brought a small population to the area, which cultivated the beginnings of a community.

The Town of Morro was founded in 1870, by which time the wharf along the Embarcadero had already established itself as a prominent location for produce trade with schooners traveling to and from San Francisco. The town's population at the time of its founding was about 200. Over time, Morro Bay evolved from a trading center to a fishing port, tourist destination, and retirement community.

The City of Morro Bay incorporated in 1964 and throughout its development has strived for planning that contributes to the quality of life by providing amenities and services. The City has simultaneously accommodated an influx of residents and visitors to the region.

Present

The population of Morro Bay has grown slowly over the past several decades and is expected to add several hundred new residents by 2020. Morro Bay is a multigenerational community with a large number of residents over 65, giving it the strength and vitality of diversity, as well as some unique considerations. Table 1.2 identifies the demographic composition of Morro Bay in 2015.

Table 1-2:
2015 Morro Bay Demographics

Age			Race and Ethnicity		
Total	10,640	100.0%	Total	10,640	100.0%
Under 20	1,734	16.3%	White	9,778	91.9%
20–34	2,000	18.8%	Black or African American	181	1.7%
35–54	2,426	22.8%	American Indian	106	1.0%
55-64	2,022	19.0%	Asian or Pacific Islander	202	1.9%
65 & Over	2,458	23%	Other Race	202	1.9%
Population Under 18	1,596	15%	Two or More Races	170	1.6%
Median Age	54.1 years	—	Hispanic Origin	1,766	16.6%

Source: US Census Bureau, American Community Survey 2010 and 2015 5-year estimates; California Department of Finance, Demographic Research Unit (total population) May 2016 E-4 Population Estimates for 2010 and 2015.

Morro Bay's age demographics describe a unique multigenerational community. There is a substantial elderly population, with the community's percentage of seniors at nearly double the state average. By comparison, the community has a relatively

smaller share of youth. Despite this imbalance, the working age population has remained constant to support the local economy and community needs.

In 2014, Morro Bay had 6,421 housing units. Approximately 20 percent of these residences were primarily used for vacation accommodations or seasonal uses. This large number of seasonal vacancies is not surprising because of Morro Bay's identity as a tourist destination. In 2015, Morro Bay's estimated total employment was 5,400 jobs. This estimation has remained relatively constant over the past decade, and the community has observed very little change in job growth. This constant employment is balanced by virtually no population change within the city in recent decades. The community values the small-town feel of Morro Bay, and this lack of major job or population growth is consistent with a local sentiment to keep Morro Bay a relatively small community.

Future

While Morro Bay and its residents have always taken pride in maintaining a healthy and resilient city, projected future demographic, economic, and climate change conditions have catalyzed the community's interest in clarifying a vision for a more resilient future and path forward. *Plan Morro Bay* serves as a development framework to increase the city's economic, social, and environmental sustainability. The Plan identifies how community amenities, services, and infrastructure will be provided to accommodate this development, while maintaining community character and culture, conserving important resources, and adapting to changing economic and environmental conditions.

Sitting on the coast, Morro Bay is vulnerable to many changes in the next 20 years that could affect the health and well-being of the community, including sea level rise, an aging population, and development pressures. *Plan Morro Bay* will be the City's guiding document for development and conservation with respect to community-driven goals, with subsequent plans, programs, and activities designed to carry the stated vision through the year 2040. *Plan Morro Bay* policies and actions will inform the decision-making process for a resilient approach to change within the community. Working with adjacent jurisdictions and participating in the implementation of regional and state plans will be a cohesive approach to long-range planning that addresses the needs of the community in response to changes in the population, economy, and climate.

THE PLANNING AREA

Morro Bay is located on the Central Coast of California. The city is surrounded by a buffer of undeveloped land on the north, east, and south and by the Pacific Ocean on the west. The city's local neighbors are the city of San Luis Obispo 13 miles to the southeast, the community of Cayucos to the north, and the community of Los Osos to the south. The General Plan addresses all land within the city limits and surrounding areas, including the sphere of influence (SOI), that are critical to Morro Bay's planning activities, coastal resiliency, and overall community values. While properties outside the city limits are currently under the jurisdiction of the County of San Luis Obispo, they are an important element of Morro Bay's identity and character. The coastal zone areas are also addressed specifically in the LCP to ensure that the community protects coastal resources and access. Nearly the entire city is currently inside the coastal zone, as shown in Figure 1-2. However, a significant portion of the northeastern end of the planning area (2,794 acres) is outside the coastal zone. The LCP applies to the area currently inside the city limits.

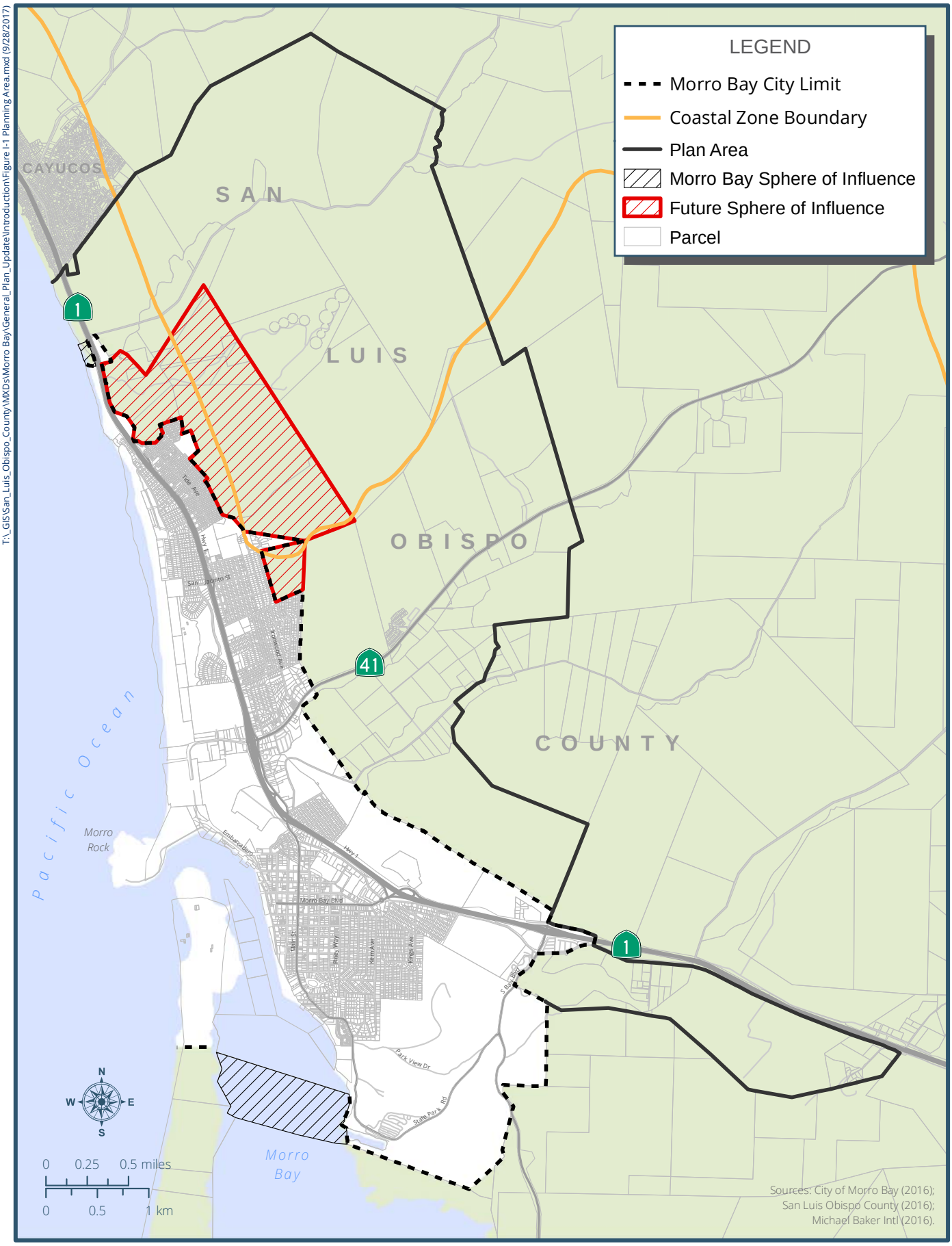
Currently, the City's SOI is limited to a small (less than 10 acres) area north of the city, west of Highway 1, as well as an area in the bay, not on land, south of the city. *Plan Morro Bay* identifies additional area outside the city limits to include in the planning area, and some of that area may potentially be included in the SOI. The process to include unincorporated areas in the SOI requires approval by the San Luis Obispo Local Area Formation Commission (LAFCO), a regional agency. Once land is included in the sphere of influence, it is positioned to be considered for annexation into the city based on the LAFCO approval which includes a review of sufficient resources, services, and infrastructure to serve that area.

The City of Morro Bay has a total planning area of over 14 square miles. The area inside the city limits is just over 5 square miles. The remaining 9 square miles in the planning area are not currently part of the city.

HOW TO USE THIS PLAN

Plan Morro Bay is a guide for City staff to create, maintain, and expand City programs, evaluate proposed projects, and make decisions regarding the pursuit of new opportunities as they arise. City officials will use *Plan Morro Bay* as a foundation for decision-making and to guide the future development of policies, ordinances, initiatives, programs, and capital expenditures.

The Plan also informs the community of the basic approach that will guide local conservation priorities. Morro Bay community members will use *Plan Morro Bay* to understand the overall community consensus on how the city should continue to develop and evolve as a place to live, work, and invest. Morro Bay business owners will use *Plan Morro Bay* to understand the City's priorities regarding economic development and resource allocation to ensure community resiliency. Project developers will use the document to understand the development needs, preferences, and desired guidelines with respect to the overall goals.



T:_GIS\San_Luis_Obispo_County\MXDs\Morro Bay\General_Plan_Update\Introduction\Figure I-1 Planning Area.mxd (9/28/2017)

Plan MORRO BAY

FIGURE 1-2

Planning Area

Organization

The **Creating Our Vision** section, found in Section 2, describes the outreach and visioning process for *Plan Morro Bay*. It describes the tools and measures used to gather the community perspective of Morro Bay from residents, business owners, visitors, and City staff prior to determining the vision and goals of the Plan.

The **Community Vision** section of *Plan Morro Bay* in Section 2 establishes a Vision & Values statement for the city. This statement sets forth a comprehensive vision for Morro Bay in the future and identifies the community's key priorities. This statement guides each element of *Plan Morro Bay* to achieve the goals of the community.

The **Introduction** and **Overview** sections of each element describe the intent and scope of the element and specify the relationship of each element to Morro Bay and to the other elements in *Plan Morro Bay*.

The **Resiliency Approach** section identifies the element's role in the City's overall goal for increased resiliency to natural hazards, climate change effects, and any potential social disruption. This section discusses resiliency in the context of each element to promote community sustainability and endurance in every aspect of *Plan Morro Bay*.

The **Key Issues** section of each element identifies the most important community issues related to the element topic and provides background information and trends that serve as a basis for City policy. Many of the elements present a wide variety of opportunities and considerations due to an array of factors including geographic or physical characteristics, community culture, or other existing regulatory structures.

The **Goals and Policies** identify the direction and steps for the achievement of Morro Bay's vision. *Goals* set direction by stating a desired future end state related to the element topic. *Policies* guide the City Council, the Planning Commission, and City staff when reviewing development proposals and making other decisions that affect future development and conservation. Policies represent a commitment by the City to pursue a particular course of action or to take action in the future consistent with the direction stated in the corresponding goal. Policies are presented as written statements, diagrams, maps, and tables. These components are integral to the planning decision-making process. Goals and policies will be used as standards of review for CDPs.

The **Implementation** section of *Plan Morro Bay* is a general guide to the maintenance and monitoring of the General Plan and the LCP. This section includes actions and tools that implement the goals and policies established in each element to achieve the vision for Morro Bay. These implementation measures are essential for the enforcement of the General Plan and community goals. The table in the

Implementation section organizes the implementation actions by plan element and identifies which policy and goal under that element are implemented by the particular action.

The organization of *Plan Morro Bay* allows users to identify the sections that interest them and quickly obtain a sense of the City's policies on those subjects. However, plan users should be aware that the policies presented in various elements are interrelated and should be examined cohesively.

VISION

CREATING OUR VISION

Public Involvement

Plan Morro Bay included an extensive public outreach process to support creation of a plan that encompasses community values. *Plan Morro Bay* is a policy document, but it is also a document meant to capture the voice of the community's future vision for Morro Bay. Public involvement was essential for the success of *Plan Morro Bay* to understand how residents, business owners, community organizations, and visitors view Morro Bay's existing conditions and their vision for the future.

Over the course of three years, the City implemented an extensive outreach program to obtain insight into the community goals and vision. *Plan Morro Bay* engaged community members from diverse groups across the city through a multitude of community events ranging from workshops to surveys to stakeholder focus groups. The City advertised these community input opportunities through its website, sign postings, email blasts, mailings, and specific invitations to increase the scope of public participation.

The City gained insight on topics ranging from the required elements of the General Plan to important issues specific to Morro Bay such as economic development and preservation of the town's unique character. The input received throughout the public outreach process represents the community's passions and concerns for the future and helped shape *Plan Morro Bay* policies.

The major participation opportunities are summarized below by type of engagement.

General Plan Advisory Committee

The General Plan Advisory Committee (GPAC) was a group of community members appointed by the City Council to provide input and guidance to City staff during the planning process. GPAC members represented the business community, advocacy community, design and planning professionals, and a member of the Planning Commission. The GPAC served as the liaison be tween the community and the City during the *Plan Morro Bay* process to ensure that the General Plan and the Local Coastal Program (LCP) are consistent with the community's vision. The GPAC's monthly meetings addressed community concerns and served as a community participation resource providing perspective during the planning process. The GPAC met more than 20 times over the course of the *Plan Morro Bay* process.

Community Events

Community Workshops

The City held three community-wide workshops to support development of *Plan Morro Bay*. The first workshop was held on June 16, 2016, at the Veterans Memorial Building to inform the public about the efforts of *Plan Morro Bay* and to gather input to develop a community vision for the future. Participants were encouraged to identify assets and opportunities in town to summarize the strengths and weaknesses of the existing conditions. Participants also submitted activity postcards describing their future vision for Morro Bay. The ideas from the various exercises were collected to inform development of a community-wide vision and values statement. Comments related to coastal resiliency were used to inform future conversations about sea level rise issues for the City, and the assets and opportunities collected through the exercises informed the location of focus areas in local neighborhoods for potential areas of improvement.

The second workshop was held on October 12, 2016, at the Veterans Memorial Building to continue the discussion of *Plan Morro Bay* efforts related to the Downtown Waterfront Strategic Plan (DWSP). The DWSP focuses on the city's downtown and waterfront areas and is a 5- to 10-year plan to focus city resources and facilitate economic development in downtown and the waterfront area. Participants identified that the downtown should be a combination of traditional and eclectic themes, while the waterfront should retain a nautical character.

The third workshop for *Plan Morro Bay* and the DWSP was held February 2, 2017, at the Morro Bay Community Center. This workshop included a substantial amount of content presenting the draft DWSP to confirm that it reflected the community's vision while also gathering input on the land use alternatives for the General Plan/LCP. Following a presentation of information about numerous opportunity sites and land use alternatives for *Plan Morro Bay*, a small group activity was conducted to address land use alternatives for opportunity sites throughout the city and in adjacent areas.

Focus Groups

Thirty-one stakeholder meetings were held from October 12 to 14, 2016, to discuss key issues and policies for *Plan Morro Bay*. Consultation with key stakeholders on draft issues was intended to gather input from diverse and targeted groups representative of the greater community. Attendees were invited to join one of six focus groups based on their areas of expertise on various important issues for *Plan Morro Bay* as follows:

- Focus Group 1 – Growth and Measure F, Water Supply, and the Planning Area
- Focus Group 2 – Economic Development, Overnight Visitor Accommodations, and Downtown and Waterfront Connections
- Focus Group 3 – Neighborhood Compatibility, Historic and Cultural Resource Management, and Viewsheds and Viewpoints
- Focus Group 4 – Measure D and the Commercial Fishing Industry
- Focus Group 5 – Multigenerational Community, Transportation Metrics, and Parking Issues
- Focus Group 6 – Sea Level Rise, Environmentally Sensitive Habitat Areas and Natural Resources, and Coastal Access

Through these discussions, the groups were able to focus on the best policy options and ideas to respond to these key issues for the future of Morro Bay.

Online Engagement

Plan Morro Bay Webpage

The City's website featured a web page dedicated to the background and purpose of *Plan Morro Bay*. The web page included draft and final documents, materials presented at project meetings, public comment received, and notes from meetings and outreach. The page was updated regularly as the project developed and evolved, and it gave users the option to sign up for alerts to be notified of GPAC meetings and agendas.

Online Survey

An online survey was conducted in February 2017 to gather input from the larger community on land use alternatives for opportunity sites in *Plan Morro Bay*. The online survey was structured as a series of questions addressing opportunities and constraints on proposed opportunity sites. The online survey demonstrated that community members value the natural environment and recreational opportunities with a mix of land uses to support both tourism and affordable housing. Community input from this survey was used to further refine the land use alternatives and develop the Land Use Element of *Plan Morro Bay*.

Other Engagement

City Voice Survey

In September and October 2015, a City Voice telephone survey was activated throughout Morro Bay, with signs posted at various locations around the city advertising the survey. City Voice was used to increase local outreach to residents, business owners, and visitors in Morro Bay by encouraging feedback on Morro Bay's vision and values. The survey asked participants to identify the top three values that should guide the City over the next 20 years. City Voice tracked these suggestions, accounting for the corresponding location of each responding resident, to better shape the *Plan Morro Bay* and DWSP goals. This information was used to update the Vision & Values Statement.

Community Survey

The City issued a hard-copy survey to Morro Bay residents during the same time period as the online survey in February 2017. The hard-copy version of the survey was mailed to residents in the City's February utility bill to ensure residents who prefer a hard copy to online participation had the opportunity to submit input. The survey allowed residents not in attendance for any community workshops to offer feedback and give comments about the land use alternatives. The survey had the same questions as the online survey. Combined with the online survey, a total of 535 community members participated in the survey. The survey provided respondents' feedback on the preferred use for each land use alternative site, and it allowed respondents to add any additional comments regarding the opportunity sites.

COMMUNITY VISION

Vision & Values

Community Vision

A community vision is a long-term aspiration describing what a community wants to achieve in the future. Put simply, it describes the ideal condition of Morro Bay in 2040 and outlines the factors that will sustain long-term community character and values over time. The Community Vision was crafted by the GPAC and City staff, based on input provided by the community during the community engagement process. The vision was reviewed by the Planning Commission and the City Council early in the *Plan Morro Bay* process. The Community Vision represents a summary of the future aspirations underlying the General Plan.

In 2040, Morro Bay remains a small oceanfront town and thriving year-round destination, known for its natural beauty, creative people, outdoor recreation, working waterfront, and welcoming community spirit. It is a friendly, safe, resilient, and healthy place where people of all ages and economic levels live, work, play, and visit.

The natural environment and wildlife are cherished and conserved and are essential elements that integrate with and define our urban landscape. Our healthy wetlands, iconic Morro Rock, and bustling harbor are complemented by expansive parks, connected bicycle lanes, safe streets, and pathways that are accessible to people of all ages and abilities.

We have a deep appreciation for nature and honor our native, cultural, and maritime heritage. We maintain and support our working waterfront and carefully preserve our estuary, watershed, natural shoreline, and surrounding open space. We adapt to changes in the climate, economy, and culture without compromising our small-town character.

Our vibrant economy is strengthened by sustainable resource practices, a responsive City government, and leading-edge technology that empowers local business owners and attracts new businesses and investors. We are a diverse, multigenerational community where head-of-household jobs, sustainable living wages, and affordable housing options serve as a foundation that allows people of all ages and income levels to thrive.

Modern, well-maintained public amenities and supportive community services nurture our residents, community organizations, and neighborhood groups. We actively participate in government decisions and take pride in volunteerism. We welcome personal expression and creativity, as reflected in our varied visitor attractions, bustling dining scene, vibrant arts culture, community events, public art, and outdoor activities. Our diverse housing, safe and eclectic neighborhoods, and reliable transit system are enhanced through suitable urban infill and mixed-use development that accommodates modest residential and commercial growth.

Mindful of our rich heritage, we take great pride in our community and work together toward a bright future.

Community Values

The following values, supporting the Community Vision, are intended to guide future City decision-making. These values were created through the GPAC's work and reviewed by the City Council early in the General Plan update process. They are an overarching rationale for more specific *Plan Morro Bay* goals and policies. Each value describes an aspect of the community Morro Bay wants to be in 2040, while underscoring both challenges and opportunities. Projects supporting these values will be pursued over the time frame of *Plan Morro Bay*, subject to available funding.

- Natural Environment: Our estuary, shoreline, and open green spaces are sustainably conserved, and our parks and recreation spaces are healthy, resilient, and accessible to all.
- Heritage & Identity: We welcome visitors while maintaining our small-town character and honoring our maritime heritage.
- Jobs & Housing: A range of affordable housing options and living wage jobs provide for a high quality of life.
- Economic Vitality: Our diverse and sustainable economy supports both new and existing locally owned businesses, including community-supporting tourism.
- Infrastructure & Amenities: We have modern, resilient infrastructure and public amenities.
- Mobility & Access: Safe and accessible streets, trails, and multimodal transportation options conveniently connect people and places throughout town and to surrounding destinations.
- Good Governance: Our government is supportive, collaborative, equitable, and responsive to the needs of all segments of the population.
- Resident Services: We provide a range of public services that support a diverse and multigenerational community.

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3A – Blueprint Introduction

INTRODUCTION

The development aspect of the General Plan and Local Coastal Program can be considered the City's Blueprint plan, while the conservation aspect can be considered the City's Greenprint plan. These plans share a common vision and must be consistent with and support one another. The Blueprint plan identifies the role of land use and circulation planning in supporting resource conservation and sustainability. In turn, the Greenprint plan identifies the role of resource conservation and sustainability in supporting Morro Bay's economy.

The Blueprint of *Plan Morro Bay* serves as a framework for development decisions in the city for the next 20 years. This section will guide actions for residents, businesses, decision-makers, City staff members, and project developers in Morro Bay. For City staff, the Blueprint represents a standard to evaluate new projects, structure city development, and decide whether to pursue new opportunities. City officials will use the Blueprint for decision-making relative to development plans and as guidance for implementation of new policies, ordinances, initiatives, programs, and expenditures. The careful consideration of these factors will guide the future layout and growth of the city.

The Blueprint informs community members of the framework that will direct the physical, economic, and social development of Morro Bay. City residents will utilize the Blueprint to understand the overall community goals regarding how, when, and where the city should grow, develop, and evolve as a balanced community. Businesses and developers can use this chapter to understand City goals regarding economic priorities, development needs, preferences, and desired physical barriers.

ORGANIZATION

The Blueprint has been divided into the following elements focused on the physical development of the city. Each element contains topics that address both state requirements and local issues of importance to Morro Bay.

Land Use

The Land Use Element represents the foundation of the Blueprint and the City's guide to the evolution of development patterns in Morro Bay. This element guides future development and designates appropriate locations for land uses in the city. Land Use Element goals and policies serve as a road map for the future physical development of the community by identifying the general location, distribution, and intensity for a range of residential, commercial, industrial, and institutional land uses in Morro Bay. Land Use Element goals and policies also address coastal-dependent and coastal-related uses.

Community Design

The Community Design Element outlines a vision for the aesthetic development of the community and character of Morro Bay. This element establishes the City's long-term community design and development goals to maintain a unique city culture and identity with respect to community form, layout, and community character areas.

Economic Development

The Economic Development Element includes goals and policies to maintain and improve job development and retention and to promote economic resiliency. This element addresses the economic implications of future development relative to housing affordability, market surplus and leakage, and the demographic trends in Morro Bay through 2040.

Circulation

The Circulation Element defines the local and regional transportation networks and describes how community members get around the city using streets, sidewalks, transit routes, and bicycle paths. The transportation network is a major determinant of development form and land use. Traffic patterns, congestion, access to transit, ease and safety of walking or bicycling, and other factors help to determine where people decide to live, work, or visit in Morro Bay. This element facilitates the mobility of people and goods throughout Morro Bay using multiple travel modes to promote practices aligned with City goals.

Noise

The Noise Element addresses existing and future noise conditions in Morro Bay, identifies noise problems and their sources, describes how noise affects community safety, health, and comfort, and establishes policies and programs that limit excessive noise levels and improve noise/land use compatibility. Noise conflicts may affect the desirability of specific regions or neighborhoods within the community, which may interfere with the development goals for the city. Through established noise standards, community form will be preserved and maintained in accordance with City goals.

Community Well-Being

The Community Well-Being Element addresses the community's unique population's health and wellness needs, in addition to environmental equity. Morro Bay has a diverse, multigenerational demographic spread with potential to affect the city's future resiliency. Community Well-Being Element goals and policies assess the local quality of life and population vulnerabilities to help plan for an evolving community.

Housing

The Housing Element serves as a tool to identify and provide for the housing needs of the community. It identifies recent demographic and employment trends that may affect existing and future housing demand and supply. California law requires the Housing Element to establish policies and programs that will support the provision of an adequate housing supply for citizens of all income levels. The Housing Element is the only element that requires review by the State. The element addresses the City's ability to meet the regional housing needs as determined by the State of California.

HOW TO USE THE BLUEPRINT

A variety of people will use the Blueprint in *Plan Morro Bay* for different purposes:

- The Planning Commission and the City Council will consult the Blueprint in decision-making regarding development activities. The Greenprint elements will also be used to guide decisions about development from a more conservation-oriented perspective.
- City staff will refer to Blueprint policies and standards when approving development programs and projects.

- The development community will use the Blueprint as guidance when preparing development proposals.
- Community members can also use the Blueprint as a valuable resource for understanding the future of Morro Bay and the types of development that may occur in the future in various locations.

By adhering to the goals and policies in the Blueprint, the City is able to guide the community forward in a way that realizes the stated vision for a resilient and functional community.

LAND USE

The Land Use Element of *Plan Morro Bay* outlines a framework for how homes, businesses, public spaces, streets, and infrastructure are organized for the benefit of the community as it evolves and adapts. The manner in which buildings and open spaces are laid out contributes greatly to the accessibility, resilience, and sustainability of the city, and this element provides goals and policies for maintaining and enhancing the use, character, and design of Morro Bay. Much of the land use pattern for Morro Bay is set and there is little opportunity for the city to expand outward. Despite this, many areas of the city do provide opportunities for creating or adapting development to support economic goals and future needs. The Dynegy and existing Wastewater Treatment Plant sites will be redeveloped in the future with uses that respond to their unique site attributes and issues, and some areas such as downtown have the potential for infill development. This element directs the way in which this development will occur to accommodate future growth and trends while maintaining the character of Morro Bay.

OVERVIEW

Scope and Content

The Land Use Element is a required element under California law designed to comply with both California Government Code Section 65302(a) and California Coastal Act Section 30200, relating to land use and coastal access.

The Land Use Element regulates how land in the city will be used in a way that maximizes public safety and social well-being, and benefits the local economy. The City must adopt a Land Use Element that identifies the distribution, location, and extent of housing, business, industry, open space, forest/timber, agriculture, natural resources, recreation, scenic resources, education, public areas, and other uses of land. The Land Use Element also establishes standards for residential building density and nonresidential building intensity. As a coastal city, Morro Bay must also address development within the coastal zone by identifying and protecting coastal-dependent and coastal-related uses, recreation and visitor-serving uses and overnight accommodations, energy and industrial development, and archaeological and cultural resources. The Land Use Element contains information, goals, and policies that guide the land use decisions for existing and future development and projects within Morro Bay's city boundaries, and considerations for any future development in the sphere of influence (SOI).

The planning area for Morro Bay includes all area within the city boundaries (approximately 3,738 acres), as well as approximately 5,965 acres beyond the city limits. A portion of the planning area beyond the city limits, approximately 100 acres, consisting of part of the estuary and a small area on the northern beachfront, is in the city's existing SOI. Another 678 acres of the planning area beyond the city limits is identified as a future extension of Morro Bay's SOI. Both the current and potential future SOI areas are under county jurisdiction. Designating them in this way in the General Plan indicates the city's potential future boundary and service area.

Relationship to Other Elements

The Land Use Element connects all other elements into a single, cohesive development pattern that accomplishes the goals of the city. The Community Design Element complements the Land Use Element by describing the desired look and feel within neighborhoods that make Morro Bay unique, and establishing policies to keep future changes in line with that culture.

The Economic Development Element includes the economic trends and policies to improve job development and market opportunities based on existing and proposed uses, their locations, and their connections to local and regional markets.

The Circulation Element provides for adequate mobility between land uses that meet the demands of current and future development. Likewise, the existing and planned transportation network can play a key factor in the economic success, safety, and character of specific land uses.

Noise Element policies ensure that conflicts between uses proposed in the Land Use Element are minimized, and that uses producing higher noise levels are located away from noise-sensitive uses such as residential areas and schools.

The Conservation and Open Space Elements include goals and policies relating to the preservation and maintenance of open space areas identified in the Land Use Element for natural resource conservation, and to recreational access to parks and beaches.

The Public Safety Element regulates proposed land uses in areas with higher potential for natural or human-caused hazards such as flooding or pollution to mitigate the impact to buildings, infrastructure, and systems.

The Community Well-being Element outlines how the design and services of the community affect the health and resiliency of social systems. It connects the location of uses and their density or intensity with the quality of life enjoyed in Morro Bay.

The Housing Element contains goals and policies relating to the availability, adequacy, and affordability of housing for all economic segments of the community. This is a fundamental relationship, as the Land Use Element dictates where residential uses are allowed and prioritized within the planning area.

Additional Planning Framework

In addition to *Plan Morro Bay*, a variety of other documents and regulations guide decisions regarding land use and development in the city. These are discussed in the Introduction section of *Plan Morro Bay*.

RESILIENCY APPROACH

Land use resiliency involves two elements: where to locate uses so that damage is minimized during natural events, and how the location of these uses affects other community aspects that contribute to resiliency, such as transportation systems, housing, job availability, and the application of natural strategies to respond to sea level rise, flooding, and other common effects of climate change. Resilient land use concerns for Morro Bay include the age of the housing stock, the vulnerability of agricultural lands and hillside neighborhoods, and protecting coastal assets from sea level rise inundation.

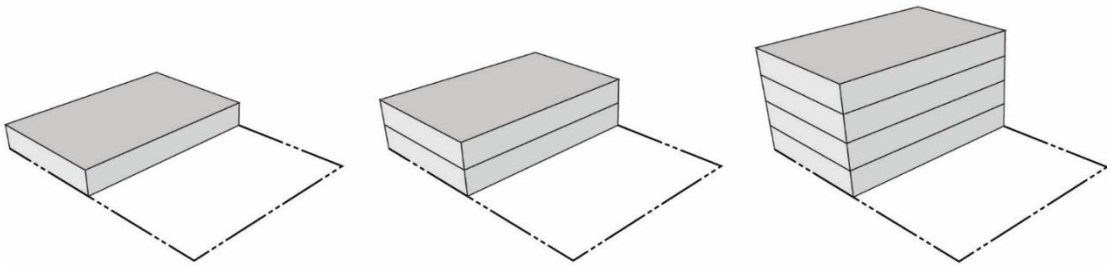
MEASURING AND CHARACTERIZING LAND USES

Density and *intensity* are used to describe how buildings or other structures are organized within an area of land. Density is used to describe residential development and mixed-use designations that allow for residential development. This term describes the number of dwelling units per acre of land (du/ac). An urban downtown would generally be described as a high-density form of development, while a single-family residential neighborhood would generally be described as a low-density form of development.

For nonresidential commercial and industrial uses, intensity is measured in place of density. Intensity is measured by using a floor-to-area ratio (FAR) to describe the number of square feet of building on a site relative to the site's land area. FAR is a calculation of building intensity that measures the gross floor area of a building divided by the total net area of the site, expressed as a ratio. The higher the FAR, the more intense a building may be on a site. For example, a site with 10,000 square feet

of net land area would have a different FAR depending on the size of the building placed on the site, as shown in Figure LU-1.

Figure LU-1:
Calculating Floor Area Ratio



5,000 sf building
10,000 sf site
FAR: 0.5

10,000 sf building
10,000 sf site
FAR: 1.0

20,000 sf building
10,000 sf site
FAR: 2.0

The maximum allowable development on any individual parcel is governed by the maximum measure of density or intensity permitted for the land use designation applied to the parcel. The Land Use Element uses these measurements to establish development capacity for each individual parcel and for the planning area at large. The planned (and actual) density or intensity on a parcel is usually less than the maximum, and is influenced by the physical characteristics of a parcel, access and infrastructure limitations, compatibility with other nearby uses, market factors, and past development trends.

Existing Land Use Patterns

LCP

Existing on-the-ground land use data in the planning area is maintained by the San Luis Obispo Council of Governments (SLOCOG). SLOCOG land use data is collected and analyzed based on the designations given in the San Luis Obispo County General Plan, which are categorized differently, but in a parallel manner, to the Morro Bay General Plan land use designations.

Figure LU-2 shows the existing on-the-ground uses in Morro Bay. Nearly half of the land in Morro Bay is either a part of Morro Bay State Park or the beach, with additional parks and open space combined being another 18 percent. Single-family homes make up another 14 percent; multifamily homes make up less than 1 percent. Combined agricultural uses represent 6.25 percent. Just over 1 percent of the land in Morro Bay is currently undeveloped, and as a result any new population growth will likely require increased redevelopment density in key areas or annexation of new land.

T:_GIS\San_Luis_Obispo_County\MXDs\Morro Bay\General_Plan_Update\EIR\Figure LU-3 Existing Land Use_Modified_Color.mxd (2/20/2018)

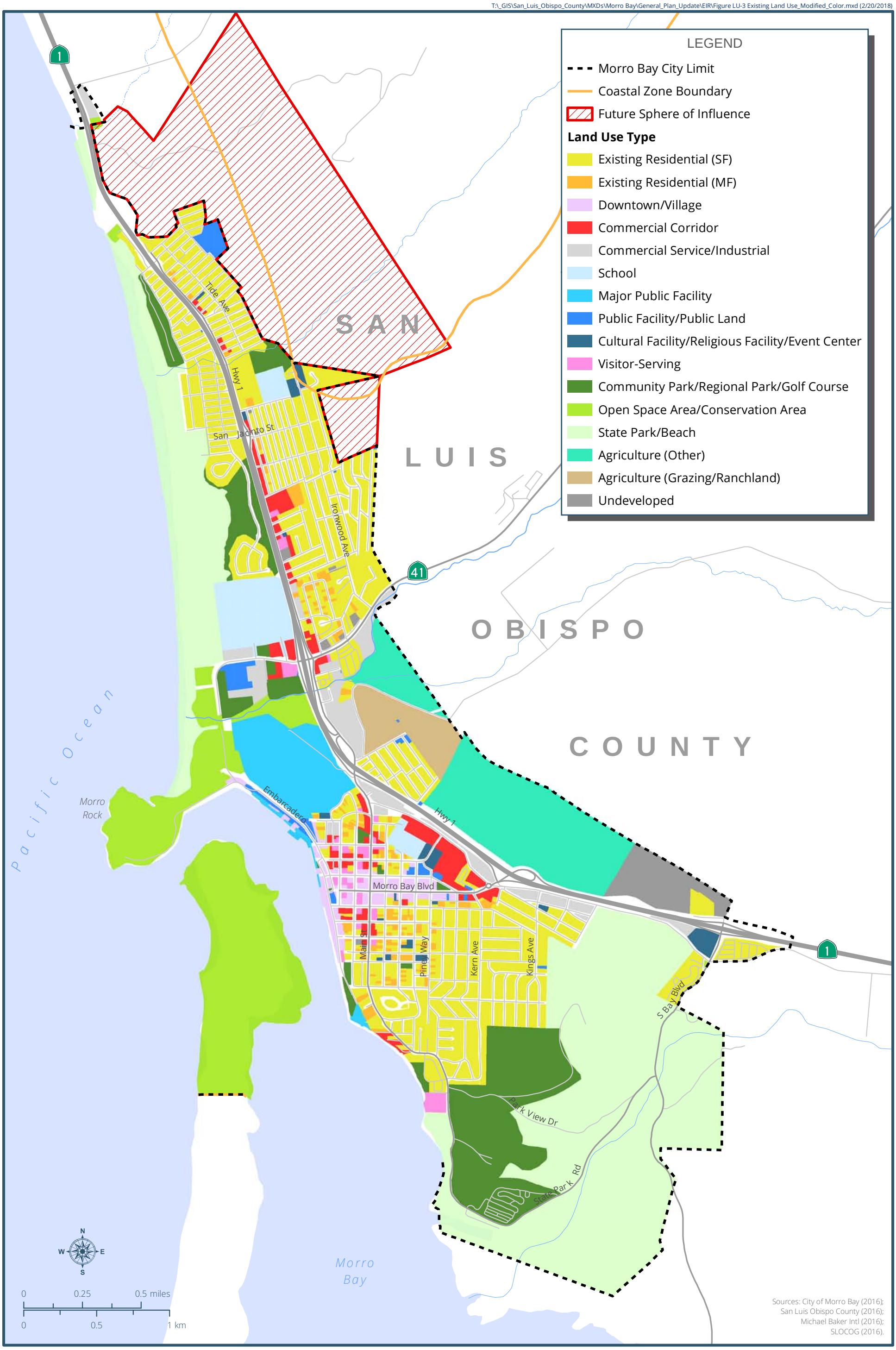


FIGURE LU-2

Existing On-The-Ground Land Use

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Land Use Designations

Land use designations are applied to every parcel within the planning area; however, the City can only regulate land uses located within the city limits. *Plan Morro Bay* establishes 19 designations—17 primary land use designations and 2 overlay designations—that govern land uses within the planning area; see Table LU-1. These designations apply density and intensity requirements, use characteristics, development standards, and land use policies to individual parcels. As most of the planning area is already developed and maintained in good condition, the designations generally correspond to the pattern of existing uses.

Four land use designations accommodate solely residential development in Morro Bay. The designations encompass a wide variety of densities and housing types, ranging from lower-density, primarily detached single-family residences in neighborhoods, to some medium and higher-density, mostly attached housing in various places in the city.

Five land use designations accommodate commercial development in Morro Bay and one designation is a mixed commercial/industrial use designation. The businesses and other organizations located in these designations provide jobs, services, and goods, contributing to economic vitality and shaping the physical environment. These commercial-focused designations are distinguished by location and the customers the uses are intended to serve. Neighborhood-serving commercial uses are located in one- or two-story stand-alone buildings or small centers near residential neighborhoods. Community commercial uses occupy properties in and at the edge of downtown which are almost all developed as retail and office uses with few vacant parcels. District commercial uses include more auto-oriented and service-oriented commercial uses distributed through various areas of the city. Visitor-serving uses are located near primary tourist destinations, including the Embarcadero and Highway 1. Commercial/recreational fishing uses are located in the Measure D area.

The Waterfront Commercial/Industrial designation allows a mix of visitor-serving commercial uses and harbor-related industrial uses on the west side of the Embarcadero on state tidelands trust land.

Three land use designations accommodate industrial development in Morro Bay to ensure there are opportunities for both light industrial uses and uses that transition between light industrial and other uses; such uses might include live/work, harbor-related, or those supporting new employment opportunities that accompany emerging technologies and the redevelopment of transitioning industrial areas. In addition, a land use designation is provided for coastal-dependent uses, including energy, harbor-related uses, and other coastal priority uses.

One land use designation accommodates mixed-use development in Morro Bay. The designation is intended to provide for a wide variety of commercial uses that are developed along with higher-density residential uses. This use is focused at the edge of downtown and in locations where downtown transitions to residential areas. It is also located adjacent to the light industrial area behind Quintana Road near the southeastern edge of the city.

Three land use designations accommodate agriculture, resource conservation, parks, and recreation in Morro Bay. They include Agriculture, Harbor/Navigational Ways, and Open Space/Recreation. These designations make up the largest percentage of land in the planning area. They cover 7,500 acres (86 percent) of the planning area.

One Public/Institutional land use designation accommodates a wide variety of publicly owned facilities and community-serving uses.

Two overlay designations are identified on the Land Use Map: the Mixed Use Residential Overlay and the Environmentally Sensitive Habitat Areas (ESHA) Overlay. The Mixed Use Residential Overlay designation provides additional development criteria to supplement the underlying or base land use designation. The ESHA overlay provides information about where requirements related to ESHA are implemented in the city. The ESHA overlay is for information purposes, and ESHA may be located in areas not shown in the overlay once on-the-ground mapping is conducted for a specific site. In addition, because ESHA changes over time, the overlay shown in this plan will become less accurate over the life of the plan. To that end, the electronic version of the overlay will be updated throughout the life of the plan to reflect changes to ESHA. The overlay designations are identified as a cross-hatch on top of the base land use designation on the Land Use Map.

Table LU-1 identifies the land use designations, land use characteristics associated with each designation, and the land use density/development intensity allowed within each designation.

Table LU-1:
Land Use Designations

Designation	Description	Density/Intensity
Low Density	Detached single-family homes and some group housing uses.	0-4.0 du/ac
Moderate Density	Detached or attached single-family homes and some group housing uses.	4.1-7.0 du/ac
Medium Density	Detached or attached single-family homes, townhomes, duplexes, apartments, condominiums, and some group housing uses.	7.1-15.0 du/ac
High Density	Multifamily housing, including apartments, townhomes, condominiums, and some group housing uses. Single-family homes are allowed where the sites' characteristics, such as size or topography, would preclude multi-family development.	15.1-27.0 du/ac
Community Commercial	Community-oriented uses including retail stores, restaurants, professional and medical offices, and personal services. Residential uses are allowed both above and behind commercial uses with discretionary approval.	1.25 FAR for nonresidential component 15.1-27.0 du/ac for residential component
District Commercial	Retail, commercial, and service uses that meet local and regional demand. This designation is intended for larger-scale development that is appropriate in an auto-oriented environment.	0.5 FAR
Neighborhood Commercial	Smaller-scale commercial uses that provide for the daily needs and services of nearby residents. Residential uses are allowed both above and behind commercial uses with discretionary approval.	1.0 FAR for nonresidential component 4.1-15.0 du/ac for residential component
Visitor-Serving Commercial	Visitor-oriented services and uses located at easily accessible locations and tourist destinations within the coastal zone. In general, ground-floor development should be reserved for retail shops, restaurants and bars, and visitor accommodations, with the upper floors reserved for additional visitor accommodations and offices.	1.25 FAR

Designation	Description	Density/Intensity
Commercial/ Recreational Fishing	Implements Measure D, which protects the tidelands area between Beach Street and Target Rock. Development and use permits are limited to fishing activities only.	0.5 FAR
Waterfront Commercial/ Industrial	A mixture of visitor-serving commercial uses and harbor-dependent land uses located in the coastal zone.	1.25 FAR
General (Light) Industrial	Light industry uses which are generally not compatible with residential or most commercial uses. Existing residential buildings are permitted and are considered conforming.	0.5 FAR
Coastal-Dependent Industrial	Uses within the coastal zone which must be located near the coast to function, and are thereby given priority pursuant to the California Coastal Act.	0.65 FAR
Mixed Use	Implemented by the zoning code, any combination of commercial uses; offices; attached single-family housing, multiple-family housing, and live-work units; institutional uses; cultural facilities; developments including an open space component; visitor-serving uses; and/or civic facilities. Mixing of these uses may occur in a vertical and/or horizontal orientation. Mixed-use development is required within the constraints of parcel size, context/adjacent uses, and access to transportation.	1.0 FAR for nonresidential component 15.1-27.0 du/ac for residential component
Public/ Institutional	Facilities which serve the public, including government buildings and service facilities; or quasi-public facilities such as hospitals and cultural or civic resources.	0.5
Harbor/Navigational Ways	Areas of the city covered by seawater and used for boating, fishing, and visitor-serving uses.	N/A
Open Space/Recreation	Areas of improved and unimproved park facilities, open space areas, natural resource areas, and outdoor recreation.	N/A
Agriculture	Land for cultivating crops and raising animals.	N/A

Designation	Description	Density/Intensity
Overlays		
Mixed-Use Residential	For Visitor-Serving Commercial, the overlay allows residential uses in addition to the base allowed uses. For Neighborhood Commercial, the overlay allows residential on the whole lot.	Same as underlying base designation for nonresidential component When paired with Neighborhood Commercial, residential density is the same as for the base designation When paired with Visitor-serving Commercial, 15.1-27.0 du/ac for residential component
Environmentally Sensitive Habitat Areas	Protected areas within the coastal zone which serve as habitat for rare or especially valuable plant or animal life that could be easily disturbed or degraded by human activity.	N/A

Land Use Diagram

LCP

The Land Use Diagram (Figure LU-3) illustrates how *Plan Morro Bay* goals and policies translate into on-the-ground land uses by showing the distribution of the land use designations described above in correlation to the street network and natural landscapes.

T:_GIS\San_Luis_Obispo_County\MXDs\Morro Bay\General_Plan_Update\Land_Use_Maps\Figure LU-4 Land Use Diagram_May_Updates.mxd (4/30/2018)

LEGEND

- Morro Bay City Limit
- Coastal Zone Boundary
- Plan Area
- Future Sphere of Influence

Preferred General Plan Land Use

- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Community Commercial
- District Commercial
- Visitor Serving Commercial
- Waterfront Commercial/Industrial
- General (Light) Industrial
- Coastal Dependent Industrial
- Commercial / Recreational Fishing
- Harbor / Navigational Ways
- Open Space / Recreation
- Mixed Use
- Agriculture
- Public/Institutional
- Mixed-Use Residential Overlay

Pacific Ocean
Morro Bay
Morro Rock
Morro Cr.
Hwy 1
Tide Ave
San Jacinto St
Ironwood Ave
Morro Bay Blvd
Main St
Piney Way
Kern Ave
Kings Ave
S Bay Blvd
Park View Dr
State Park Rd
1
41

N
W
E
S

0 0.25 0.5 miles
0 0.5 1 km

Sources: City of Morro Bay (2016); San Luis Obispo County (2016); Michael Baker Intl (2016).

Plan MORRO BAY

FIGURE LU-3

Land Use Diagram

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DEVELOPMENT CAPACITY

LCP

Table LU-2 identifies the development capacity associated with the planned distribution of land uses described in this element and summarizes the land use distribution and the resulting residential and nonresidential levels of development that can be expected from implementation of land use policies established by *Plan Morro Bay*. As the density and intensity standards for each land use designation are applied to future development projects and land use decisions, properties will gradually transition from one use to another, and land uses and intensities will gradually shift to align with the intent of this Land Use Element.

Table LU-2:
Plan Morro Bay Development Capacity

Land Use Designation	Acres (approximate)	Total Estimated Dwelling Units (2040)	Total Estimated Households	Population (2040)	Non residential Square Feet (2040)
Residential	753.4	6,573		10,870	—
Commercial	307.6	565		934	8,819,081
Industrial	41.5	—		—	893,006
Waterfront Commercial/ Industrial	6.3	—		—	220,869
Mixed Use	17.6	141		233	607,984
Open Space & Agriculture	1,547.4				—
Public/Institutional	336.9	—		—	371,651
Outside City in Future SOI and Plan Area					
Open Space & Agriculture	6,079.9	15		25	—
Public/Institutional	56.6				
Total (2040)	9,147.2*	7,295	5,792	12,062	10,912,591
Existing (2016) Totals	9,147.2*	6,414	5,063	10,714	2,613,654
Change, 2017-2040	—	881	729	1,348	8,298,937

Notes:

**Totals may not add up due to rounding*

Plan Morro Bay does not directly specify a maximum population for Morro Bay. Any growth (including any potential expansion of the SOI) in Morro Bay also must be consistent with Measure F, a voter-approved growth management ordinance that limits the city to 12,200 residents. To exceed this number, Morro Bay must secure additional water resources and a majority of voters must elect to remove the limit. *Plan Morro Bay* policy proposes to undertake a process to either affirm, amend, or repeal Measure F at the point where the City's population reaches 11,700.

The maximum possible number of residential units is determined by the different maximum densities allowed for each land use designation and the amount of land area within that designation. However, this maximum number of units is unlikely to be reached because every residential parcel in Morro Bay would need to be developed to its maximum potential. Because most of the planning area is built out and existing buildings are generally in good condition, these changes will primarily occur in the Dynegy and Wastewater Treatment Plant Areas, as well as parts of downtown and the adjacent Highway 1 corridor, North Main, and Highway 41. Forecasting assumptions are used to determine the realistic expected number of residential units that Morro Bay will have when all of the parcels that are reasonably expected to redevelop have done so, subject to voter-approved growth management initiatives.

KEY ISSUES

Diverse Mix of Land Uses

Morro Bay is physically defined as a community by a land use pattern, design elements, and overall community form. The balance of uses and ways in which they are arranged dramatically affect the character, sustainability, health, and economy of the city. The uses present in the city and their locations can ensure equitable access to the coast, visitor amenities and services, and housing, employment, retail and services, education, and recreation for residents and employees. Having a diverse mix of land uses also allows for a varied economy that promotes local businesses and a strong jobs/housing balance, and is able to adapt to changing markets and economic disruptions. In these ways, the form of the community directly contributes to Morro Bay's sustainability, resiliency, success, and the well-being of residents and visitors.

GOALS AND POLICIES

GOAL LU-1: The community form of Morro Bay reflects its vision and values, promoting a strong economy and high quality of life.

POLICY LU-1.1: Land Use Pattern. Maintain the current pattern of Morro Bay's land use to preserve the distinct character areas and community form, while enhancing and transforming identified opportunity areas to improve economic activity and align them with the community vision. (See Figure LU-3 Land Use Diagram.)

POLICY LU-1.2: Realistic Development Capacity. Protection of sensitive habitats, natural landforms, scenic resources, and other coastal resources shall be a priority in all City actions and decisions, and all development standards (including with respect to height, setback, density, lot coverage, etc.) shall be interpreted as maximums (or minimums) that shall be reduced (or increased) to protect and enhance such resources and meet LCP objectives to the maximum extent feasible. Development shall only be authorized when the proposed use is allowed per the applicable land use designation, and when it meets all applicable LCP policies and standards.

POLICY LU-1.3: Access to Daily Needs. Create sustainable development patterns characterized by mixed uses, walkable neighborhoods, and multimodal connections that allow residents to meet their daily needs for food, goods and services, employment, and other resources.

POLICY LU-1.4: Balanced Needs. Ensure that land uses in Morro Bay serve the needs of both local residents and visitors accessing the coast.

POLICY LU-1.5: Senior Living. Encourage the development of housing designed for universal access and senior housing that is accessible to public transit, health and community facilities, and services.

POLICY LU-1.6: Innovative Housing Design. Remove barriers to and create opportunities for innovative or nontraditional housing forms such as tiny houses, cohousing, and intergenerational housing.

POLICY LU-1.7: Mobile Home Parks. Protect low-income housing opportunities offered by mobile home parks in the Beach Street Specific Plan area.

POLICY LU-1.8: **North Main Street Specific Plan.** Continue to implement the North Main Street Specific Plan through the actions in this plan and the actions in the specific plan.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Land Use Element Implementation Actions" subheading.

GOAL LU-2: Land use patterns improve community health and resiliency.

POLICY LU-2.1: **Fresh Food.** Support and facilitate access to fresh food throughout all parts of Morro Bay, including through community gardens, farmers markets, produce stands, and edible landscaping.

POLICY LU-2.2: **Local Food.** Actively seek options to expand existing marketing and distribution methods that connect local agriculture (including seafood) to consumers such as retailers, restaurants, schools, hospitals, food banks, and other businesses.

POLICY LU-2.3: **Social Resiliency.** Maintain and create new urban public spaces that promote pedestrian activity and social engagement through building design, public art, landscaping elements, and amenities.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Land Use Element Implementation Actions" subheading.

Growth Management

Like nearly all cities in California, Morro Bay is a growing and evolving community. Nearly all land in the city is already developed or preserved, leaving little room for population or job growth. Measure F further limits growth in the city by capping the population at 12,200, requiring additional resources and a majority vote to remove that limit. Despite these challenges, there is some projected growth expected in the future in terms of land area, population, and nonresidential development, and Morro Bay can accommodate an additional 1,486 residents beyond 2017 conditions before reaching the Measure F cap.

Housing and Jobs Growth

The community's ability to achieve a desirable jobs/housing balance is dictated by numerous factors, including physical space, regulations, resource availability, and market factors. Morro Bay's current (2017) ratio of jobs to households is approximately 1.07. While accurate projections of future job numbers are not readily available, it seems likely that without *Plan Morro Bay*, this ratio will not improve. The fact that there are only 1.07 jobs for every household in the community indicates a lack of local jobs for Morro Bay residents, which growth plans can help address.

Table LU-2 above shows the potential for development capacity based on the existing land use acreages for areas that allow residential uses. The actual amount of residential and nonresidential growth will depend on how much the city and population grow and change in the future. Any potential for housing and job growth will be limited in part by the lack of undeveloped land in Morro Bay; only 1.25 percent of the city is undeveloped, with the rest occupied by development or open space. However, this growth can still occur through infill development or future expansions of the city boundaries.

Development Capacity

If community members and elected leaders do choose to pursue growth in Morro Bay, the City must decide how much to grow and the preferred method for growth. Morro Bay has the option to continue to limit the amount and/or pace of new growth, allowing for a smaller number of new residents and jobs that would hold the population below the Measure F threshold. Alternatively, the community can establish a target population above 12,200 residents and seek to repeal or amend Measure F to allow this increase, depending on future availability of land and water and other infrastructure and service capacity.

As described in Table LU-2, *Plan Morro Bay* can accommodate an estimated population of up to 12,149 people by 2040, subject to how many persons are in a typical household and ongoing maintenance of a relatively low occupied housing rate. The rate of population growth will also depend on the health of the economy and the type of jobs available as well as the cost of living, in particular for housing. This total would be just below the limit established by Measure F.

Future Sphere of Influence Expansion and Infill Opportunities

Morro Bay has an option to physically expand by adding new land to the city limits. In addition to the City's planned SOI expansion to the northeast, Morro Bay has several areas that can provide future development and redevelopment. The Dynegy Power

Plant and Wastewater Treatment Plant sites would accommodate Mixed Use, Public/Institutional, and Visitor Serving Commercial uses with much of the development being new. Areas of downtown and along Highway 1 are prime areas for higher intensity and commercial infill development.

GOALS AND POLICIES

GOAL LU-3: Morro Bay grows in a manner that maintains community identity and well-being.

POLICY LU-3.1: **Future Growth.** Allow for future growth of housing and jobs in Morro Bay through both infill and limited expansion of the sphere of influence to accommodate future development that is consistent with vision, values, policies, and actions of this plan.

POLICY LU-3.2: **High-Quality Jobs.** Support high-quality new development and redevelopment that provides for new economic activities, creates working family jobs that allow for upward mobility, improves housing affordability, and helps retain young individuals and families in the community.

POLICY LU-3.3: **Growth Limits.** Continue to limit the amount of future population growth accommodated by *Plan Morro Bay* to a level supported by adequate and long-term sustainable available land, water supply, and other infrastructure and service capacity.

POLICY LU-3.4: **Jobs/Housing Ratio.** At buildout of *Plan Morro Bay*, the jobs/housing ratio should be as close to balanced (1.0) as possible.

POLICY LU-3.5: **Infill Development.** Promote infill development on vacant or underutilized properties in the city as the preferred strategy for most new development in Morro Bay.

POLICY LU-3.6: **Limited Outward Expansion.** Establish criteria to allow for some limited outward expansion beyond the city's existing limits to achieve large-scale conservation of parcels and a small amount of rural-scale residential use and visitor-serving amenities to serve conservation lands. Standards applied to the future sphere of influence (SOI) area would keep development off of ridgelines and preserve views of the city's backdrop of undeveloped open land. See Policies C-8.1 through C-8.4 in the Conservation Element and Implementation Actions C-29, C-30, and C-31.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Land Use Element Implementation Actions" subheading.

Coastal Priority Uses

The coast is a valuable resource for natural beauty, recreational access, and development potential. The Coastal Act requires the City to prioritize uses that serve important needs for the community, such as recreation, coastal access, and coastal-dependent businesses. Nearly all of Morro Bay is in the coastal zone. Coastal priority uses range from visitor-serving recreation and services to coastal-dependent businesses such as aquaculture and commercial fishing.

Visitor-Serving Uses

LCP

Visitors come to Morro Bay year-round to enjoy the beautiful scenery, the beach, and an eclectic and laid-back vibe. The diverse array of shops, restaurants, and recreation opportunities are an important part of both the economy and personality of Morro Bay, and these uses need to be protected for the enjoyment of visitors and locals alike. The Coastal Act also requires that visitor-serving uses be prioritized over most other uses in the coastal zone.

Approximately 145 acres of land are designated for visitor-serving uses, primarily located in the Embarcadero, downtown, and State Park areas. These uses include hotels and other lodging, restaurants, parking facilities, shopping, and entertainment options. Because of their location near the coastline, the businesses and recreation areas are vulnerable to both development pressure and increasing flood risk due to sea level rise. The Land Use Diagram and policies work together to protect visitor-serving uses from encroachment of all kinds.

Coastal-Dependent Uses

LCP

Coastal-dependent uses are those which rely on close access to the coastline in order to function, and are highly protected by the Coastal Act and the City of Morro Bay. These are uses such as commercial fishing and boating, energy and coastal-dependent industry, and agriculture and aquaculture facilities.

Commercial Fishing

Commercial fishing plays significant economic and cultural roles in Morro Bay. Voter-approved Measure D ensures that areas on the north Embarcadero are specifically designated for commercial fishing infrastructure and facilities to accommodate both commercial and recreational fishing activities. The fishing industry is organized by the

Morro Bay Commercial Fisherman's Organization (MBCFO), which has over 100 members. The commercial fishing community also has strong ties to local colleges and has engaged in collaborative research with local institutions for decades. The fishing industry serves as an important part of the local economy, and has continued to increase in size in recent years and decades.

The Harbor Advisory Committee and Planning Commission have worked to define and establish a Working Waterfront concept and better define Measure D. A mission statement for the Working Waterfront has been created and the Working Waterfront has been divided into three sectors. The sectors from north to south are as follows:

1. Fisheries Sector: The Measure D Zone, north of Beach Street
2. Visitor's Sector: Beach Street south to Tidelands Park launch ramp
3. Southern Sector: South of Tidelands Park launch ramp to the State Park Marina

Uses allowed in the Measure D Zone and associated definitions have also been clarified and are included in the zoning code/LIP.

The marine environment in Morro Bay is highly diverse, and fishing activity is managed in order to meet state and federal regulations for types of gear, species targeting, and quotas. This sustainable management is based on science-driven stock assessments. Over time, these efforts have resulted in healthier populations of species such as thresher shark, swordfish, salmon, and many others.

In 2014, the City completed two reports that contribute to future management of the fishing industry. The Commercial Fisheries Economic Impact Report sought to understand the economic scope of the industry. The Fishing Community Sustainability Plan further studied the industry and provided recommendations to facilitate the sustainability of the fishing community and working waterfront. Each of these findings were tied to their social, economic, and environmental implications.

While changes to the industry and declines have occurred in the fishing industry, catch and fishing industry productivity have been increasing in recent years. With the decline in the 1990s, fishing infrastructure suffered, processing facilities closed, and improvements are now needed. While some investment in facilities and equipment has been made in recent years, additional focus is necessary to provide for the needs of the fisheries.

Recreational Boating and Infrastructure

Recreational boating is another important feature of Morro Bay. Kayaking, paddleboarding, and boat tours are commonly enjoyed activities, and several businesses in the city provide these activities. As these activities increase with the growth of Morro Bay and increasing tourism activities in California, the City will ensure that they do not interfere with the necessary operations of the commercial fishing industry, and, that no potentially dangerous space conflicts arise which would interrupt these recreational activities. Both commercial fishing and recreational boating will be protected and enhanced where possible.

Figure LU-4 identifies fishing and boating facilities in Morro Bay, differentiating between administrative, commercial, and recreational services.

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T:_GIS\San_Luis_Obispo_County\MXDs\Morro Bay\General_Plan_Update\Land_Use_Element\Figure LU-5 Fishing & Boating.mxd (5/8/2018)

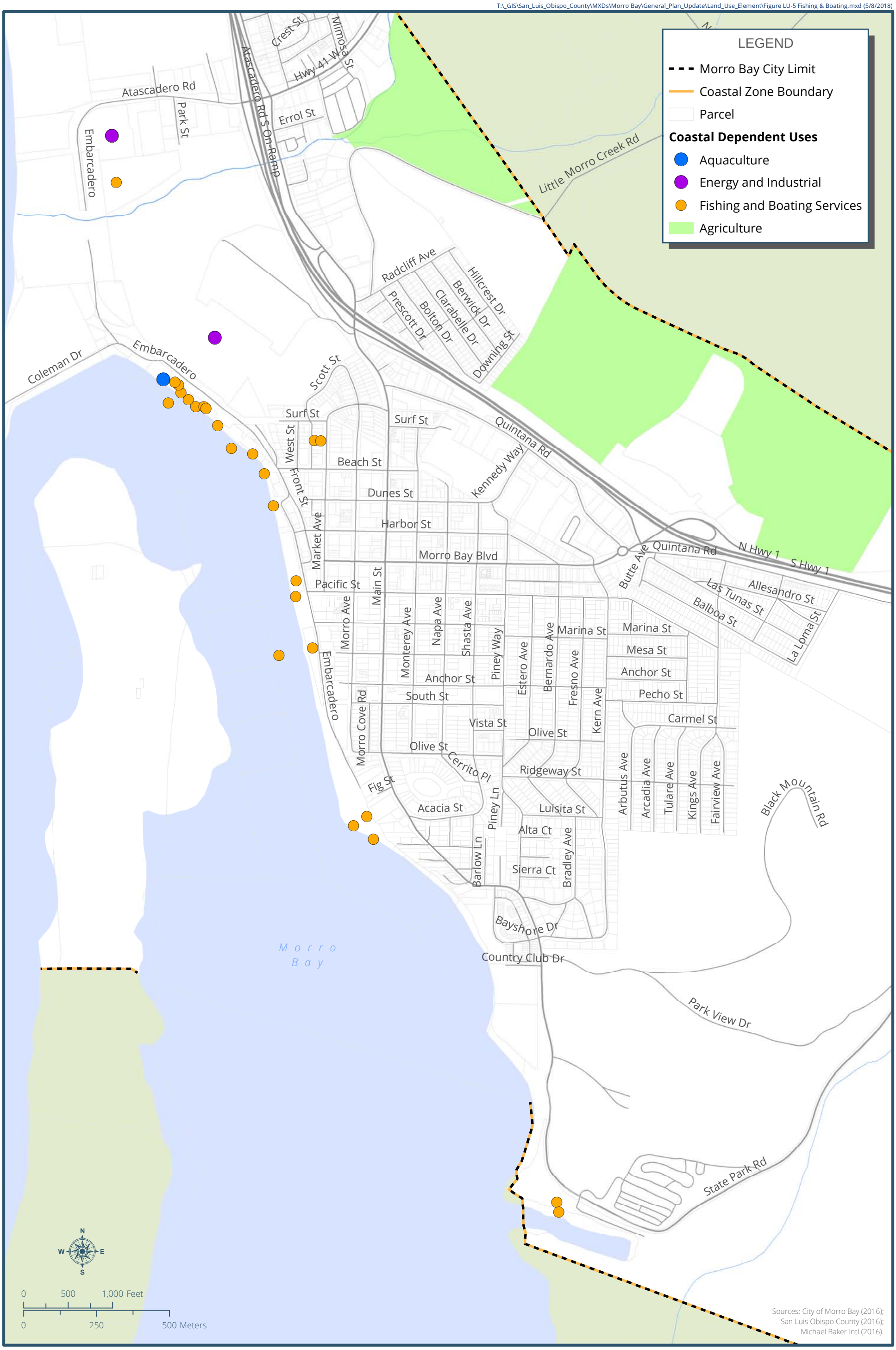

FIGURE LU-4

Coastal-Dependent Uses

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Energy and Industrial Uses

Coastal industrial uses for the Morro Bay coastal zone include the Morro Bay Desalination Facility and the decommissioned Dynegy power plant. The desalination plant was constructed in 1992 during a drought emergency but shut down soon after because of operation issues and costs. The plant is currently used only to offset seasonal peaks in water demand.

The Dynegy power plant is located north of the Embarcadero, and was decommissioned in 2014 because of fluctuations in the need for electricity and increasing cost of operations to remain in compliance with state regulation. Future development of the Dynegy power plant is anticipated to include a mix of visitor-serving commercial, open space, and public facility uses, and may include some potential for future housing. Future potential energy uses in Morro Bay will focus on renewable energy, which is in line with the state direction and the vision for Morro Bay.

Agriculture and Aquaculture

Agriculture and aquaculture are also protected resources under the Coastal Act. Most agriculture in Morro Bay is located on the east side of Highway 1 near the southwest end of the city. Lesser amounts of agricultural land are also located in other parts of the city. Aquaculture primarily consists of oyster farming, which has a long history in Morro Bay. The oyster farming areas are located at the south end of the bay, as well as along the north Embarcadero.

GOALS AND POLICIES

GOAL LU-4: Coastal-dependent uses are prioritized within appropriate locations in the coastal zone.

POLICY LU-4.1: Waterfront Uses. Maintain and encourage the development of visitor-serving and coastal-dependent land uses along the waterfront, and give such uses priority over other types of development that are either not dependent on a waterfront location or related to public use and enjoyment of the coast.

POLICY LU-4.2: Measure D Uses. Clarify the meaning of "clearly incidental" in the zoning code and provide additional certainty and consistency in the development review process for properties in the Measure D area.

POLICY LU-4.3: Adaptation in the Fishing Industry. Assist the commercial fishing industry to adapt to climate and economic change.

POLICY LU-4.4: Fishing Community Sustainability Plan. Continue to update and implement the Fishing Community Sustainability Plan.

POLICY LU-4.5: Interim Uses in Coastal Zone. Permit interim uses in areas designated for coastal-dependent uses until the existing owners have an approved coastal-dependent development.

POLICY LU-4.6: Recreational Uses. Oceanfront lands designated for open space/recreation use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

POLICY LU-4.7: Development Priority. Using private lands suitable for visitor-serving commercial recreational facilities shall have priority over using such lands for private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

POLICY LU-4.8: Maritime Support Services. Continue to promote the viability of maritime support services presently operating on Beach Street.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Land Use Element Implementation Actions" subheading.

GOAL LU-5: Coastal priority uses are viable, protected, and contribute to the economy and character of Morro Bay.

POLICY LU-5.1: Use Conflicts. Reduce potential conflicts between commercial fishing and coastal recreational uses.

POLICY LU-5.2: Agricultural Uses. Maintain prime agricultural land in the planning area in long-term agricultural production.

POLICY LU-5.3: Lower Cost Facilities. Lower-cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. See also related policies under Goal LU-6 addressing low-cost visitor-serving accommodations.

POLICY LU-5.4: **Dynegy Site Master Plan.** Require preparation of a master plan for redevelopment of the former Dynegy power plant site and surrounding area prior to development. Encourage extensive community participation in the master plan process. Ensure that the land use diagram identified in Figure LU-3 and development capacity established in Table LU-2 guide land planning for the site.

POLICY LU-5.5: **Continued Industrial Use at WWTP Site.** The site of the existing wastewater treatment plant (WWTP) on Atascadero Road is proposed to accommodate future visitor-serving and recreation and open space uses (see Figure LU-3). Prior to redevelopment of the site if the WWTP is relocated, a master plan will be prepared for the site and surrounding area. Until and unless the WWTP is relocated, the industrial WWTP use shall be allowed to continue to operate at that location as a coastal priority use and shall not be considered nonconforming.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Land Use Element Implementation Actions" subheading.

Overnight Accommodations

A critical part of ensuring public access to the coast involves maintaining a variety of choices in overnight accommodations that are affordable for the average visitor. Hotels, motels, campgrounds, or short-term rentals can contribute to the city's supply of lower-cost lodging. Lower-cost accommodations are one of the primary issues required to be addressed by local jurisdictions under the Coastal Act. This is especially important as the cost of accommodations in coastal cities continues to rise. While most accommodations in Morro Bay are relatively low compared to other coastal cities, they recently rose 30 percent in just five years (2012 to 2017).

The Coastal Act ensures that all members of the public have "equal access to the coast," including access to accommodations that are affordable to the public. Because of the differing natures of coastal communities, the method each jurisdiction chooses to preserve and maximize the availability of lower-cost accommodations must be tuned to the economy and culture of that community. Local agencies and the Coastal Commission have pursued multiple ways to accomplish these goals, including:

- Introducing an official definition of "lower cost" that is calculated individually for each community.

- Prohibiting loss of lower-cost accommodations in coastal communities.
- Requiring that new high-cost accommodations provide lower-cost accommodations where possible.
- When on-site provision is not possible, requiring in-lieu fees that are adequate for the full range of development costs.
- Ensuring efficient use of in-lieu fees through partnerships with other organizations (i.e., environmental education, outreach programs).
- Supporting appropriately regulated short-term vacation rentals.

The amount of lower-cost accommodations needed, and the means of providing them, is determined by each jurisdiction and approved by the Coastal Commission. In recent years, the commission has recommended that new high-cost accommodations provide at least 25 percent of lower-cost accommodations. However, this guidance is evolving and is different in each jurisdiction.

Accommodation Types

Overview

Morro Bay offers a variety of accommodation types that range in price and types of amenities. These include hotels, motels, campgrounds, RV parks, and short-term vacation rentals (STVRs). When assessing affordability of overnight accommodations, all types of accommodations were considered. In 2016, the City conducted comprehensive inventories of all accommodation types and their typical costs per night.

Short-term Vacation Rentals

One important piece of the modern accommodation market is the recent success of STVRs managed through online sites. These accommodations can range from a room in a resident's occupied home to large unoccupied accommodations with space for an entire family. These locations generally offer access to common areas, full kitchens, and bathrooms, often with comforts and amenities not offered in hotels. These short-term rentals are often a low-cost option for visitors to Morro Bay, while also contributing transient occupancy taxes (TOT) to the City.

As a tourist destination, Morro Bay has a high proportion of vacation homes, many of which are used as STVRs. The city has over 200 STVRs which vary in size and price. While in some cases these provide lower-cost visitor accommodations, they also affect the overall stock of affordable housing. These types of rentals have become popular in many coastal destinations, and in some cases, landlords have converted their units from long-term rentals to STVRs. This places a strain on the affordable housing market by removing long-term rental opportunities.

The City has recognized the impacts of STVRs, and established regulations for them in the Municipal Code. Chapter 5.47 of the Municipal Code defines STVRs and establish specific signage, nuisance, violation, and permitting requirements. Chapter 3.24 requires TOT collection for hotels in Morro Bay, and includes STVRs in its definition of a hotel.

Threshold for Lower-Cost Accommodations

The Coastal Commission developed an official process for determining what is defined as lower-cost using the Smith Travel Research (STR) report on local hotel trends and determining the average daily room rate for hotels and motels. A threshold for lower-cost accommodations in Morro Bay was determined using the Coastal Commission's preferred methodology, but using the results of a 2016 cost survey conducted by the City, which was more complete and accounted for all hotel and motel rooms in the city. The survey was based on summer pricing, which reflects the prices tourists can actually expect to spend, since Morro Bay is most popular during the summer months. This method of developing a cost threshold resulted in an initial ADR threshold of $102 for lower-cost accommodations. Hotels, motels, and campgrounds will only be considered lower-cost if they cost less than $102 per night for an average of 2-4 person occupancy.

This threshold may be subject to change based on updated inventories of accommodations and changes in the market. The City will adjust the threshold by adjusting for inflation based on the Consumer Price Index to ensure it aligns with current market conditions. Procedures and regulations for determining the threshold will be implemented by the City to continually provide for lower-cost accommodations. These procedures are outlined in policies and implementation actions in *Plan Morro Bay*.

Short-term Vacation Rentals Threshold

Since STVRs have different capacities, amenities, and business models, the lower-cost threshold was adjusted to provide a more accurate depiction of affordability. The adjusted threshold is aligned with the threshold for lower-cost hotels and motels, but due to the range of short-term rentals available, affordability is determined based on how many accommodations fall within the lower-cost range when considering per person cost.

Using this method, short-term rentals are considered lower cost if their cost per person is less than one-fourth of the hotel and motel threshold per night, as the average hotel room occupancy is four people. This captures the range of short-term rental pricing while considering the differences in accommodation sizes. For instance, if an STVR costs $300 per night, this would appear to be more expensive than a hotel room. However, if it accommodates 12 people, it would actually cost $25 per person, which is a comparable per-person cost as that of a lower-cost hotel room with an

occupancy limit of four. Especially for cases where several visitors are staying in the same location, higher-capacity short-term rentals are an economical option according to this per person threshold.

Affordability in Morro Bay

A 2017 study of low-cost visitor-serving accommodations (LCVSA) in Morro Bay determined that approximately 52 percent of all accommodations, or 36 percent of all hotels and motels, can be considered lower cost based on the $102 threshold. Surveys of surrounding coastal cities including Pismo Beach, Avila Beach, Cayucos, and Cambria showed that Morro Bay's accommodation pricing is significantly lower than similar beach communities. The current proportion of LCVSAs in Morro Bay far exceeds surrounding communities as well as the Commission's guidance of 25 percent.

While Morro Bay currently has a sufficient number of LCVSAs, prices continue to increase. In order to ensure ongoing affordability, the City will regularly reassess the stock of affordable accommodations and determine whether the proportion of LCVSAs has decreased too substantially. If this occurs, the City has prepared policies that will be triggered to protect, improve, or increase the stock of LCVSAs. Each policy has been assigned to an implementation timeline base; policies that may take longer to implement will be triggered sooner than those that can be quickly implemented. For instance, policies that require development or rehabilitation projects will be triggered sooner than policies that require higher-cost accommodations to provide public amenities.

Day-use Facilities

Another way for a city to increase its capacity for lower-cost accommodations is through the provision of day-use amenities in the coastal zone. Currently, Morro Bay has some day-use facilities near the Embarcadero, including small public parks and docks. However, many day-use facilities in this area are linked to commercial uses such as restaurants or hotels, and are not accessible to the public. An increase in public day-use amenities would allow visitors to utilize the recreational features provided by a higher-cost hotel or motel for little or no cost while staying at a lower-cost accommodation.

GOALS AND POLICIES

GOAL LU-6: Visitors to Morro Bay have access to a variety of lower-cost lodging options to meet their needs.

POLICY LU-6.1: Range of Accommodations. The City encourages a range of accommodation types, including low-cost visitor accommodations, public recreational opportunities, and short-term vacation rentals, so long as such rentals do not adversely impact coastal resources or unduly burden residential neighborhoods.

POLICY LU-6.2: Lower-Cost Accommodations Threshold. Adopt an appropriate threshold for lower-cost accommodations. Regularly update this threshold using the Consumer Price Index to adjust for inflation.

POLICY LU-6.3: Accommodations Inventory. Regularly track the inventory of lower-cost accommodations through a scheduled price survey of all accommodations.

POLICY LU-6.4: Accommodations on State Tidelands. Hotels and motels developed on the State-owned tidelands shall provide lower-cost accommodations and publicly accessible facilities and/or amenities.

POLICY LU-6.5: Short-Term Vacation Rentals. Allow short-term vacation rentals as an important source of visitor accommodations while developing regulations that respond to residential community character issues.

POLICY LU-6.6: Amend Short-term Rental Regulations. Amend existing short-term rental regulations to improve community oversight while also providing a range of options for visitors seeking overnight accommodations near the coast.

POLICY LU-6.7: Protect Existing Accommodations. Protect the existing inventory of lower-cost accommodations using fees or other revenue sources for as-needed rehabilitation grants.

POLICY LU-6.8: Develop New Accommodations. If the number of lower-cost accommodations falls below the required proportion, require that development projects in Morro Bay provide on-site lower-cost accommodations, or provide equivalent mitigation as a condition of approval of a Coastal Development Permit.

POLICY LU-6.9: **Day-Use Facilities.** Require new hotel and motel projects that do not feature lower-cost accommodation options to incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use.

POLICY LU-6.10: **Short-Term Rental Permits.** Continue to manage the number of new short-term rental permits allocated each year in residential zones.

POLICY LU-6.11: **Waiting Period.** Implement a waiting period of one year from the time of sale of a unit located in a residential land use designation before that unit is eligible to apply for a short-term rental permit. Properties that are sold as registered vacation rentals will not be subject to the waiting period.

POLICY LU-6.12: **Fee Use.** Designate a portion or all of the fees collected from short-term rental permits for affordable subsidized housing.

POLICY LU-6.13: **Transient Occupancy Tax Rebate Program.** Consider offering a TOT rebate program that would allow older hotels and motels to recoup TOT expenses in order to fund capital improvement and rehabilitation projects.

POLICY LU-6.14: **Camping Accommodations.** Campgrounds and RV parks will be regularly maintained and improved. This may include improvements to accessibility trails and amenities.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Land Use Element Implementation Actions" subheading.

Coastal Access

A key tenet of the Coastal Act is to protect and expand coastal access points to facilitate maximum shoreline access. Expansive coastal access in Morro Bay promotes recreation, tourism, and ecosystem health. The City provides access to the shoreline via lateral access, vertical access, universal access, and the California Coastal Trail. In general, Morro Bay provides good access to the beach, although improvements have been and continue to be made in some areas.

Lateral Public Access

LCP

Lateral access describes the ability to walk parallel to the coastline, along the shore. In Morro Bay, lateral access is found contiguously along the coast from the city's northern border, around Morro Rock, to the start of the Embarcadero. A substantial amount of lateral access is also available at various

locations along the length of the Embarcadero. While commercial uses stand between the sidewalk along the Embarcadero and the coast in many locations, bayside decks provide access roughly between every two commercial buildings, allowing segments of lateral access along the bay. This Plan requires lateral access for development proposals.

The City has identified a preferred alignment and design for continuous lateral coastal access along the bayside of the Embarcadero.

Vertical Public Access

LCP

Lateral access is supported by vertical access points, which create perpendicular access to the coast. Morro Bay offers extensive vertical access points throughout the entirety of the coastal zone, most notably along the Embarcadero where buildings are spaced to allow public access to the shoreline. In the northern portion of the coastal zone, vertical access extends from Beachcomber Street, with both identified trails and informal paths through coastal brush. A more detailed discussion, along with a map of coastal access points, is provided in the Open Space Element.

California Coastal Trail

LCP

The California Coastal Trail (CCT) is an ongoing effort to connect a unified, 1,200-mile trail along the Pacific Ocean, extending from Oregon to the border with Mexico. Approximately 600 miles of the CCT have been completed, promoting the Coastal Commission's coastal access objectives. Information and policies regarding the CCT can be found in the Open Space Element; a map of the preliminary suggested CCT alignment through Morro Bay is in Figure OS-1.

GOALS AND POLICIES

Goal LU-7: All residents and visitors have unimpeded and convenient access to the coast.

POLICY LU-7.1: **Lateral Access.** Improve lateral connections along the coast, with particular emphasis on the Embarcadero, and ensure such connections are universally accessible.

POLICY LU-7.2: **Vertical Access.** Preserve and enhance coastal vertical access points in Morro Bay.

POLICY LU-7.3: **Multimodal Access.** To the extent feasible, ensure that both lateral and vertical access accommodates all ages and abilities across all modes of travel.

POLICY LU-7.4: **Coastal Access Amenities.** Provide clear signage and amenities such as benches and bike racks at access points.

POLICY LU-7.5: **Lateral Access Requirements.** Lateral public access along the waterfront revetment shall be provided in all new developments and rehabilitation or addition projects, consistent with public safety needs and the need to protect public rights, rights of private property held by leaseholders, and natural resource areas from overuse.

POLICY LU-7.6: **Unobstructed Lateral Access.** Furniture, windscreens, or other items shall not be placed in the area of pedestrian flow of a lateral access way. Existing items of this sort shall be removed during future lease renewals or applications for improvements.

POLICY LU-7.7: **North Morro Bay Planning Area.** As a condition to the approval of any development permit on the Chevron property, the City shall require clear dedication of a lateral access easement along the sand area.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Land Use Element Implementation Actions" subheading.

Downtown and Waterfront Areas

Morro Bay's downtown and the waterfront Embarcadero areas are the commercial and cultural core of the community. They are the location of many of Morro Bay's local businesses and are within walking distance of numerous residential neighborhoods. Residents and visitors alike come to spend time in downtown and along the waterfront, which are among the major visitor attractions in the city and the wider region. Allowing for housing in these areas, ideally located above retail uses, could help to both increase housing options and create a more vibrant downtown and waterfront. Improving the appearance of downtown and the waterfront area is also important for a variety of reasons, and is discussed thoroughly in the Community Design Element.

The *Downtown Waterfront Strategic Plan* (DWSP) is a 10-year plan that provides a strategic vision for these areas and specific action items to carry out that vision. The DWSP includes guidelines for preserving the unique character of the downtown and waterfront areas while enhancing housing, transportation, and retail options through key projects such as a Harbor Walk, a seafood and local goods market, a full-service hotel with meeting facilities, and a mixed-use project that includes residential, commercial, and live/work spaces. *Plan Morro Bay*, a longer-term document, creates

a framework for the DWSP to be implemented and ensures it is consistent with the vision for the entire community.

Master Plan for Morro Rock

Morro Rock is the most iconic feature of Morro Bay. Public improvements and enhanced recreation and interpretive programming are strong community desires for the future of Morro Rock. Following determination of future uses for the Dynegy site, which will in some ways determine the range of future amenities and appropriate activities for Morro Rock, the City should consider preparing and implementing a master plan for the area surrounding Morro Rock to outline recommended public improvements that would enhance the area, while also preserving the rock as an important environmental and cultural resource. The plan should also address potential sea level rise related-impacts, maintaining the land needed to ensure preservation of navigation in the harbor, and parking for the rock. The Master Plan for Morro Rock could be integrated with an update to the Morro Strand and Atascadero State Beach General Plan, prepared by the California Department of Parks and Recreation, or into an update to the Waterfront Master Plan.

Neighborhood and Community Characteristics

The downtown and waterfront areas are prime sites for new development in the community, offering potential for both residential and commercial growth. While new growth can be a valuable way to improve the downtown and waterfront districts, any land use plan for the districts should be consistent with established characteristics by making sure that new and renovated buildings are compatible with regard to height, size, mass, and design, among other features. Maintaining the existing buildings and improving amenities and infrastructure are also important parts of ensuring that downtown and the waterfront have consistent characteristics.

Multimodal Access

The downtown and waterfront areas are a playground for a variety of users, and there is a strong desire to balance and even advance the needs of nonvehicular travel modes to relieve pedestrian congestion on narrow sidewalks and contribute to a safer, more serene experience for all users. Many opportunities exist to improve infrastructure and increase safety and convenience for pedestrians and bicyclists while improving the overall experience of these areas.

Vacant Lots

Many vacant lots are located in downtown and along the waterfront. The City can connect with property owners to explore development or rehabilitation strategies for vacant parcels, and assist property owners to secure financing for development. For parcels that are unlikely to be developed in the near future, the City can work with property owners to temporarily convert vacant parcels into community gardens, parks, or venues for hosting community events such as the farmers market. This type of temporary use for vacant lots will dramatically increase the attractiveness and vitality of downtown and the waterfront while providing amenities and economic benefits to residents and visitors.

GOALS AND POLICIES

GOAL LU-8: Morro Bay's downtown and waterfront areas are active and welcoming locations for shopping, recreation, and coastal services.

POLICY LU-8.1: Update Waterfront Master Plan. Update the 1996 Waterfront Master Plan with a focus on addressing issues of sea level rise and future planning for Morro Rock.

POLICY LU-8.2: Morro Rock. Work with the California Department of Parks and Recreation to update and implement the Morro Strand and Atascadero State Beach General Plan, which includes Morro Rock and its surroundings, to incorporate sea level rise projections and an updated coastal hazard vulnerability assessment.

POLICY LU-8.3: Design Flexibility. Allow for design flexibility in the downtown and waterfront areas while perpetuating quality development that will complement and enhance the area's eclectic style and small, seaside character. Development along the waterfront shall comply with the Waterfront Master Plan.

POLICY LU-8.4: Multimodal Access. Emphasize access for public transit and active transportation in downtown and along the waterfront.

POLICY LU-8.5: Multimodal Connections. Improve pedestrian connections between the downtown and waterfront areas, and increase the pedestrian appeal of downtown.

POLICY LU-8.6: **Vacant Lot Uses.** Identify suitable uses for vacant and underutilized parcels such as community events, temporary markets, and community gardens, consistent with neighborhood and community objectives.

POLICY LU-8.7: **Beach Street Gateway.** Create an aesthetically pleasing gateway experience for area residents and travelers entering the Embarcadero from Beach Street.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Land Use Element Implementation Actions" subheading.

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COMMUNITY DESIGN

Morro Bay is a small-town coastal community with eclectic style and a welcoming atmosphere. The community's style originates from both overt and subtle details in the form, function, and design of the town, and future changes to that form will need to be compatible with the established character. By setting design criteria to preserve neighborhood character and carefully considering the visual impacts of new development, Morro Bay can remain the charming coastal town that residents and visitors love.

OVERVIEW

Scope and Content

The Community Design Element addresses the components of Morro Bay's unique style that will be preserved as the city changes over time. This element focuses primarily on building design, landscaping, scale, and style. Related topics such as density and intensity and use types and locations are addressed in the Land Use Element. While this element is not a required component of a general plan, it plays a critical role in expressing the culture and design of the community, both of which are of significant concern to Morro Bay community members.

Relationship to Other Elements

This element relates closely to the Land Use Element by further expanding on how the design of various uses will preserve the culture of Morro Bay. The Circulation Element also includes related topics such as desired street designs and amenities, and the Conservation Element addresses water conservation methods that relate to the landscaping found in Morro Bay neighborhoods. The Open Space Element describes parks and natural open areas in the community that contribute to its character, and the Public Safety and Community Well-Being elements cover how the built environment relates to crime, health, and overall well-being in Morro Bay.

RESILIENCY APPROACH

Resiliency in community design primarily focuses on the use of sustainable building materials and site layouts that conserve natural features or reduce potential hazards. Ensuring that buildings are built to withstand flooding and severe storms, optimizing use of on-site renewable energy, minimizing water and energy needs, and maximizing insulation against extreme heat will help prepare renovated and future buildings for the effects of climate change. Planting appropriate trees and other vegetation can also minimize drought and heat effects.

VISION FOR COMMUNITY CHARACTER AREAS

The community design of Morro Bay includes the overall layout of the city as well as the types of buildings, open spaces, and landscaping within it. Most housing in Morro Bay was built before 1970, and many of these homes are now in need of rejuvenation. Buildings tend to be one or two stories, with smaller lot sizes and a mixture of styles and colors that contribute to the community's fun seaside atmosphere. Vegetation is typically native and drought-tolerant. The wetlands, agricultural areas, and coastline frame Morro Bay's neighborhoods, creating beautiful viewscapes from nearly every part of the city. The most common large trees are eucalyptus, cypress, melaleuca, and blue gum trees. Street trees are generally on the smaller side due to the coastal location.

The overall personality of Morro Bay is in part due to the distinct character of its ten community character areas. These neighborhoods each have distinctive physical and social characteristics that are described in this element, which also includes goals and policies to maintain and enhance each area as appropriate.

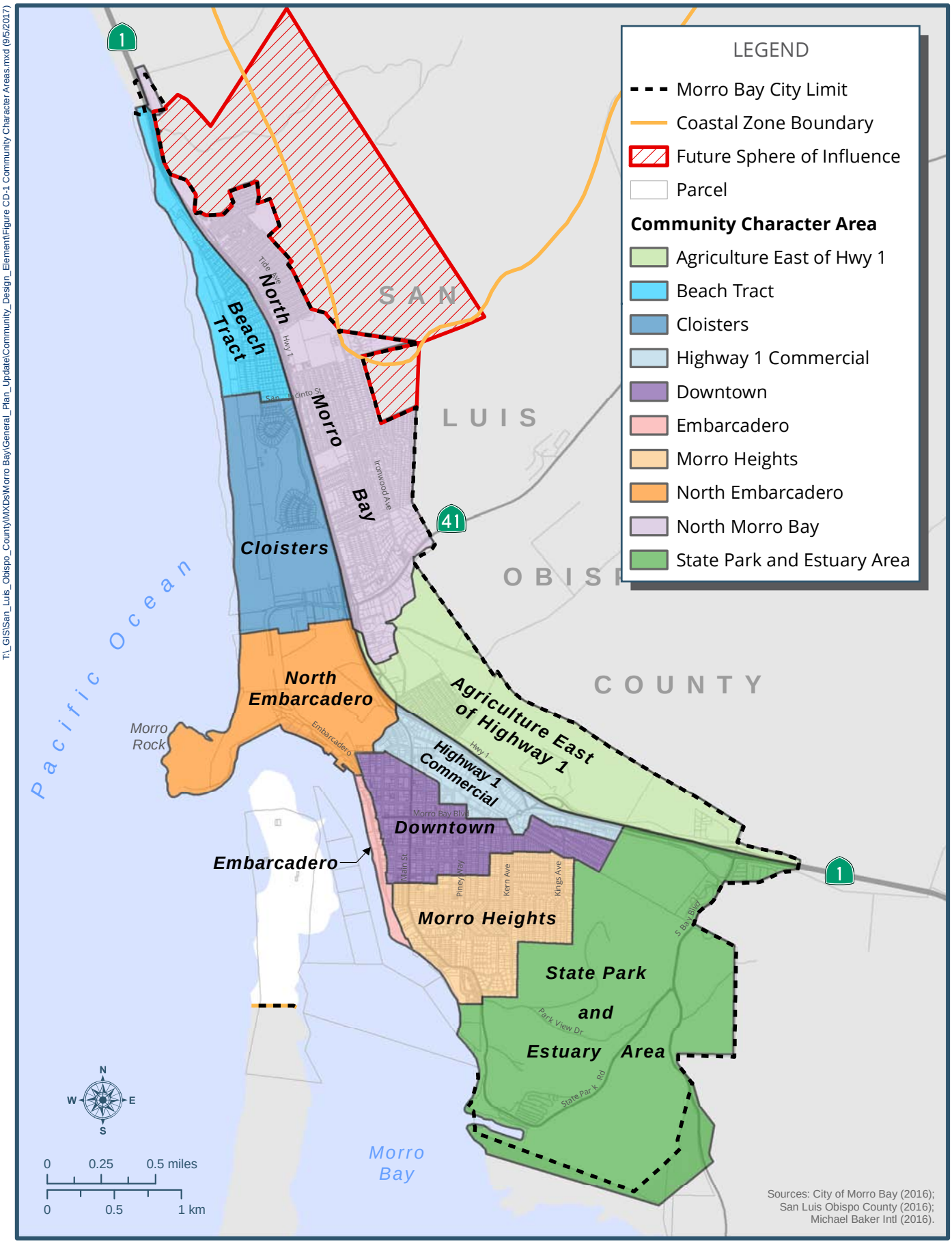

FIGURE CD-1

Community Character Areas

North Morro Bay

North Morro Bay is a mostly residential area spanning much of the length of the city on the east side of Highway 1. Buildings in North Morro Bay are mostly one- or two-story single-family homes that are newer than Downtown and Morro Heights, with some neighborhood strip commercial and office uses. The terrain provides many of these homes a clear view of the ocean and Morro Rock. The design vision for this area includes increasing shopping and services opportunities along North Main Street in neighborhood-scale, walkable centers or clusters. The environment along Main Street should become more pedestrian friendly and include areas where commercial development is prioritized over residential. In the portions of the area that allow mixed-use development, zoning development standards should have heights sufficient to support the desired mix of uses. The character of the residential area behind Main Street is not envisioned to change. It is important to the community that residences in this area not be oversized for their lot and in relation to other residences in the character area.

Beach Tract

The Beach Tract is located on the west side of Highway 1 west of North Morro Bay and north of the Cloisters. Suburban-style single-family homes predominate in this area. The Morro Strand campground and Alva Paul Creek are also located in the Beach Tract. Homes here have abundant beach access, and the North Point Natural Area is just to the north. The character of the Beach Tract is expected to remain relatively the same over the life of *Plan Morro Bay* as a single-family residential neighborhood along the beach. The Beach Tract only allows for single-story development, reflecting the importance of protecting ocean views.

Cloisters

Cloisters is located west of Highway 1 and south of the Beach Tract. It is one of the most recently developed areas in the city and includes single-family residential development that is clustered to protect sensitive dune habitat. It also includes Cloisters Community Park, which features trails and a wetlands area. There is plentiful access to the beach, and houses are typically one-story, larger suburban-style single-family homes of neutral color with landscaped yards. Two recreational vehicle parks, the City wastewater treatment plant, and two motels are located on the south side of Cloisters near Morro Bay High School, which has a more wooded feel from the trees planted around it.

The nature of the residential portion of the Cloisters character area is expected to remain relatively the same over the life of *Plan Morro Bay* as a clustered single-family residential neighborhood adjacent to wetlands and the beach. It is important to the community that the residences in this area not be oversized for their lot and in relation to other residences in the character area. The character of the portion of the character area along the west end of Atascadero Road is envisioned to change if the existing wastewater treatment plant is relocated during the life of *Plan Morro Bay*. In that case, redevelopment of much of the area where the plant is currently located could occur, creating an environment more focused on pedestrians, in particular visitors and those using the area for recreation. This area would likely include restaurants, retail, additional accommodations, sports fields, and other recreation activities taking advantage of the proximity and connection to the beach and views of Morro Rock.

North Embarcadero

North Embarcadero encompasses waterfront and industrial areas that include the former Dynegy power plant site, Lila Keiser Park, the commercial fishermen's dry storage and repair facility, and Morro Rock. Larger commercial spaces and a few homes are located in this area, and Morro Creek runs just to the north. North Embarcadero offers a clear view of Morro Rock, and the three prominent smokestacks at the power plant are the visually dominant feature of this area.

North Embarcadero also has the largest concentration of working waterfront uses in Morro Bay. Piers, docks, commercial fishing offload facilities, and other related commercial fishing infrastructure are located along the waterfront, along with restaurants and other supporting retail uses. This area also has a City-owned parking lot and provides access to Morro Rock via Coleman Drive or a boardwalk trail located west of the waterfront. The area between the waterfront and Morro Rock, including Coleman Park, is undeveloped and used for recreation.

The character in this area is anticipated to change substantially by 2040 due to the expected redevelopment of the Dynegy site following a change of ownership. It is possible some of the existing power plant buildings will be reused. However, with or without building reuse, the site is expected to house some visitor-serving businesses or facilities and may also have office, retail, or housing. In the portions of the area that allow mixed-use development, zoning development standards should have heights sufficient to support the desired mix of uses. The allowed heights should also take into account potential sea level rise impacts. Ideally the stretch of the site along Embarcadero will engage and feel connected with uses across Embarcadero and be inviting to pedestrians. The triangle parking lot portion of the site near the southern end of the character area is likely to become a boatyard and haul-out and house a maritime museum during the life of the plan, activating the area and directly connecting to the other harbor-related uses on the other side of Embarcadero. Policies in *Plan Morro Bay* call for preparation of a

master plan for the Dynegy site and master planning for the area around Morro Rock. The vision and desired character for both of those areas would be further defined during those processes. The commercial fishing area on the west side of Embarcadero is not expected to substantially change in character. Improvements to lateral access and additional fishing industry facilities are the only anticipated changes.

The Embarcadero

The Embarcadero is the most iconic character area in Morro Bay, providing numerous coastal access points in an urban environment. The Embarcadero has a maritime feel, characterized by low-rise one- to two-story buildings and pedestrian-friendly streets. The Embarcadero combines a working waterfront used for commercial and recreational purposes with visitor-serving retail uses. In the portions of the area that allow mixed-use development, zoning development standards should have heights sufficient to support the desired mix of uses. The allowed heights should also take into account potential sea level rise impacts. Running adjacent to the ocean and extending east to a bluff that serves as the dividing line between the Embarcadero and Downtown, the Embarcadero extends from the North Embarcadero character area to the State Park character area at the south end of the city. The bayside of the Embarcadero is fully developed and includes some older buildings alongside some of Morro Bay's newest developments.

Preservation of the Embarcadero's unique character and working waterfront is important to the Morro Bay community. The area's character changes periodically due to lease renewal and reinvestments in the lease sites on the west side of the Embarcadero. The lease sites stretch from the Morro Bay Oyster Company on the north to the colorful houses across the street from 456 Embarcadero Inn & Suites to the south. At least five of the lease sites are up for renewal in 2018, and many others will renew or turn over to a new leaseholder by 2040. All new leases require some level of investment when leases expire, resulting in improvements and sometimes full redevelopment of these properties. Over the life of *Plan Morro Bay*, it is

expected that additional improvements for lateral access and other types of access required by the Americans with Disabilities Act will occur, as well as improvements or changes, in particular to infrastructure, to address expected impacts of sea level rise. Other changes to the character of this area include improvements and redesign of the Centennial Parkway and adjacent properties as part of the Market Plaza site on either side of Embarcadero. The plan for the Centennial Parkway calls for improvements to vehicle, bicycle, and pedestrian circulation including sidewalk widening and bike lanes. Embarcadero may become limited to one-way vehicle traffic between Beach and Marina streets. Other vacant and underutilized sites in this area, in particular parking lots, have been identified as areas for additional new amenities, businesses, and visitor-serving facilities.

Downtown

Downtown Morro Bay is located uphill from the Embarcadero between the waterfront and the Highway 1 commercial area. This area includes mostly residential uses but also has a wide variety of retail, office, service commercial, and visitor-serving uses. Most of the hotels and motels in Morro Bay are located in this area, with restaurants and retail uses concentrated on Morro Bay Boulevard. The largest concentration of two-story buildings in the city is in Downtown, and the area contains Morro Bay's oldest buildings alongside a number of newer structures. Building styles vary greatly, and fairly large, prominent trees adorn the streets.

The vision for Downtown builds on elements of its existing character including walkability and a mix of uses where the ground-floor use engages with the street and residents and visitors. The historic character of many buildings is something to be preserved and the uniqueness should be encouraged moving forward. This area should continue to provide places to shop for locals and visitors. An increase in places to work and live is envisioned. Some housing opportunities on the second floor on the primary streets of Morro Bay Boulevard and Main Street are anticipated, with more housing on the other streets in the area. In the portions of the area that allow

mixed-use development, zoning development standards should have heights sufficient to support the desired mix of uses. As noted for the Embarcadero, some vacant and underutilized sites in this area have been identified as areas for additional new amenities and facilities. In particular, the City envisions improvements to some of these sites that would provide greater connection between the waterfront and Downtown, eliminating the "dead zone" at the top of Centennial Staircase and encouraging pedestrian traffic between the two areas.

Highway 1 Commercial

Most City government buildings and highway-serving commercial development in Morro Bay is located in this area situated between Downtown and Highway 1. Development in this area is mostly strip commercial and includes grocery stores, gas stations, and other service commercial uses. City Park is located near the roundabout at Morro Bay Boulevard. Residential uses are also interspersed in this area. For most of this area, the character is envisioned to remain similar to the current character. The area closest to the highway is auto-friendly with large parking lots and many businesses that customers visit via car including the grocery stores and service businesses. There also is not a vision to change the character of the government building area. Change is envisioned at City Park to potentially expand the park into the entire triangular block if feasible.

In addition, the creation of more housing and neighborhood-serving businesses in the blocks surrounding the park is desired to make it more inviting for park users and to create a gateway to the city along Morro Bay Boulevard. The community has expressed a desire for a more aesthetically pleasing feel to the buildings and grounds in this area.

Agriculture East of Highway 1

The character area east of Highway 1 south of North Morro Bay is mostly agricultural, with one residential neighborhood located adjacent to the highway. The northern portion of the area is primarily used for crop farming, while the southern portion is used for grazing. It is important to the community to maintain agricultural land and protect views. Both of these priorities are consistent with little to no change in this character area.

Morro Heights

Morro Heights is a residential neighborhood located on a hill overlooking the bay near the south end of the city. Most buildings are one- or two-story wood-frame single-family residential homes. Diverse home designs on larger lots and tall eucalyptus and cypress trees define this neighborhood. The vision for this area is to remain a residential area, so there is no change anticipated in terms of the character. It is important to the community that the residences in this area not be oversized for their lot and in relation to other residences in the character area.

State Park and Estuary Area

The State Park and Estuary area is located at the southernmost end of the city. Morro Bay State Park covers most of this area and includes a golf course, campground, marina, boat launch, and hiking trails. The Morro Bay Natural History Museum is situated on a rocky outcropping overlooking the bay, and Chorro Creek flows along the southern end of this neighborhood. Black Hill, the next morro in the volcanic chain inland of Morro Rock, is located in Morro Bay State Park. Residential development is extremely limited and occurs here in a wooded setting characterized by large eucalyptus and cypress trees, native habitat and wildlife, and hilly topography. This character area contains resources and open space prioritized for protection by the community. No change is envisioned for this area.

Specific and Area Plans

The City of Morro Bay has adopted several specific and area plans that provide design guidance for distinctive areas that require more detailed or considerate regulation. These plans cover the North Main Street and Waterfront parts of town and are summarized in further detail in the Land Use Element. Design guidelines and development standards are outlined in each plan to aid developers and homeowners in maintaining the visual identity of Morro Bay.

KEY ISSUES

Neighborhood Compatibility in Residential Areas

Morro Bay is a single distinct community made up of a variety of individual neighborhoods, and preserving the nature of these areas requires careful planning and design. The following goals and policies will ensure continued cohesiveness in the different areas of the city while embracing each character area's individuality.

GOALS AND POLICIES

LCP

GOAL CD-1: The individual identity of each of Morro Bay's character areas is embraced and represented by new and renovated development.

POLICY CD-1.1: **Distinct Character Areas.** Consider and maintain the distinctiveness of each character area in planning and design decision-making.

POLICY CD-1.2: **Compatible New Development.** Require new development projects to be compatible with the vision for the area in which it is located.

POLICY CD-1.3: **Design Guidelines.** Work with residents and business owners to develop and adopt citywide design guidelines that illustrate appropriate form, scale, and massing for buildings while allowing for distinctive design and flexibility.

POLICY CD-1.4: **Design Standards.** As part of the Zoning Code, adopt permanent design standards for the city that allow for a wide variety of architectural styles while maintaining the character of each character area and the city as a whole.

POLICY CD-1.5: **Complementary Design.** Require building designs, materials, and landscaping that are complementary to the landscape, climate, and existing development.

POLICY CD-1.6: **Historic Character.** Require the visual preservation of historic buildings and structures.

POLICY CD-1.7: **Compliant Lateral Access Signage.** Lateral access signage shall be in compliance with the regulations established in Municipal Code Section 17.68.140.B.2.C) of the City's sign regulations that requires the following: "Whenever the City of Morro Bay enters into a Tidelands lease agreement with any individual or business entity, whether as a new agreement or a lease renewal, a requirement that all nonconforming signs at the site be removed or made to conform to the provision of this Chapter shall be incorporated into such lease agreement."

POLICY CD-1.8: **Flexible Design Elements.** Maintain a compendium of suggested flexible use design elements that fit the culture of the Morro Bay community and are consistent with specified land use designations for landowners to incorporate into renovations and new development.

POLICY CD-1.9: **Minimize Aesthetic Impacts.** Structures, including fences, shall be subordinate to and blended into the environment, including by using appropriate materials that will achieve that effect. Where necessary, modifications shall be required for siting, structural design, shape, lighting, color, texture, building materials, access, and screening to protect such public views.

POLICY CD-1.10: **Signs.** Require commercial signs to be of a size, location, and appearance so they do not detract from the area's scenic qualities and cause visual clutter and blight. New development, and renovation or expansion of existing development, shall be designed to be consistent with the community character, to protect scenic resources.

POLICY CD-1.11: **Public Access Management Plan.** Development with the potential to impact public access, whether during construction or after, shall develop a Public Access Management Plan designed to identify and limit impacts to public access. Plans shall identify peak use times and measures to avoid disruption during those times, minimize road and trail closures, identify alternative access routes, and provide for public safety.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Community Design Element Implementation Actions" subheading.

GOAL CD-2: The community is designed to be resilient to future climate conditions, weather events, and economic and social change.

POLICY CD-2.1: Local Food Production. Encourage the installation of vegetative roofs, rainwater bioswales, and small-scale gardening and animal keeping in areas that can support such uses.

POLICY CD-2.2: Flexible Use. Identify potential buildings for future adaptive reuse, and encourage incorporating flexibility in building designs to maximize the future use of buildings.

POLICY CD-2.3: Community Gardens. Work with local schools and community groups to promote the installation and maintenance of community gardens.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Community Design Element Implementation Actions" subheading.

ECONOMIC DEVELOPMENT

Morro Bay's economy both shapes and is shaped by its physical development. A strong and resilient economy is crucial to the success and adaptability of the community, and critical to ensuring the City's ability to provide essential and expected municipal services to residents, businesses, and visitors. Factors affecting economic development are diverse, encompassing income and health factors, land use and transportation, the number and diversity of businesses, and resident and visitor spending patterns. City staff and officials take this multitude of factors into account when making planning decisions and balancing the economic health of the city in a way that achieves the vision for Morro Bay.

OVERVIEW

Scope and Content

The Economic Development Element directs actions that promote a sustainable economy that can withstand fluctuations in the economic environment of Morro Bay. While not required by California general plan law, this element lays the groundwork for improving and sustaining economic health through 2040 through long-range policies focused on supporting existing and new local- and visitor-serving retail uses and attracting and retaining jobs in the city. The element may be implemented from time to time by shorter-range 5- to 10-year economic development strategies that seek to accomplish portions of the long-term economic vision.

Relationship to Other Elements

Morro Bay's economy affects nearly every other element of *Plan Morro Bay*. The Land Use and Circulation elements promote access to local businesses, services, and employment. The Conservation and Open Space elements preserve the natural areas that bring visitors to Morro Bay and focus on conserving resources of economic importance such as commercial fishing, energy resources, and water management. The Public Safety and Community Well-Being elements ensure that the community can withstand the impacts of physical and social incidents and trends and minimize economic consequences by having minimal disruption to jobs, shipping, and the purchasing of goods and services during these events and after they occur.

RESILIENCY APPROACH

As conditions change in coming decades, increased stress on natural resources, physical assets, and social conditions will create challenges for the community. The local economy needs to be flexible and diverse to be able to recover from natural disasters and social and economic fluctuations, as well as to provide the financial means to ensure that resources and infrastructure are able to withstand the impacts of climate change. Goals and policies in this element incorporate such considerations, planning for a more diverse economy and an increased sales tax base. This element also focuses on sustainable economic practices that will strengthen the job and housing markets, such as investments in renewable energy and provision of affordable housing options.

DEMOGRAPHICS

Morro Bay's demographic makeup influences the economic resiliency and composition of the community by defining the types of businesses attracted, the ability of residents to pay for goods and services, and the jobs and homes provided. A larger population can support greater and more diverse economic activity, and populations with higher incomes increase that support. However, population growth that is too slow or too fast can cause an imbalance in goods and services offered and the people available to work at such businesses and to purchase the products.

The population in Morro Bay in 2015 was 10,640, with a projected population of 12,015 for the year 2040, an increase of 12.9 percent. Morro Bay is significantly less diverse in terms of racial and ethnic makeup than much of California, and it has a per capita income that is about 8 percent higher than the state average. Residents tend to be more formally educated than the general state population, and unemployment is relatively low. As shown in Table ED-1, Morro Bay residents also tend to be older than the California average, with about 23 percent of residents over the age of 65 and a median age of 49. The number of working-age residents in Morro Bay is similar to the state average, however, providing for a workforce that can support economic development. These factors generally mean that residents in Morro Bay have some expendable income and the city has a reasonably sized workforce to fill local jobs. However, a significant percentage of local residents will be retiring in the next two decades and will have less income available for goods and services.

Table ED-1:
Age Distribution (2010–2015)

	Morro Bay			California		
	2010	2015	Average Annual Change	2010	2015	Average Annual Change
Total	10,234	10,640	0.8%	37,253,956	38,907,642	0.9%
Under 20	1,341	1,734	5.9%	10,617,377	10,349,433	-0.5%
20–34	1,627	2,000	4.6%	8,084,108	8,676,404	1.5%
35–54	2,303	2,426	1.1%	10,580,124	10,582,879	<0.1%
55–64	1,863	2,022	1.7%	3,837,157	4,474,379	3.3%
65 & Over	3,101	2,458	-4.1%	4,135,189	4,824,548	3.3%
Share of Population 25–64	51%	54%		53%	53%	
Population Under 18	12%	15%		25%	24%	
Population Over 65	31%	23%		11%	12%	
Median Age	54.1	49.2		34.9	35.8	

Sources: *US Census Bureau, American Community Survey 2010 and 2015 5-year estimates; California Department of Finance, Demographic Research Unit (total population) May 2016 E-4 Population Estimates for 2010 and 2015*

KEY ISSUES

Affordable Housing

Housing affordability impacts the spending abilities of residents and therefore the economy as a whole. The specific nature of housing in Morro Bay necessitates particular attention to housing issues, with the city's tourist economy and large number of vacant or vacation homes affecting housing needs and affordability. Most Morro Bay residents live in single-family detached homes, with more than half paying at least 30 percent of their income to housing costs. The city's tourist economy also places an emphasis on the service industry, which typically represents lower-wage employment that does not support the average housing costs in the region, making affordable housing a necessity to accommodate many of the workers at Morro Bay businesses. High vacancy rates (in the range of 17 percent) are partially driven by vacation homes that are only occupied part of the year or are used as short-term rentals. These units being removed from the housing supply reduced the number of

houses on the market, which increases the cost of housing. While the high cost of adequate housing is a statewide concern, addressing it in Morro Bay is essential to ensuring economic stability and success for the city. Housing supply and affordability are discussed in further detail in the Housing Element.

Market Surplus and Leakage

Image: Michael Boswell

Market leakage occurs when the demand for a product or service exceeds the supply available within the city and residents travel elsewhere to obtain desired products. A surplus occurs when the supply of a product available within the city exceeds demand and often indicates that either retailers are attracting shoppers from other areas or local residents are buying more than expected. Much of Morro Bay's economy is visitor-serving and thus focused on tourism and retail sales. Morro Bay's beaches, parks, museums, galleries, and special events attract people from throughout the region and state and are a strong contributor to the local economy. Much of Morro Bay's taxable sales revenue comes from retail sales; this type of revenue tends to fluctuate more than other forms of tax revenue based on visitors' desire and ability to travel for getaways and vacations.

Morro Bay's Retail Trade Area includes Cambria, Harmony, Cayucos, Morro Bay, and Los Osos. This larger trade area experiences retail leakage in a number of categories, including apparel, home furnishings, sporting goods, specialty food stores, limited-service restaurants and bars, and general merchandise stores. Morro Bay could support a number of new and varied retail stores, particularly in these industries. However, the community has expressed a desire for additional economic development options that would enhance community character and be consistent with community values, and for opportunities that would provide jobs that pay well enough to allow a household to make a living in Morro Bay. Accommodating these additional retail opportunities could help reduce market leakage, but needs to be combined with other strategies that better support the vision of the community and strengthen the economy.

Stagnated Population and Jobs Growth

Population growth in Morro Bay since 2010 has been slow, while job growth has remained constant or even decreased. This, combined with a drop in sales tax due to a loss of retail revenue in the city, creates substantial future challenges for the City in providing maintenance and services. Limited vacant land in Morro Bay creates a challenge to the city's ability to expand the economy and maintain the needed population base to support it. The *Plan Morro Bay* land use plan and policies focus on working within this already existing framework and creating a balance of uses that improves housing options and affordability in the city, while providing for the needs of both visitors and residents. Attracting employers to the community through a focus on business practices, marketing, and providing for attractive locations and infrastructure will help improve the job market in Morro Bay, and greater job and housing diversity and a higher quality of life will attract and retain residents. Opportunities to accomplish these objectives include accommodating greater density in areas such as downtown, and the future development of the Dynegy and existing wastewater treatment plant areas. Utilizing the land use plan and associated policies, as well as other city plans, will guide the improvement of job and population growth rates in Morro Bay.

Providing for the Needs of Both Residents and Visitors

A high number of Morro Bay residents are homeowners over 55 years of age. While the city's economy should provide for all segments of the community and remain focused on serving the needs of visitors, future retail opportunities and other economic growth in Morro Bay should also help meet the needs and buying habits of homeowners wishing to remain in the city and plan for their retirement from the workforce. Balancing the need to provide for seasonal visitors with the provision of essential services to those who live in Morro Bay will be increasingly important. The Land Use Element identifies key areas of visitor-serving and community commercial uses, and the City will work with local businesses to ensure the right mix of each use is present in Morro Bay.

GOALS AND POLICIES

GOAL ED-1: A strong, resilient local economy.

POLICY ED-1.1: **Economic Considerations.** Continuously evaluate potential economic development opportunities or impacts of implementing the General Plan land use diagram and the Zoning Code.

POLICY ED-1.2: **Financing.** Identify mechanisms to finance economic stimulus programs and improvements to specific commercial areas.

POLICY ED-1.3: **City Procedures.** Adopt business-friendly practices such as customer service practices, a streamlined and efficient application process, and clear expectations of the City's goals and vision.

POLICY ED-1.4: **Technology Resources.** Make needed and desired renewable energy and modern technology resources readily available to businesses.

POLICY ED-1.5: **Infrastructure and Public Facilities.** Identify, construct, and maintain built infrastructure systems and facilities that attract and sustain businesses.

POLICY ED-1.6: **Streamline the Development Process.** Identify, develop, and implement strategies, programs, and processes that streamline the development review process, in particular for retail, service, industrial, and similar markets that provide living wage jobs and needed services.

POLICY ED-1.7: **Economic Development Strategic Plan.** Adopt and implement the Economic Development Strategic Plan, and prepare and update similar strategic plans on individual target sectors and opportunities within this larger strategy.

POLICY ED-1.8: **Jobs-Housing Balance.** Actively pursue employment uses that match the skills and educational levels of existing and future residents.

POLICY ED-1.9: **Business Support.** Support the Chamber of Commerce, retailers, visitor-serving businesses, local business owners, and other agencies in their marketing and business attraction and retention efforts.

POLICY ED-1.10: **Prioritize Access.** Situate new nonresidential development in easily accessible areas. Ensure that buildings can be reached by walking, biking, and public transit.

Implementation Actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Economic Development Element Implementation Actions" subheading.

GOAL ED-2: Morro Bay is widely known as a destination location.

POLICY ED-2.1: City Image. Promote Morro Bay as a vibrant eclectic coastal community and an excellent place to do business.

POLICY ED-2.2: Tourism and Visitor-Serving Uses. Continue to work with the Morro Bay Visitor Center, the California Department of Parks and Recreation, and local visitor-serving businesses on marketing and business growth activities.

POLICY ED-2.3: Regional Economic Development. Encourage and participate in regional and local economic development and marketing strategies that support the resiliency and growth of Morro Bay.

POLICY ED-2.4: Visitor Attraction. Support and encourage the development of public amenities, entertainment venues, and other facilities that increase visitation and tourism in Morro Bay.

POLICY ED-2.5: Desired Economic Activities. Identify the types of desired economic activities in Morro Bay, which may include small-scale resident and visitor-serving retail, dining and entertainment venues, services, and professional offices. Consider economic activities that provide high-paying head-of-household jobs; workforce-level jobs that allow for upward mobility; jobs to fill service gaps in the community such as dental and medical services; and opportunities for "low-impact, high-benefit" jobs that provide a high level of economic benefits with limited infrastructure needs.

Implementation Actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Economic Development Element Implementation Actions" subheading.

GOAL ED-3: Local businesses and employment options are high quality, diverse, and environmentally sustainable.

POLICY ED-3.1: Sustainable Businesses. Attract and retain environmentally conscious businesses that contribute to the long-term economic and environmental sustainability of Morro Bay.

POLICY ED-3.2: Environmental Guidelines. Develop guidelines that describe desired environmentally conscious building designs, features, and practices that will be used to give recommendations to businesses and to provide City staff with suggested conditions of approval for permitting new or significantly renovated homes and businesses.

POLICY ED-3.3: Public/Private Partnerships. Encourage and seek out public/private partnerships to implement key development projects that meet the City's economic development goals.

POLICY ED-3.4: Diversified Economy. Prioritize strategies that will create an economy full of diverse industries, trades, and goods for Morro Bay to foster a mix of economic activity and job opportunities.

POLICY ED-3.5: Equitable Economy. Ensure that City policies and practices support increased economic benefits and improve quality of life for all residents. Economic development policies and practices should also avoid harming segments of Morro Bay's residents and businesses, particularly members of disadvantaged communities.

POLICY ED-3.6: Chain Stores. Limit the construction of new national chain stores to Quintana Road to continue to protect share of economy for local and regional chains.

Implementation Actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Economic Development Element Implementation Actions" subheading.

GOAL ED-4: Employment provides a range of head-of-household jobs that pay living wages and support living in Morro Bay.

POLICY ED-4.1: Healthcare Employment. Encourage and provide for jobs in the medical and healthcare industry, including in-home care and education, by working with providers on siting and needs.

POLICY ED-4.2: Employment-Generating Projects. Support the development of new commercial and industrial projects and retrofits of existing buildings.

POLICY ED-4.3: Workforce Programs. In partnership with Cal Poly and regional, state, and federal agencies, provide workforce programs that facilitate workforce diversity in the city through expanded labor force training and hiring practices.

Implementation Actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Economic Development Element Implementation Actions" subheading.

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CIRCULATION

How people and goods move throughout Morro Bay affects the vitality, sustainability, and economy of the city by ensuring everything gets where it needs to go in a convenient and efficient manner. Vehicles, pedestrians, bicyclists, and transit are all vital parts of the city's circulation system, are key to reducing greenhouse gas (GHG) emissions, and create a diverse and healthy community. The Circulation Element focuses on creating a regionally connected system that facilitates safe and convenient travel for all community members, regardless of travel mode, age, or physical ability.

OVERVIEW

Scope and Content

The Circulation Element is required by California Government Code Section 65302(b) and must include major thoroughfares, transportation routes, and other means of travel. The element must also plan for a multimodal transportation network that serves all users and reduces GHGs and vehicle miles traveled (VMT). The Coastal Act additionally requires cities and counties to maximize access to the coast, which includes access to parking and other forms of transportation that provide coastal access to visitors.

This element includes a description of the existing transportation network, parking facilities in the coastal zone, the transportation network diagram, and multimodal transportation infrastructure. It also covers key transportation issues in Morro Bay and the goals and policies which will guide efforts by the City, developers, and officials to improve travel mobility and efficiency in Morro Bay.

Relationship to Other Elements

Because transportation affects a wide range of issues, the Circulation Element is related to several other *Plan Morro Bay* elements. The Land Use Element relates to the Circulation Element by placing housing near stores, workplaces, and transit services to ensure that a full range of travel modes is feasible. The location of these uses, as well as their density and intensity, also increases the likelihood that people will bike or walk rather than drive to get where they need to go. Many Noise Element policies focus on reducing transportation noise in Morro Bay. The Conservation

Element also relates to the Circulation Element, as both include policies to reduce transportation-related emissions and preserve the scenic beauty of Morro Bay's transportation corridors.

Correlation with the Land Use Plan

The Circulation Element is designed to meet transportation needs based on assumptions about the intensity and location of development from the Land Use Plan. In turn, the Land Use Plan was developed through an iterative process with the Circulation Element to ensure that the transportation network can meet the needs of proposed land uses.

Anticipated future development consistent with the General Plan land use designations is presented in the Land Use Element. With implementation of *Plan Morro Bay*, up to 933 additional dwelling units and approximately 4.3 million additional nonresidential square feet could be constructed in the planning area. If development occurred at this maximum capacity, it would result in the addition of approximately 212,960 average daily vehicle trips to roadways within the planning area. Buildout to a jurisdiction's maximum capacity is generally unusual, but should be planned for to ensure that potential impacts are accounted for in the event of above-average development.

RESILIENCY APPROACH

Transportation is a significant contributor to GHGs and is a critical component of a city's ability to function. Much of Morro Bay has a design that facilitates active transportation and alternative routes for emergency vehicles and traffic. Ensuring these benefits are preserved and expanded will help the community recover from any natural disasters and facilitate a reduction in personal vehicle use.

Much of Morro Bay's transportation infrastructure and facilities are also vulnerable to the effects of sea level rise and climate change. High temperatures can cause pavement to soften and expand, creating ruts and potholes. Many local roads in Morro Bay are also located in flood hazard zones, and some lie within the sea level rise inundation area. While the effects of climate change occur slowly enough that it is generally not necessary to modify existing systems to adapt, establishing a plan for when and how to modify current design and maintenance practices will be essential to preventing damage in the long term. Monitoring performance of the infrastructure can help the City determine when to begin implementing adaptive practices such as using materials that can withstand higher temperatures, using expansion joints in existing pavement, and modifying street design to allow for better drainage.

For Morro Bay to have a transportation network that is adapted to the changing climate, the City's departments will need to work with each other and other agencies. The California Department of Transportation (Caltrans) and the San Luis Obispo Regional Transit Authority (RTA) will be important partners in creating a system that will withstand the stressors of increased temperatures and flooding.

TRANSPORTATION NETWORK

Morro Bay's transportation network encompasses infrastructure, facilities and amenities, and transit services. The system reflects the small-town nature of the city, with a connected grid network and pedestrian and bicycle infrastructure on many of the main streets. The streets facilitate travel by a variety of modes, but they must be carefully maintained and managed to accommodate seasonal visitors without impacting local residents and employees.

Transportation Network Diagram

Morro Bay has many roadways that are designed to be complete streets, accommodating multiple travel modes and user needs. A well-designed complete street allows for easy and safe transportation that may include vehicles as well as pedestrians, bicyclists, and public transit, traveled by individuals of all ages with a wide variety of needs, destinations, and abilities.

The Complete Streets Act requires cities and counties to plan for balanced, multimodal streets that can meet the needs of all users. The method by which a street is designed to be complete depends on the location, existing infrastructure, and demand for each mode type, and could include installing or improving sidewalks and crosswalks, adding bike or bus lanes, or other features to improve the safety and flow of transportation. Many of the streets in Morro Bay already exemplify the complete streets approach, especially in downtown, and the City has implemented a number of tactics to improve mobility in other areas.

The Transportation Network Diagram in Figures CIR-1a and 1b illustrate the plan for a complete, integrated, multimodal circulation system serving Morro Bay. The transportation network includes the roadway, active transportation, and transit systems described below.

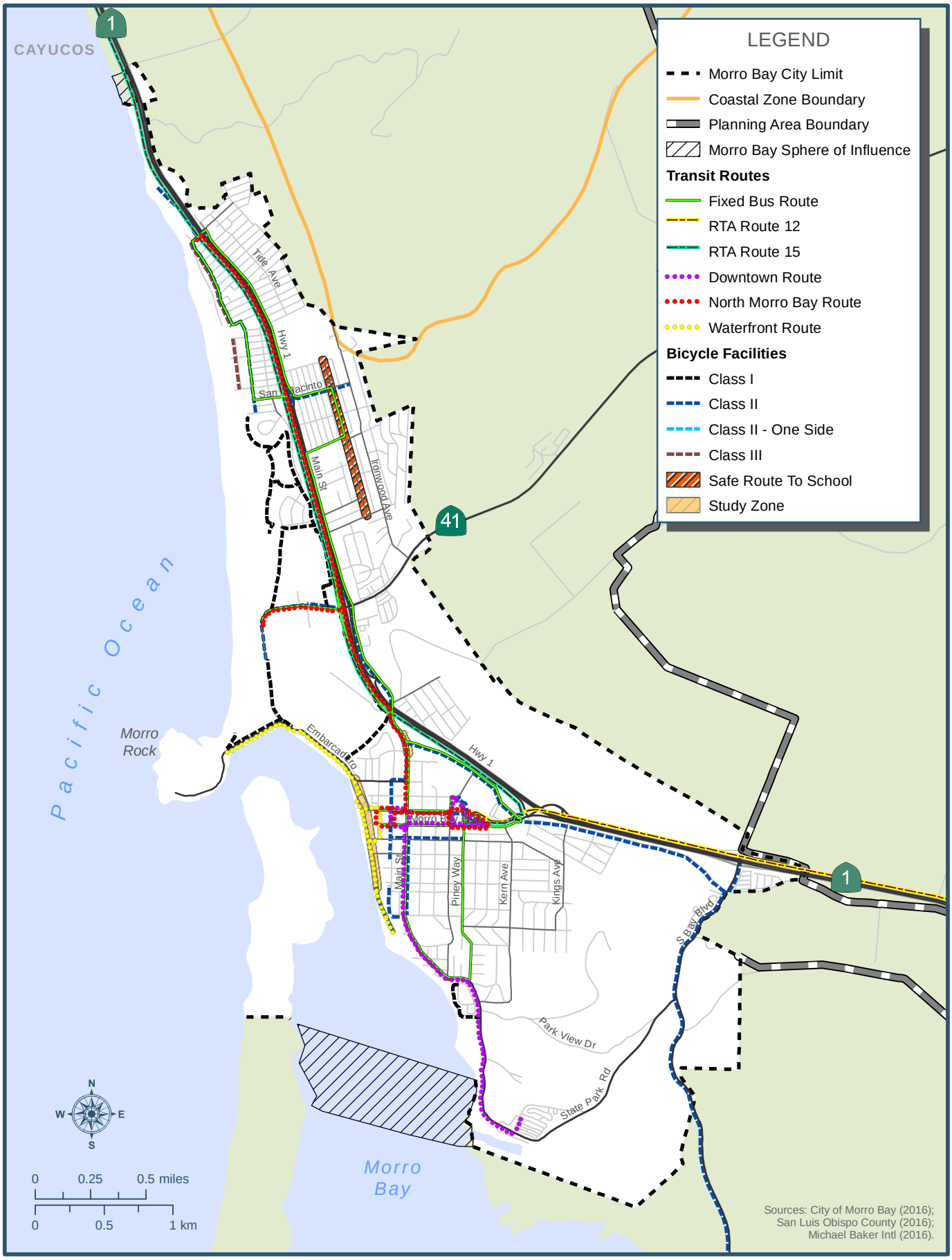


FIGURE CIR-1A

Transportation Network Diagram: Transit and Bicycle Facilities

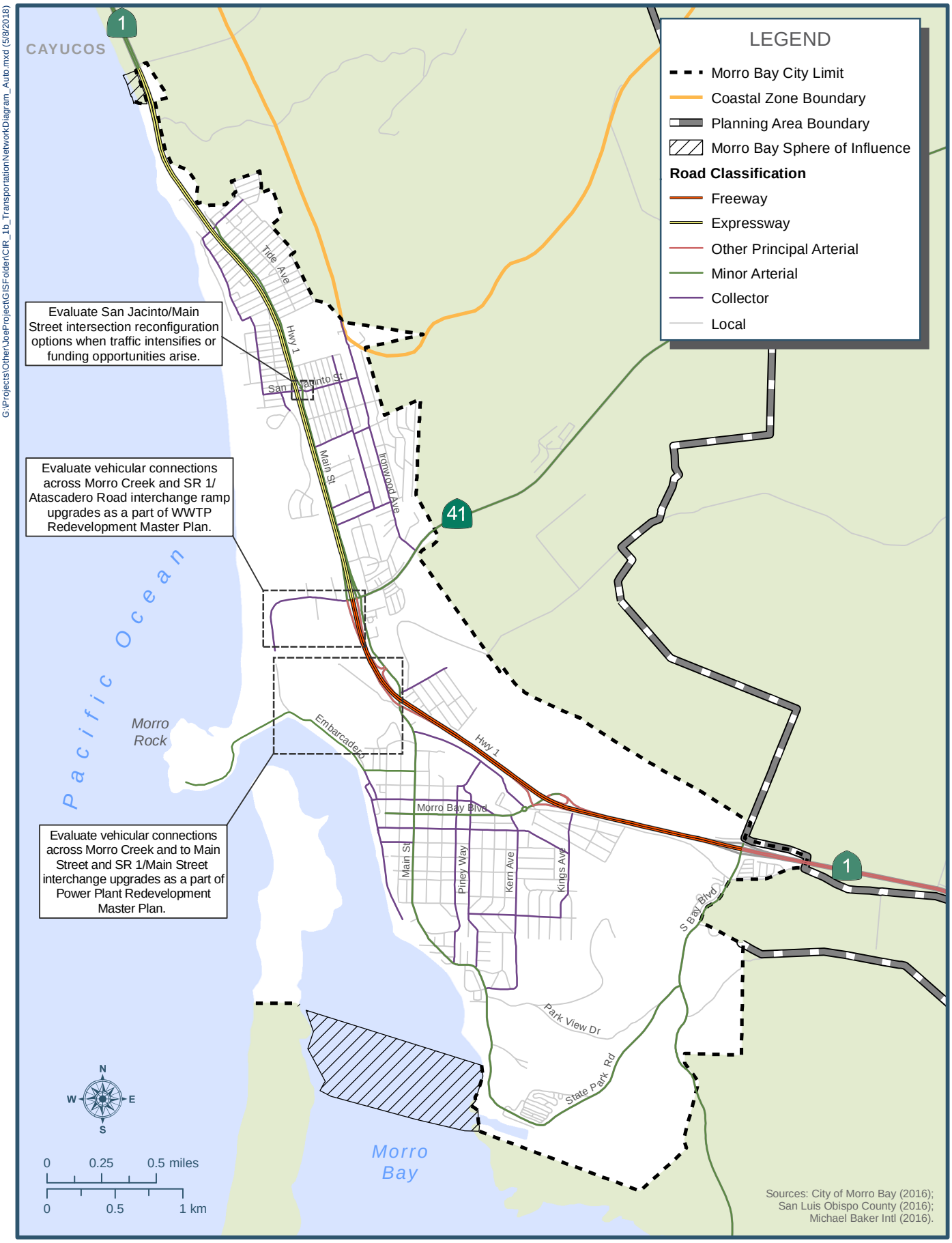


FIGURE CIR-1B

Transportation Network Diagram: Auto Facilities

Roadway Designations

Roadways are classified according to how they provide access and mobility to various land uses within the city. Federal transportation regulations define a classification system, but local jurisdictions can define different functional classifications if desired. Roadways in Morro Bay are classified as follows:

- Freeways are intended to carry high volumes and high-speed traffic. Freeways are designed to maximize mobility, not to serve abutting land uses. The segment of Highway 1 in Morro Bay between South Bay Boulevard and Atascadero Road operates as a freeway.

- Expressways are high-volume and high-speed facilities with access via controlled at-grade intersections. Expressways emphasize mobility and are not intended to serve abutting land uses. The segment of Highway 1 in Morro Bay from Atascadero Road north to the city limits operates as an expressway.

- Arterials balance mobility and access, carrying moderate volumes at lower speeds and serving abutting land uses. Main Street, Morro Bay Boulevard, and the segments of Highway 41 in Morro Bay east of Highway 1 operate as arterials. Arterials can also be divided into principal and minor arterials. Principal arterials serve more vehicles and have wider shoulders than minor arterials. Principal arterials can also have a median and partial access controls, while minor arterials always lack a median and have uncontrolled access.

- Collectors gather traffic from local roads and tie into the arterial roadway network. Collectors often pass through residential areas and may have direct driveway access connected to individual parcels.

- Local roads provide access to abutting land uses and connect to the collector and arterial street network. Local roads typically constitute the largest percentage of roadways in terms of mileage.

These roadway classifications are identified on the integrated transportation network diagram presented in Figure CIR-1. Figures CIR-2a through 2g show the typical cross sections of the above roadway classifications. A list of each roadway's classification appears in the Traffic Impact Analysis accompanying the *Plan Morro Bay* Program Environmental Impact Report (EIR).

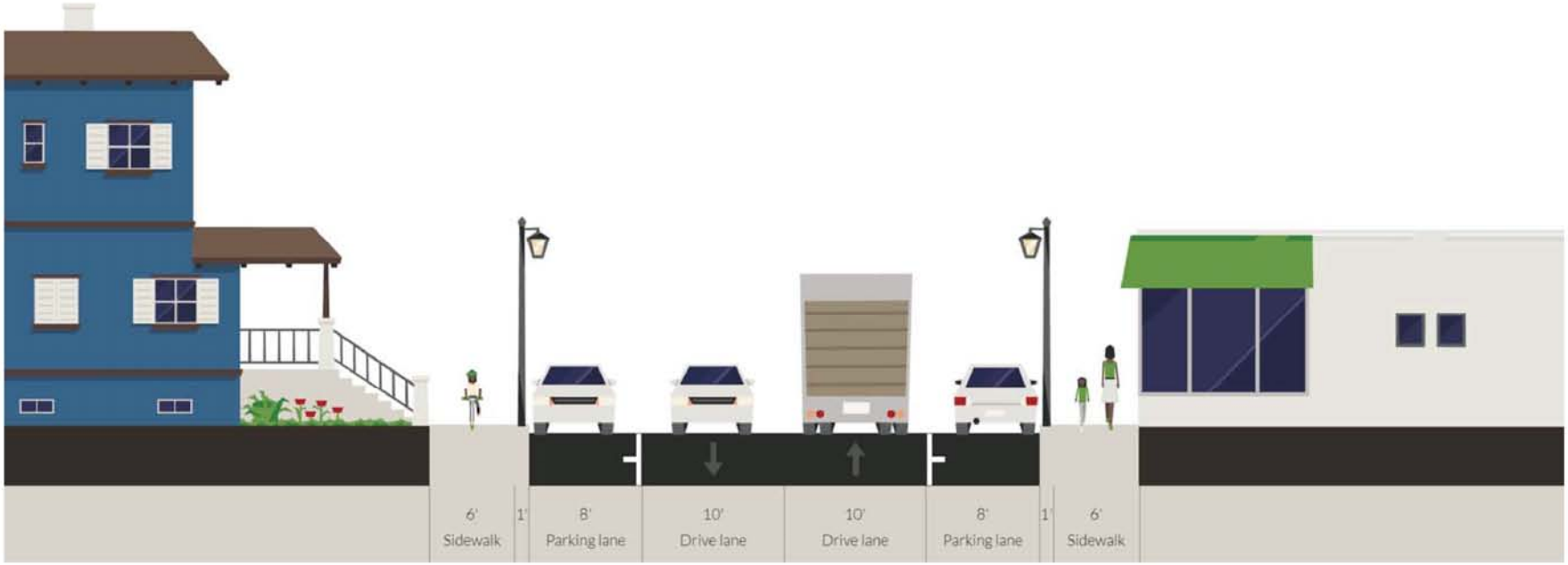


FIGURE CIR-2a

50ft Local Street Cross Section

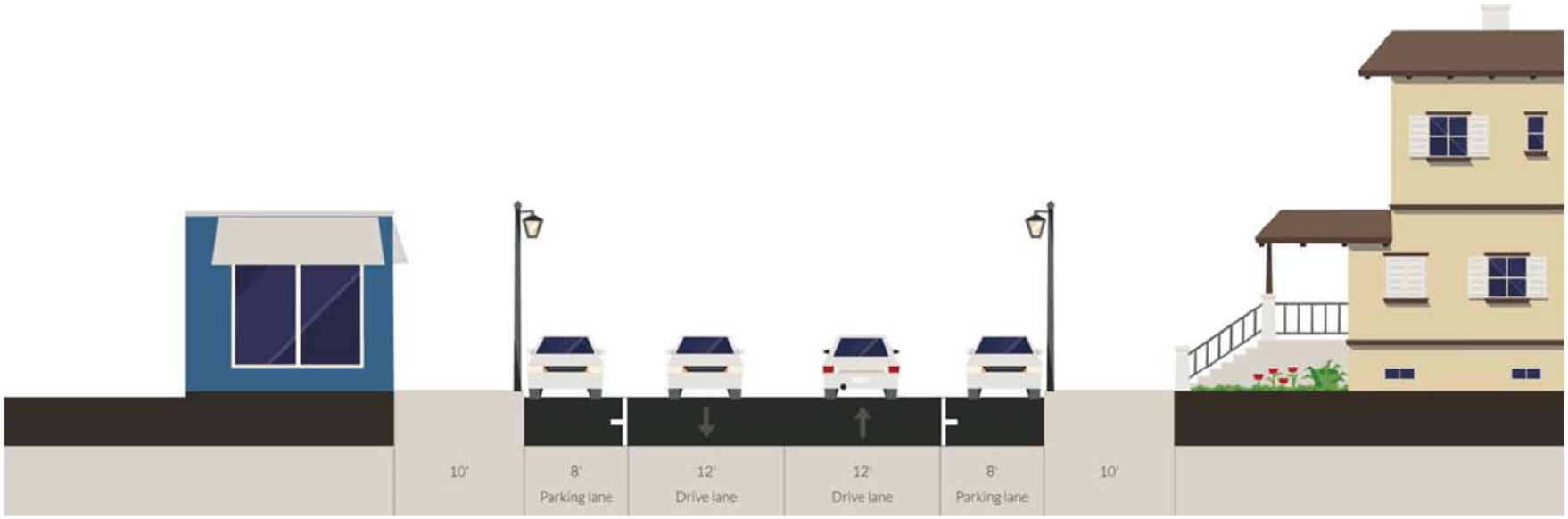


FIGURE CIR-2b

60ft Local Street Cross Section

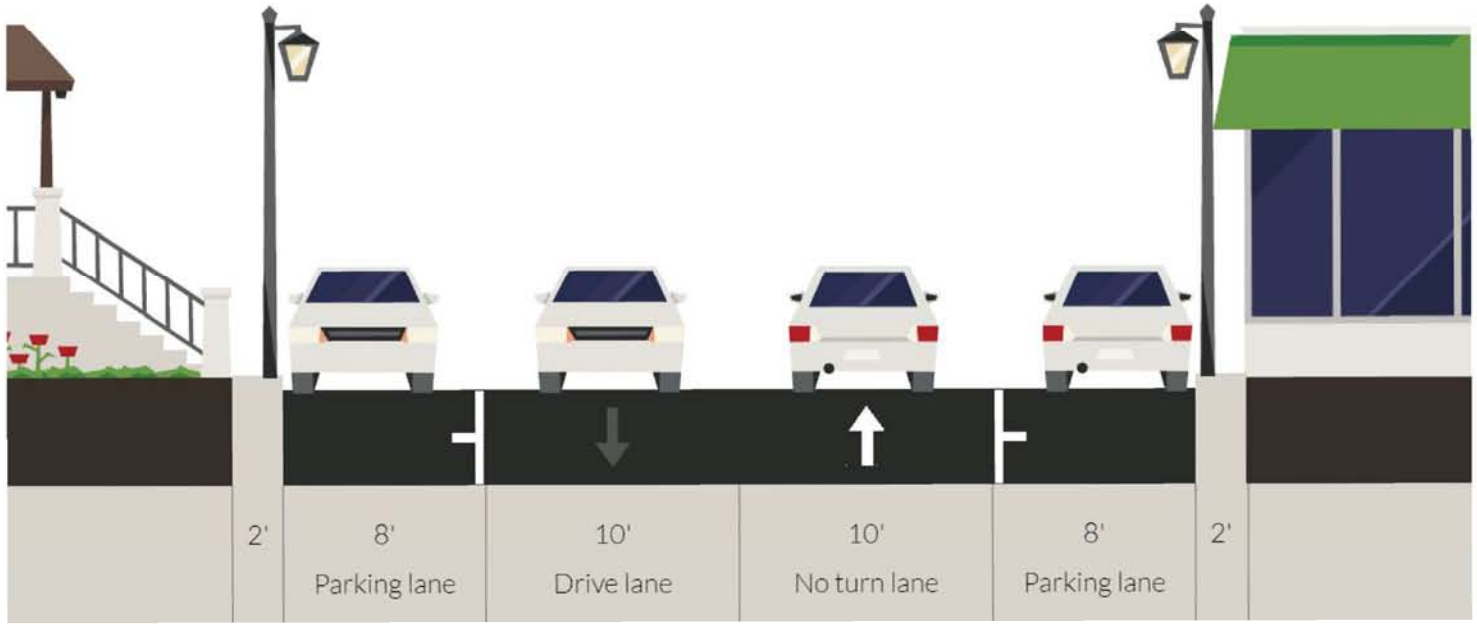


FIGURE CIR-2c

Local Street Without Sidewalk

FIGURE CIR-2d

60ft Collector Street Cross Section

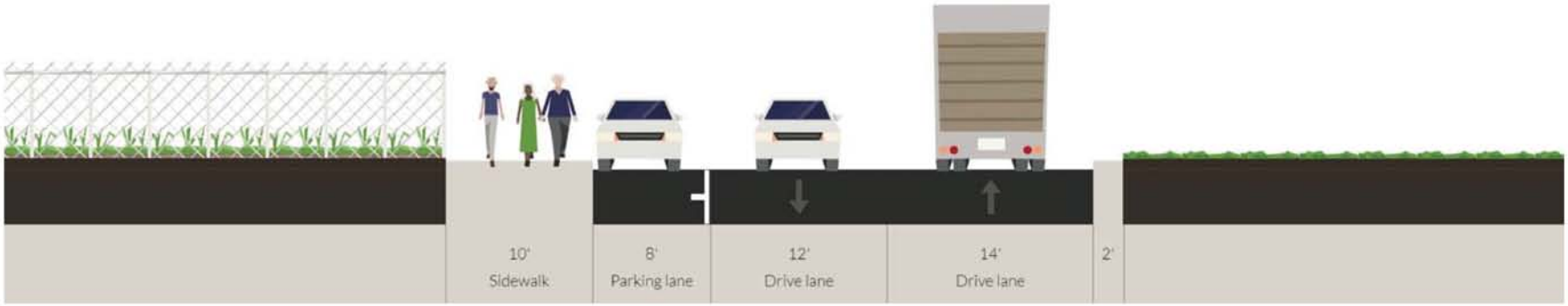


FIGURE CIR-2e

46ft Minimum Frontage Road Cross Section

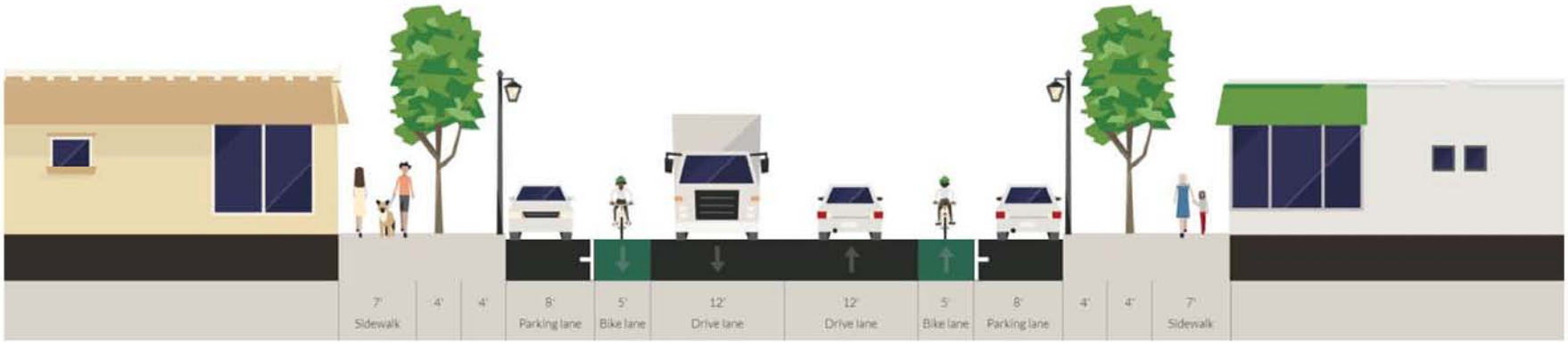


FIGURE CIR-2f

80ft Arterial Street Cross Section

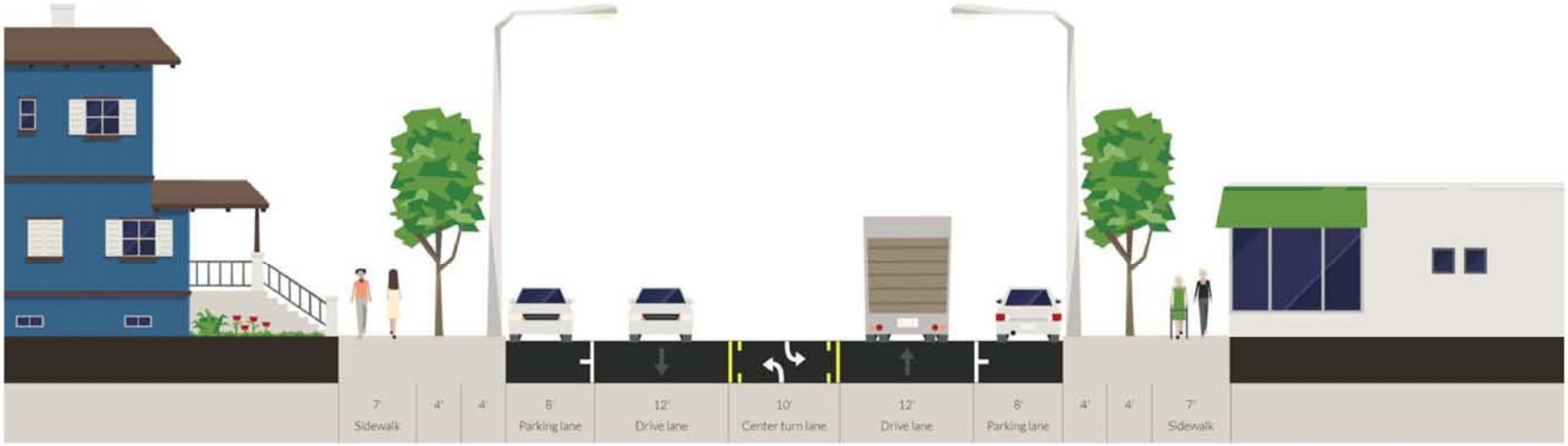


FIGURE CIR-2g

80ft Arterial TWLTL Street Cross Section

Active Transportation

The ability to safely and easily walk and bike in a community directly affects individual physical and mental health, community vitality, and citywide traffic and emissions levels. Promoting maximum bicycle and pedestrian accessibility ensures that all members of the community can meet their needs regardless of age, income level, or disability. Having a strong active transportation network improves the overall health, sustainability, and resiliency of the community.

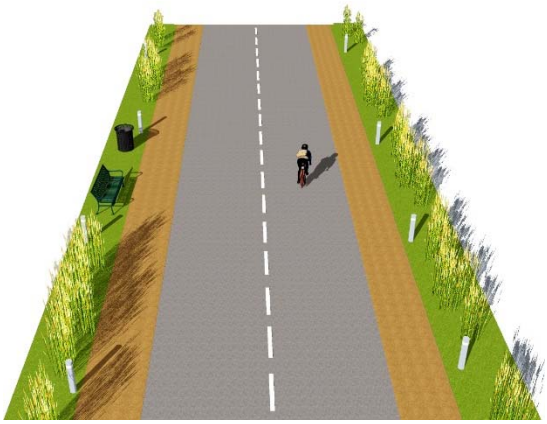
Morro Bay's active transportation network is designed to allow safe and convenient mobility by pedestrians and bicyclists. The City's *Bicycle and Pedestrian Master Plan* was adopted in 2011 and guides the improvement of pedestrian and bicycle facilities in Morro Bay. Pedestrian mobility is generally evaluated by the connectivity of infrastructure such as safe crosswalks and sidewalks, while bicycle mobility is evaluated based on the types of bikeways available in the community and how effectively they serve the needs of bicyclists.

The Embarcadero and most of downtown have complete sidewalks and crosswalks, but most residential areas do not. The City takes active steps to increase the presence of sidewalks in specific areas by enforcing Municipal Code requirements for developments to install sidewalks in many circumstances and seeking funding for other areas.

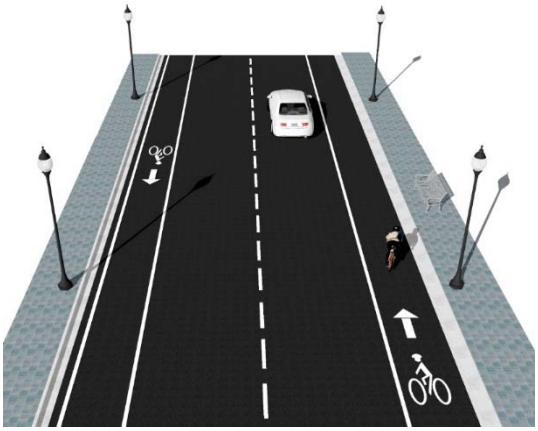
Three classifications of bikeways in Morro Bay offer varying levels of separation from vehicular traffic. Typical configurations for each type of bikeway are shown in Figure CIR-3:

- Class I Bike Paths – off-road routes located along designated multiuse trails or vacated rail lines separated from streets
- Class II Bike Lanes – on-road routes delineated by painted stripes and other identifying features
- Class III Bike Routes – on-road routes sharing use with pedestrians or motor vehicle traffic that are signed but not striped

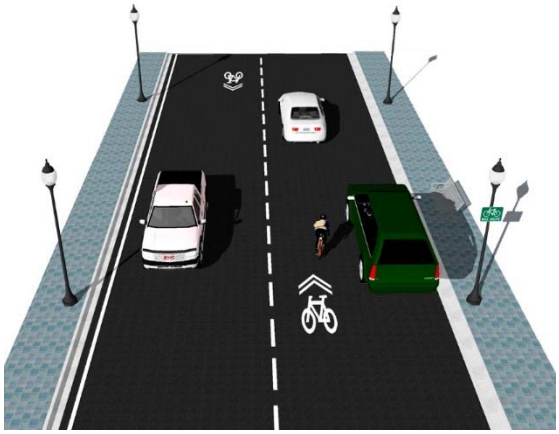
Figure CIR-3:
Bikeway Cross Sections



Class I Bike Path



Class II Bike Lane



Class III Bike Route

Planned bikeway locations are identified on the Transportation Network Diagram presented in Figure CIR-1. Class II lanes make up most of the existing bikeways in the city, including the California Pacific Bike Route that follows Highway 1 through Morro Bay and connects Vancouver, British Columbia, to Imperial Beach, California. The California Coastal Trail, which is described in the Open Space Element, is tentatively planned to run from Morro Bay's northern border, through Morro Strand State Beach to Morro Rock, then into downtown. The *Bicycle and Pedestrian Master Plan* also identifies a number of improvements to both pedestrian and bicycle infrastructure, including a Class I bike lane along San Jacinto Street and the Tree Grove Preservation Pathway, and a Class II bikeway along the Beach Tract and Embarcadero to improve beach access and mobility to and from main commercial areas.

Transit

Morro Bay is served by regional and local bus transit. Regional transit is operated by the San Luis Obispo Regional Transit Authority (RTA) and includes both ADA paratransit services and multiple routes connecting Morro Bay to San Luis Obispo and other nearby cities. RTA ridership has consistently increased each year since 2007.

Local fixed-route service is operated by the City and serves major campgrounds, the high school, the senior center, grocery stores, and neighborhoods throughout Morro Bay. The Morro Bay Trolley also provides access to north Morro Bay, downtown, and the waterfront from Memorial Day weekend through the first weekend in October. The trolley offers access to the coast at Beachcomber Street and the west end of the Embarcadero, and it has a route that runs along the coast from Morro Rock to Tidelands Park.

OTHER TRANSPORTATION COMPONENTS

Goods Movement

The transportation of goods is a critical component of Morro Bay's transportation system, with businesses, residents, and visitors all being affected by truck routes and deliveries on city streets and at the piers. As shown in Figure CIR-4, designated truck routes in Morro Bay are along parts of Main Street, Highway 41/Atascadero Road, Quintana Road, Morro Bay Boulevard, Beach Street, Harbor Street, and Highway 1.

Downtown and Embarcadero area businesses receive deliveries from trucks parked in curbside spaces, off-street lots, or designated loading zones. Where there are no designated commercial loading zones, commercial vehicles park wherever the California Vehicle Code allows. Commercial fishing and aquaculture offloading occurs at a number of piers along the Embarcadero. The City operates a launch ramp facility, fish cleaning station, and rinse-down area for trailered vessels. No facilities are provided for large vessel haul-outs. Policies related to the commercial fishing industry are identified in the Land Use Element.

FIGURE CIR-4

Truck Routes

Planned Circulation Improvements

Various improvements are planned for the Morro Bay circulation system, and are included in the Transportation Network Diagram and the Capital Improvement Plan (CIP). The conversion of the SR 41/Main Street intersection into a roundabout incorporating the northbound Highway 1 on- and off-ramps has been planned for by the City to address current traffic conditions. Additional planned improvements to address maximum projected buildout (see Table LU-2 in the Land Use Element) include:

- San Jacinto Street/Main Street Intersection: It would be necessary to reconstruct this intersection and provide a roundabout or traffic signal to achieve acceptable operations.

- State Route 41/Highway 1 Southbound Ramps: Acceptable operations could be achieved by constructing a traffic signal, which is warranted. The signalized intersection would require expanding the westbound approach to include one left-turn lane and a shared through-left lane; adding an eastbound right-turn lane; and adding a second receiving lane on the south leg. Alternatively, a single-lane roundabout with bypass lanes could provide acceptable operations under maximum projected buildout conditions.

- State Route 41/Main Street Intersection: It would be necessary to expand the planned roundabout with additional entry and circulating lanes to provide acceptable operations under maximum projected buildout conditions.

- Beach Street/Main Street Intersection: A new vehicular connection from the power plant to Main Street near Highway 1 and across Morro Creek to Atascadero Road would reduce traffic levels at this intersection. Acceptable operations could also be achieved by constructing a traffic signal, which is warranted. The signalized intersection would require expanding the southbound approach to include one left-turn lane, one through lane, and one right-turn lane; modifying the eastbound approach to include one left-turn lane and a shared left-through right lane; and adding a second receiving lane on the north leg. Alternatively, a single-lane roundabout with bypass lanes could provide acceptable operations under maximum projected buildout conditions.

- Morro Bay Boulevard/Quintana Road Intersection: It would be necessary to expand the existing roundabout with additional entry and circulating lanes to provide acceptable operations under maximum projected buildout conditions.

The Master Plans called for in Implementation Actions CD-5 and CD-6 in Section 5 should evaluate the need and benefit of providing a vehicular connection across Morro Creek, connecting the power plant site directly to Main Street, and impacts of redevelopment on the SR 41 and Main Street interchanges as well as Highway 1 and SR 41.

None of these improvements are currently funded or included in any planning documents. They should be reevaluated when specific land uses are proposed for the large development sites in the city.These improvements would allow for greater traffic volume and achieve a better LOS to accommodate additional development in Morro Bay. A full description of the planned improvements can be found in the Circulation Element Technical Report in the Appendices to *Plan Morro Bay*.

GOALS AND POLICIES

GOAL CIR-1: Residents and visitors can easily move about the city in a variety of safe and active ways.

POLICY CIR-1.1: **Balanced Transportation.** Work to complete a balanced multimodal transportation system that meets the needs of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.

POLICY CIR-1.2: **Access Improvement.** Use infrastructure improvements within public rights-of-way as an opportunity to improve street design and multimodal access.

POLICY CIR-1.3: **System Connectivity.** Develop a complete and connected network of accessible sidewalks, crossings, paths, and separated bike lanes that are convenient and attractive throughout the city.

POLICY CIR-1.4: **Future Enhancements.** Identify streets in the city that can be made "complete," and plan for new bikeways, sidewalks, and crosswalks on these streets by reallocating how space within the public right-of-way is used.

POLICY CIR-1.5: **Regional Transit.** Coordinate with the San Luis Obispo Regional Transit Authority to ensure local transit connects smoothly with regional transit and possible future route and schedule expansions.

POLICY CIR-1.6: **Local Transit Improvement.** Continue to improve the local Morro Bay Transit Deviated Fixed Route and Call-A-Ride services and ensure connections to regional transit and active transportation facilities.

POLICY CIR-1.7: **System Flexibility.** Regularly evaluate and modify the overall transportation system, and remain informed and innovative regarding use of new mobility technologies.

POLICY CIR-1.8: **Capital Improvement Program.** Use the City's Capital Improvement Program (CIP) process to prioritize, fund, and build roadway and bikeway improvements, and to address phasing and construction of traffic infrastructure throughout the city.

POLICY CIR-1.9: **Evolving Transportation Technology.** Stay informed on developing intelligent transportation systems (ITS) technology, including automated vehicle technology and synchronized traffic signals. When evaluating projects to include in the CIP, evaluate the feasibility of installing such technology. Prepare to invest in needed infrastructure adjustments, such as well-defined pavement markings, flexible parking spaces, and smart infrastructure for projects included in the CIP.

POLICY CIR-1.10: **Goods Movement.** Maintain smooth, consistent, and nonintrusive movement of trucks and goods through the city by way of truck routes, including working with businesses to minimize disruption to traffic flow during loading and unloading, and expanding designated commercial loading zones along the Embarcadero.

POLICY CIR-1.11: **Adequate Capacity.** Maintain adequate street capacity and reduce congestion for all modes of transportation on the street and freeway system. Address congestion along corridors by enhancing the public transportation system, promoting mixed-use development patterns to reduce vehicle miles traveled (VMT), and implementing transportation demand management strategies to increase mobility options.

POLICY CIR-1.12: **Climate Change Impacts on Transportation.** Require ongoing evaluation of the transportation infrastructure system and its ability to withstand future effects of climate change. Identify future points to begin incorporating resilient strategies and materials into design, using the most up-to-date guidance from the Federal Highway Administration.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Circulation Element Implementation Actions" subheading.

GOAL CIR-2: Morro Bay is a pleasant and safe place to walk and bike.

POLICY CIR-2.1: **Pedestrian Safety.** Provide for accessible, safe, and convenient paths and crossings along major streets for all users, including the disabled, youth, and the elderly.

POLICY CIR-2.2: **Active Transportation Amenities.** Provide facilities and amenities for active transportation users at public facilities, including bicycle storage and seating areas.

POLICY CIR-2.3: **Prioritizing Improvements.** Prioritize infrastructure improvements that benefit bicycle and pedestrian safety and convenience around community facilities and locations in pedestrian-oriented areas.

POLICY CIR-2.4: **Destination Facilities.** Require and place access areas and facilities for bicycle, pedestrian, and transit travel in front of major destinations, such as shopping centers, parks, and schools. Facilities may include any or a combination of the following: designated passenger drop-off and pickup zones, benches, lighting, secure bike parking, shelters, and street trees.

POLICY CIR-2.5: **Compact Development.** Support mixed-use, compact-style, and other land use development patterns that facilitate easy active transportation and transit use.

POLICY CIR-2.6: **Street End Pedestrian Connections.** Create safer and more distinct lateral access connections across the street ends on the west side of the Embarcadero at Harbor, Front, Pacific, Marina, and Driftwood Streets.

POLICY CIR-2.7: **Traffic Calming.** Develop and implement strategies to calm traffic on streets that have a high amount of pedestrian and bicycle traffic, or are in neighborhoods with residences, schools, parks, or other areas frequented by children.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Circulation Element Implementation Actions" subheading.

Transportation Metrics

Maximizing the efficiency of the transportation system and evaluating the impact of projects require assessing traffic flow by all modes of travel. There are a number of ways this assessment can be done, with varying benefits and drawbacks to each method of evaluation. In the past, transportation efficiency was measured using level of service (LOS). Recently, jurisdictions have been moving toward more equitable means of measurement that capture all modes of transportation efficiency, resulting in a more complete picture of the existing system and potential impacts of transportation on the environment. The City uses two of the most common methods to ensure the safety and convenience of all modes of travel: (1) level of service/multimodal level of service and (2) VMT.

Level of Service

LOS measures the flow of vehicle traffic at intersections on a scale from A to F, shown in Table CIR-1. The ratings are based on the volume-to-capacity ratio, which indicates how many vehicles travel on the roadway and the number of vehicles that the roadway can accommodate. Level of service grades range from LOS A for free-flowing conditions to LOS F for highly congested conditions.

Table CIR-1:
Peak-Hour Level of Service Descriptions

Level of Service		Flow Conditions	Volume-to-Capacity Ratio	Service Rating
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	0.01–0.60	Good
B		Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.	0.61–0.70	Good
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density of the number of vehicles increasing.	0.71–0.80	Adequate
D		Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.	0.81–0.90	Adequate
E		Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability, and low driver comfort.	0.91–1.00	Poor
F		Forced traffic flow. Speed and flow may drop to zero with high densities.	Above 1.00	Poor

While LOS can provide essential information on traffic flow within the city, it is primarily vehicle-centric and does not focus on reducing GHG emissions. For this reason, the California Legislature passed Senate Bill (SB) 743 in 2013 to require that jurisdictions consider alternative methods of traffic impact evaluation as part of the California Environmental Quality Act (CEQA) process for a project. Because LOS has been a long-standing standard used to evaluate traffic congestion, it is relevant to understanding the operations of the existing transportation system. However, in the future, Morro Bay will use both level of service (LOS) and VMT to evaluate impacts to the existing system.

Morro Bay has historically used the Caltrans target of LOS C or better as a standard for acceptable roadway operations on roadway segments and intersections, although this standard has not been officially adopted. The City of Morro Bay will take steps to formally adopt a level of service standard for roadway segments and intersections. For many intersections, LOS C will be the standard; however, if development approaches buildout, the City will need to establish a higher threshold target in order to achieve acceptable traffic flow in the planning area.

Vehicle Miles Traveled

Among other topics, SB 743 discusses how transportation impacts are addressed under CEQA. Currently, an environmental impact report addresses impacts to traffic congestion and delays. SB 743 requires the California Governor's Office of Planning and Research to update the State CEQA Guidelines so that impacts are instead measured by the predicted change in VMT rather than the change in LOS. This method allows for better calculation of greenhouse gas and energy impacts associated with a project. Local jurisdictions may still use LOS in making planning decisions, but it cannot be included as part of the CEQA process. This alteration may result in significant changes to the way transportation systems are designed and operated in cities. The City of Morro Bay will utilize VMT or a similar metric as a CEQA threshold of significance, while maintaining the best possible traffic flow across all modes by assessing proposed development or reuse project impacts to LOS as part of determining a project's consistency with *Plan Morro Bay*.

The benefits of having a variety of travel options are numerous. Having access to public transit, cycling, and walking options increases the opportunity for residents to navigate the community and fulfill the necessary aspects of everyday life, regardless of age, ability, or economic status. Multiple options also offer individuals greater choice and control over their mobility, and support a physically and socially active lifestyle. In addition, increased travel options have the potential to reduce automobile traffic, reduce greenhouse gas emissions, and minimize the need for large, multilane roadways and busy neighborhood streets.

GOALS AND POLICIES

GOAL CIR-3: Traffic monitoring considers all methods of travel, with emphasis on active and sustainable transportation methods.

POLICY CIR-3.1: **LOS Standards.** Update City guidelines to formally adopt an LOS standard.

POLICY CIR-3.2: **VMT Thresholds.** Achieve State-mandated reductions in VMT by establishing a VMT standard, including a threshold of 15 percent below the 2015 baseline conditions, through implementation of the Morro Bay Climate Action Plan. This standard will be for roadway segments and intersections during PM peak hour.

POLICY CIR-3.3: **Updating Guidelines.** Regularly update guidelines for transportation impact analyses to ensure consistency with established metrics and standards.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Circulation Element Implementation Actions" subheading.

Parking

Morro Bay is a popular destination for visitors. Demand for limited parking in downtown, along the waterfront, at the beach, and near popular community locations has been a continuing issue for many years. The City has focused its management and planning activities on approximately 2,500 parking spaces located downtown and along the Embarcadero. Recent occupancy survey identified that parking on the Embarcadero was fully utilized and several downtown blocks were nearly fully utilized during the peak hour of a holiday weekend. However, the high parking occupancy rates were short, and sufficient supply was available within four blocks of all surveyed areas at all times, even during a holiday weekend.

Coastal Zone Parking

LCP

Pursuant to Coastal Act requirements, parking must be maintained within the coastal zone. The availability of parking in the coastal zone allows access to the beach and amenities offered nearby, facilitating recreational opportunities for locals and visitors while assisting with the success of businesses. Using this space efficiently, however, helps maximize land potential and minimize traffic impacts.

Public parking provides access to the coastal zone at numerous locations in Morro Bay. More than 2,200 free public parking spaces are provided by the City in the coastal zone. The primary public access points are described below and shown on Figure CIR-5.

- North Point Natural Area, located at the north end of Toro Lane, has 10 marked vehicle parking spaces on the bluff connecting to stairways and trails to the beach. These parking spaces are occasionally fully utilized, but additional curbside parking is nearby in the Morro Strand campground area.
- Beachcomber Street provides approximately one-half mile of curbside parking (roughly 100 spaces) on the bluffs above the Morro Strand campground. These spaces are frequented by surfers and other beachgoers.
- The Morro Strand campground provides five marked parking spaces for day use in addition to the campsites.
- Beachcomber Street offers curbside parking and two informal off-street parking areas south of Alva Paul Creek.
- An off-street parking lot at the end of Azure Street includes approximately 30 parking spaces as well as a restroom for beachgoers. This parking lot connects to the Cloisters trail network.
- The Cloisters Community Park offers 28 off-street parking spaces serving the park and multiuse trails providing beach access.
- Informal dirt parking lots and curbside parking are situated along the Embarcadero north of Morro Creek. A bicycle and pedestrian bridge crosses Morro Creek to connect with the Harborwalk path.
- A dirt parking lot is located at the end of the Embarcadero just south of Morro Creek. This lot also offers parking for bikes and surreys.
- Numerous parking areas are along Coleman Drive between the Embarcadero and Morro Rock. These provide access to the Harborwalk, basketball courts, small craft launch sites at Coleman Beach, Morro Rock, and other amenities in the area. Most of the parking areas consist of dirt lots. The lot closest to the harbor mouth is owned by California State Parks, and is permanently closed.
- Parking supply along the Embarcadero includes 282 on-street parking spaces and 571 off-street spaces that mostly meet weekday demand but do not always meet weekend demand.
- An informal dirt parking area west of Morro Bay State Park accommodating approximately 12 vehicles is situated on Main Street north of the Museum of Natural History. This lot is regularly used as a launching point for small boats.

- A paved parking lot is located at the Morro Bay State Park Marina serving the general public and vessel owners. This lot also provides access to estuary walking trails.

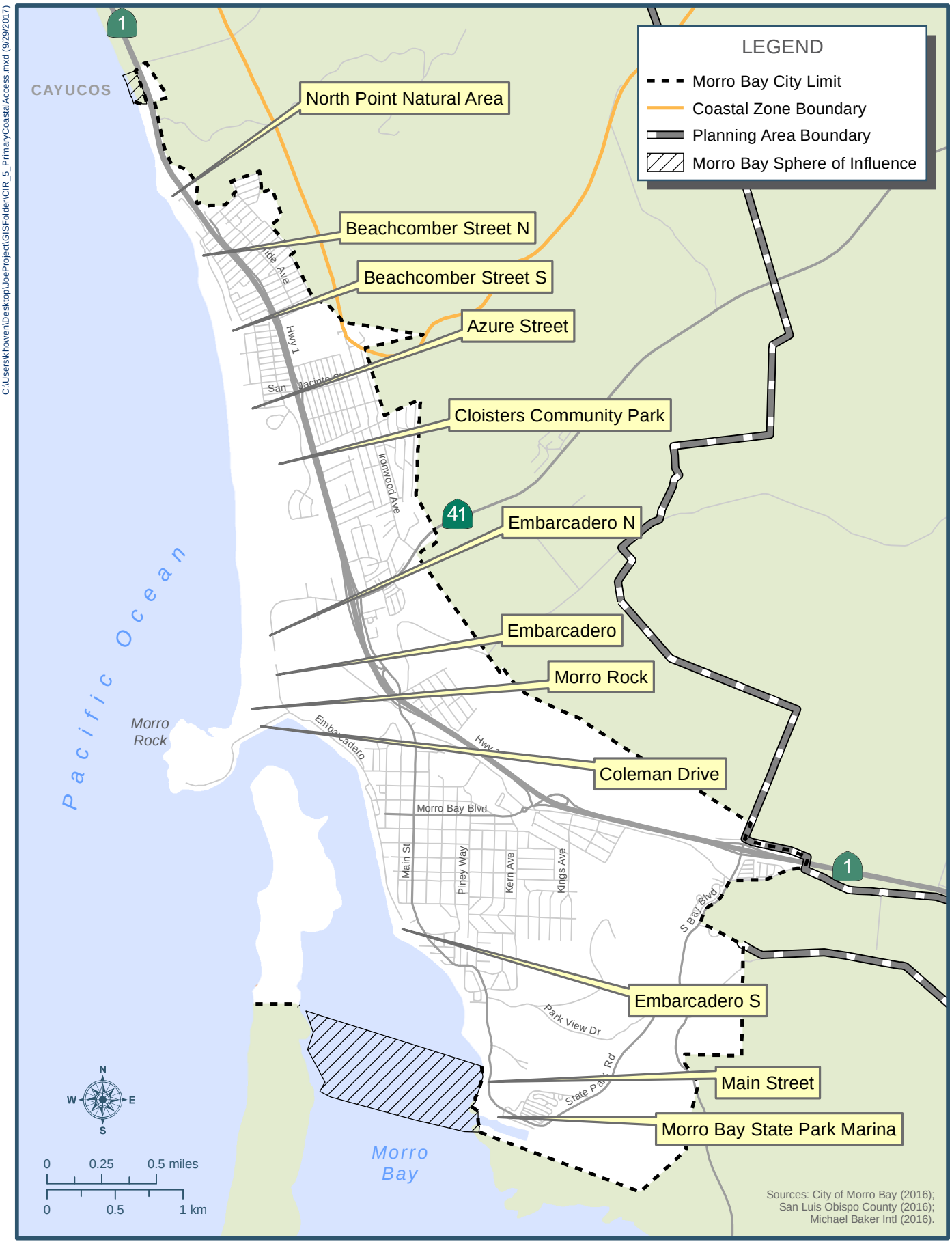


FIGURE CIR-5

Coastal Zone Access Points with Parking

GOALS AND POLICIES

GOAL CIR-4: Morro Bay has convenient parking that enables access to the downtown and waterfront areas and the coast while enhancing the city's character.

POLICY CIR-4.1: **Modify Parking Requirements.** Eliminate minimum parking requirements when and where appropriate to promote walkable neighborhoods and transit and bicycle use, and establish maximum parking standards.

POLICY CIR-4.2: **Paid Parking.** The City may seek a Coastal Development Permit to establish paid public parking spaces with reasonable rates in appropriate places. Some of the revenue would serve as a dedicated funding source to improve and enhance coastal access.

POLICY CIR-4.3: **Expand In-Lieu Fee Program.** Update parking fee requirements to expand options for how in-lieu fees can improve access to downtown businesses and the coast.

POLICY CIR-4.4: **Shared Parking.** Encourage shared parking between adjacent uses where possible.

POLICY CIR-4.5: **Coastal Access Parking**. Monitor coastal access parking demand and adjust parking strategies to ensure an appropriate amount of parking is provided.

POLICY CIR-4.6: **Excess Right-of-Way Parking.** Help accommodate the parking needs of the commercial establishments and the Veteran's Hall through the use of excess right-of-way.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Circulation Element Implementation Actions" subheading.

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NOISE

OVERVIEW

Scope and Content

The Noise Element is intended to serve as Morro Bay's general guide in public and private development matters related to outdoor noise. The purpose of this element is to identify noise problems in the community, protect sensitive noise environments important to the community, establish a land use pattern that minimizes the community's exposure to excessive noise, and identify noise reduction strategies to address existing and foreseeable noise problems.

This element identifies noise-sensitive land uses and noise sources, evaluates existing noise issues, defines potential noise impact areas, and advocates creative methods to protect the community from excessive noise. The element provides proactive solutions to noise problems varying from construction noise and clamoring mechanical equipment to roadway noise and the cacophony of barking dogs, and describes noise control measures designed to avoid noise problems before they occur.

The noise environment relates to a community's quality of life. Noise has been linked directly to numerous human health factors; aside from general annoyances, excessive noise is a source of discomfort, interferes with sleep, and disrupts communication and relaxation. Recognizing that excessive or unusual noise affects human health and welfare, the State has developed guidelines both for determining community noise levels and for establishing programs to reduce community exposure to adverse noise levels. Policies, plans, and programs outlined in the Noise Element are designed to minimize the effects of human-caused noise in the community and to improve residents' quality of life by regulating and reducing noise, particularly in residential areas and near such noise-sensitive land uses as residences, hospitals, convalescent and day-care facilities, schools, and libraries. The element provides direction regarding practices and strategies to protect city residents and businesses from severe noise levels.

Policies and plans developed in the Noise Element are intended to protect current and planned land uses, address sites and standards for new housing, support the location and design of new transportation facilities, address the city's major noise source—traffic noise, and consider how noise adversely affects the enjoyment of recreational pursuits and wildlife. This element contains goals and policies intended to maintain low community noise levels and protect Morro Bay from traffic noise, which is projected to increase by the year 2040.

Relationship to Other Elements

Noise policies and programs affect implementation of the Land Use Element as it relates to both noise sources and noise-sensitive uses. The noise contours and land use compatibility standards contained in the Noise Element should be used when evaluating planning and development decisions.

The Noise Element also relates directly to the Circulation Element, because Morro Bay's primary noise sources are transportation-related noise along arterial roadways and, to a lesser extent, highways and aircraft. Noise policies mitigate excessive noise along transportation routes. Similarly, noise policies relate to the Housing Element by directing new housing development to appropriate sites away from sources of excessive noise and requiring that design features be incorporated to ensure acceptable indoor noise levels.

RESILIENCY APPROACH

Incorporating goals and policies to reduce greenhouse gas emissions (GHGs) can help achieve climate resilience, which in turn can have co-benefits for the city, such as noise reduction. The Circulation Element includes goals and policies to promote a modern, resilient infrastructure; one that supports a multigenerational community by providing accessible multimodal transportation options to all users. For example, the City's complete streets policy would provide safe and accessible options for all travel modes—foot, bike, transit, automobile—for people of all ages and abilities. With safe and convenient alternatives to automobile use, the projected 2040 increase in vehicle miles traveled could be reduced, thereby helping to maintain a quiet noise environment in Morro Bay by reducing the most pervasive noise source in the city—traffic. Refer to the Circulation Element for specific goals and policies discussed above. Additionally, measures to improve the efficiency of cooling and heating residences and other structures can also reduce interior noise exposure.

MEASURING NOISE AND VIBRATION

To understand how noise and vibration occur in Morro Bay, it is important to first understand how noise and vibration are measured. An overview of the units used to measure noise and vibration follows.

Noise

Noise is generally defined as unwanted sound that can negatively affect the physiological or psychological well-being of individuals or communities. Excessive noise may result in hearing loss, interference with normal activities such as sleep, speech communication, work, and recreation, or annoyance, which may impact quality of life. The annoyance potential of noise is usually characterized with the A-weighted sound level (dBA). Table NOI-1 describes the human response to different levels of noise.

Table NOI-1:
Human Response to Different Levels of Noise

Noise Level		Human Response
Low Frequency[a]	**Mid Frequency[b]**	
25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound is usually inaudible; mid-frequency sound is excessive for quiet sleeping areas.
35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Low frequency noise is acceptable for sleeping areas; mid-frequency noise is annoying in most quiet occupied areas.
45 dBA	60 dBA	Low frequency noise is annoying for sleeping areas; mid-frequency noise is annoying even for infrequent events with institutional land uses such as schools and churches.

Source: Federal Transportation Administration 2006

[a]. Approximate noise level when vibration spectrum peak is near 30 hertz.
[b]. Approximate noise level when vibration spectrum peak is near 60 hertz.

Decibels

Sound level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 hertz).

Sound pressure level is measured on a logarithmic scale with the zero dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1 to 2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60 to 65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically drop off (or attenuate) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. Standard new residential construction typically provides a reduction of exterior-to-interior noise levels of 25 dBA or more with windows closed.[1]

Equivalent Noise Level

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important, since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound

[1] Federal Transit Administration (FTA). May 2006. Transit Noise and Vibration Impact Assessment. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed July 2016.

power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level).

Other Noise Measurement Units

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than daytime noise. Community noise is usually measured using day-night average noise level (Ldn), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. Noise levels described by Ldn and CNEL usually do not differ by more than 1 dBA.

Vibration

Vibration Decibels

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the United States.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. In terms of groundborne vibration impacts on structures, the Federal Transit Administration (FTA) states that groundborne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, the movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible.

The general human response to different levels of groundborne vibration velocity levels is described in Table NOI-2.

Table NOI-2:
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Response
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find vibration at this level annoying.
85 VdB	Vibration acceptable only if there is an infrequent number of events per day.

Source: Federal Transportation Administration 2006

NOISE SOURCES, STANDARDS, AND LAND USE COMPATIBILITY

Sources of Noise

Noise sources in Morro Bay can be divided into two primary categories: transportation sources (primarily traffic) and non-transportation/stationary noise sources.

Transportation Noise Sources

Transportation noise includes traffic on public roadways, aircraft in flight, and rail operations. In general, Morro Bay is a relatively quiet environment. Roadway traffic on Highway 1, Highway 41, Morro Bay Boulevard, Main Street, Embarcadero, and South Bay Boulevard is the most pervasive source of noise in the city. The closest rail service, Amtrak, and airport, San Luis Obispo County Regional Airport, are located approximately 15 miles southeast of Morro Bay.

A local government has little direct control over transportation noise at the source. State and federal agencies have the responsibility to control noise from mobile sources through vehicle noise emission level standards. The City can employ effective measures to mitigate transportation noise; for example, land use planning, site design review, building code enforcement, and physical interventions, such as noise barriers and setbacks.

Stationary and Construction Noise Sources

Stationary or non-transportation noise includes any fixed or mobile source not preempted from local control by existing federal or state regulations. Examples of such sources include industrial operations, commercial operations (e.g., buildings with heating, ventilation, and air conditioning [HVAC] units, automotive repair shop operations, parking lots), school functions (e.g., high school sporting events), machinery, landscape equipment, domestic activities, and sounds associated with the coastal setting (e.g., ocean waves and animal activity). Cities can exercise more control over these sources than transportation sources, such as vehicles, trains, and aircraft, through zoning and enforcement of local ordinances regulating noise and business activities.

Construction noise, while temporary, can be a significant contributor to ambient noise levels. Control of construction noise is exercised through the Morro Bay Municipal Code.

Noise-Sensitive Land Uses

Due to the known effects of noise, which may include speech interference, sleep interference, physiological responses, annoyance, and hearing loss, the City has established criteria to help protect the public health and safety and to prevent disruption of certain human activities. Although noise affects all types of land uses and activities, some land uses are more sensitive to noise than others because lower noise levels are an important requirement for effectively carrying out the types of activities involved with that use. Morro Bay has identified the following land uses as being noise-sensitive:

- Residential development
- Schools
- Hospitals and nursing homes
- Churches
- Meeting halls, auditoriums, music halls, theaters, and libraries
- Transient lodging – motels and hotels
- Playgrounds/parks
- Offices

Examples of noise-sensitive land uses in Morro Bay include:

- Morro Bay Library, a San Luis Obispo County public library
- Morro Bay High School, a public high school with approximately 800 students enrolled from 9th to 12th grade
- Bayside Care Center, a skilled care facility for seniors
- Morro Bay State Park, a state park offering opportunities for sailing, fishing, hiking, bird watching, golfing, and camping
- Morro Bay Assembly of God, located east of Main Street, and Coastlands Vineyard Church, located north of Sequoia Street

A number of existing sensitive land uses are exposed to excessive noise levels. These include older established homes located along Highway 1 and major arterial routes in the city. Morro Bay High School is in an area identified as a high noise area.

Noise/Land Use Compatibility

Considering the sources and recipients of noise early in the land use planning and development process is an effective way to reduce the impact of noise on the community. Consideration should be given to both reducing noise in impacted areas through rehabilitative improvements and avoiding potential noise impacts through effective land use planning and design. Accumulation of noise from transportation activities and stationary sources determines the overall noise environment within a community. Noise is most problematic when it affects noise-sensitive land uses, as defined above.

Table NOI-3 summarizes ranges of noise exposure which are considered acceptable, conditionally acceptable, or unacceptable for various noise-sensitive land uses in the city. These ranges are derived from those provided by the state Office of Planning and Research (OPR) in the General Plan Guidelines.

Table NOI-3:
Community Exterior Noise Exposure Levels

Land Use Category	Community Noise Exposure (CNEL or Ldn dBA)		
	Acceptable[a]	Conditionally Acceptable[b]	Unacceptable[c]
Residential, Theatres, Auditoriums, Music Halls	<60	60–70	>70
Transient Lodging – Motels, Hotels	<60	60–75	>75
Schools, Libraries, Museums, Hospitals, Nursing Homes, Meeting Halls, Churches	<60	60–75	>75
Playgrounds, Parks	<70	70–75	>75
Offices	<60	60–75	>75

[a] Specified land use is satisfactory. No noise mitigation measures are required.

[b] Use should be permitted only after careful study and inclusion of protective measures, as needed, to satisfy the policies of the Noise Element.

[c] Development is usually not permitted.

Table NOI-4 summarizes the maximum transportation noise exposure levels for noise-sensitive land uses. The maximum allowable exterior noise exposure from transportation noise sources in outdoor activity areas for most sensitive land uses is 60 dBA Ldn. The maximum allowable interior noise exposure from transportation noise sources is 45 dBA Ldn.

Table NOI-4:
Maximum Allowable Noise Exposure – Transportation Noise Sources

Land Use	Outdoor Activity Areas[a] CNEL or Ldn dBA	Interior Spaces	
		CNEL or Ldn dBA	Leq dBA[b]
Residential	60[c]	45	—
Transient Lodging	60[c]	45	—
Hospitals, Nursing Homes	60[c]	45	—
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls, Office Buildings	60[c]	—	45
Schools, Libraries, Museums	—	—	45
Playgrounds, Neighborhood Parks	70	—	—

[a] Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

[b] *As determined for a typical worst-case hour during periods of use.*

[c] *Where it is not possible to reduce noise in outdoor activity areas to 60 dBA Ldn or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dBA Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.*

Note: New development would result in a significant noise impact if the project would result in an exceedance of noise standards above, or if the existing noise environment exceeds an increase of 3 dBA Ldn.

Table NOI-5 summarizes the maximum noise exposure levels for noise-sensitive land uses due to stationary noise sources. New development of noise-sensitive land uses may be permitted only where location and design allow the development to meet the daytime and nighttime standards listed in the table. The maximum allowable exterior noise exposure from stationary noise sources during daytime hours is 70 dBA Lmax. Lmax is the maximum instantaneous noise level experienced during a given period of time. The maximum allowable exterior noise exposure from stationary sources during nighttime hours is 65 dBA Lmax.

Table NOI-5:
Maximum Allowable Exterior Noise Exposure – Stationary Noise Sources[a]

	Daytime (7:00 a.m. to 10:00 p.m.)	**Nighttime (10:00 p.m. to 7:00 a.m.)**
Hourly Leq, dBA[b]	50	45
Maximum Level (Lmax), dBA[b]	70	65
Maximum Level, Impulse Noise (Lmax), dBA[c]	65	60

[a] *As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barrier or other property line noise mitigation measures.*

[b] *Sound level measurements shall be made with slow meter response.*

[c] *Sound level measurements shall be made with fast meter response.*
Note: New development would result in a significant noise impact if the project would result in an exceedance of the noise standards above, or if the existing noise environment exceeds an increase of 3 dBA Ldn.

Outdoor activity areas include patios, decks, balconies, outdoor eating areas, swimming pool areas, yards of dwelling units, and other areas that have been designated for outdoor activities and recreation. Although outdoor recreation areas, such as playgrounds and parks, are considered noise-sensitive, the recommended exterior noise limit for this land use is 70 dBA Ldn from transportation noise sources, as shown in Table NOI-4. In mixed-use development, residential noise standards are applied to the residential portion of such projects. The City will consider implementing mitigation measures where existing noise levels produce significant noise impacts to noise-sensitive land uses or where new development may result in cumulative increases of noise upon noise-sensitive land uses.

COMMUNITY NOISE SURVEY

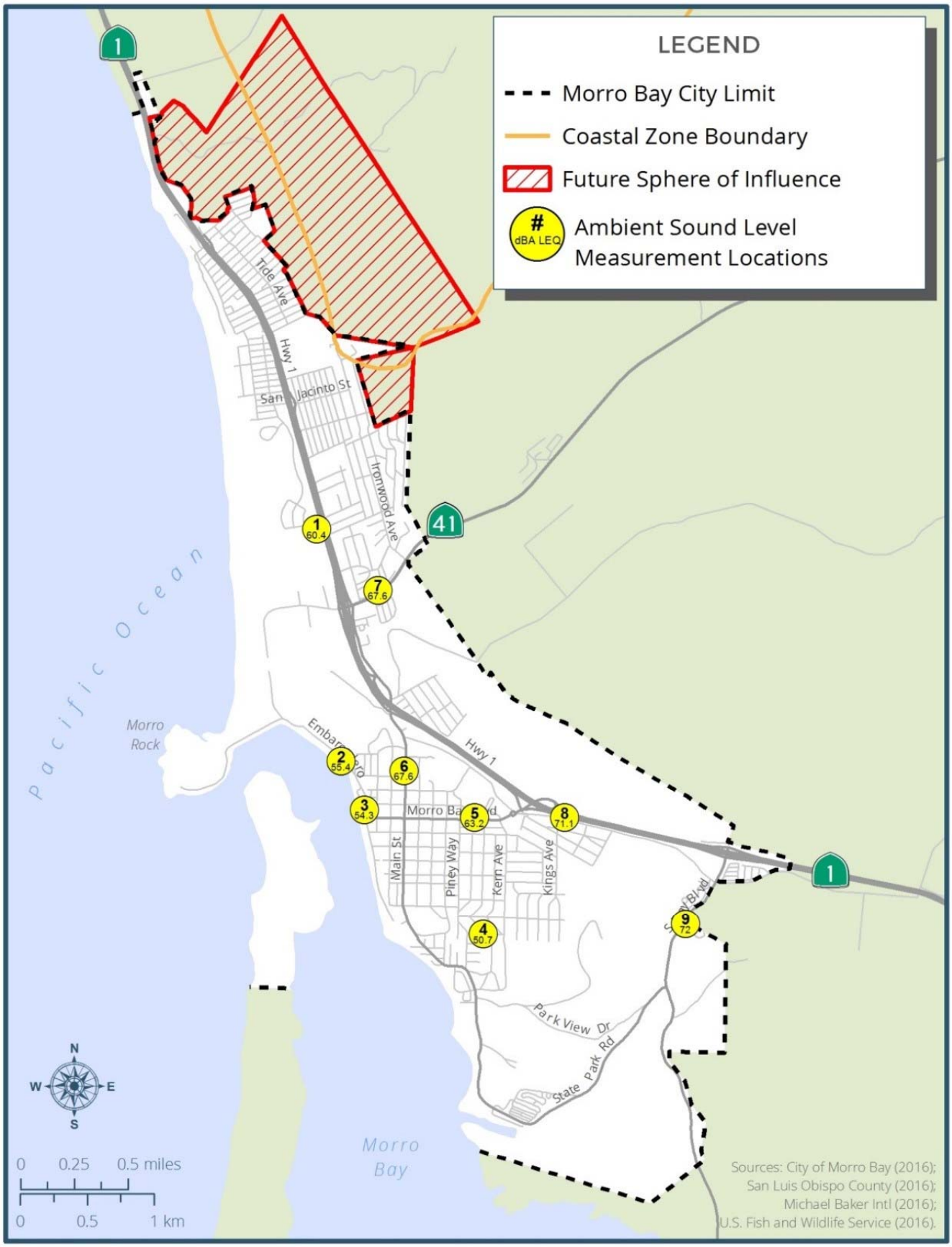
As shown on Figure NOI-1, existing ambient sound levels in Morro Bay were measured in 2016 near major roadways and typical land uses. Ambient sound levels at major roadways and land uses in Morro Bay ranged from approximately 51 to 72 dBA Leq. Measurement locations 8 and 9 had the highest ambient sound levels due to high levels of roadway traffic during the afternoon peak period, during which these measurements were recorded. The lowest ambient sound levels were recorded in established commercial and residential areas, ranging from 51 to 55 dBA Leq.

Community Noise Contours

Ambient average daily noise levels (in 2016) along area roadways were estimated based on average daily traffic volumes. Estimated noise levels at 50 feet from major roadways in Morro Bay range from approximately 63 to 77 dBA Ldn. Noise levels are highest along Highway 1 due to high volumes of traffic compared to other roadways in the city. Lower noise levels were modeled along roadway segments that run along the bay and commercial areas.

Noise contours are lines of equal noise level, shown on a map extending out from a noise source (or sources). Figure NOI-2 (pages 3-97 through 3-99) shows existing (2016) noise contours along major roadways. The results shown in this figure represent an estimate of average daily noise levels (Ldn) as modeled from the centerline of the given roadway segment. These contours are to be used for planning purposes and do not account for the site-specific conditions such as topography, soundwalls, and intervening structures that may affect local noise levels.

Future noise contours for 2040 for Morro Bay are shown in Figure NOI-3. Future noise countours will guide land use and development decisions to address potential noise issues. Noise impacted areas are those areas that fall within the 60 dBA Ldn or greater noise contours.



Plan MORRO BAY

FIGURE NOI-1

Ambient Sound Level Measurements (2016)

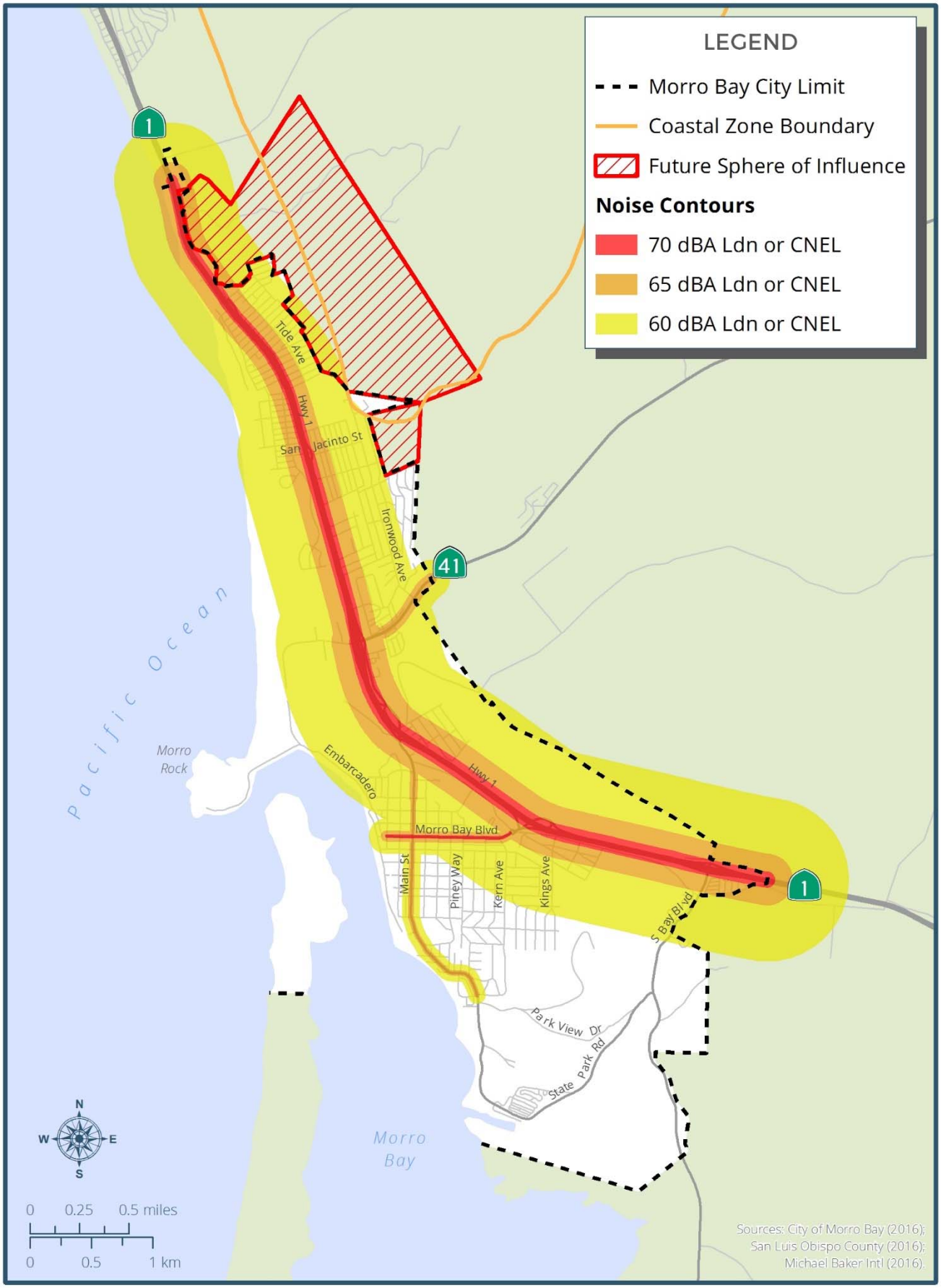


FIGURE NOI-2
Existing Noise Contours (2016)

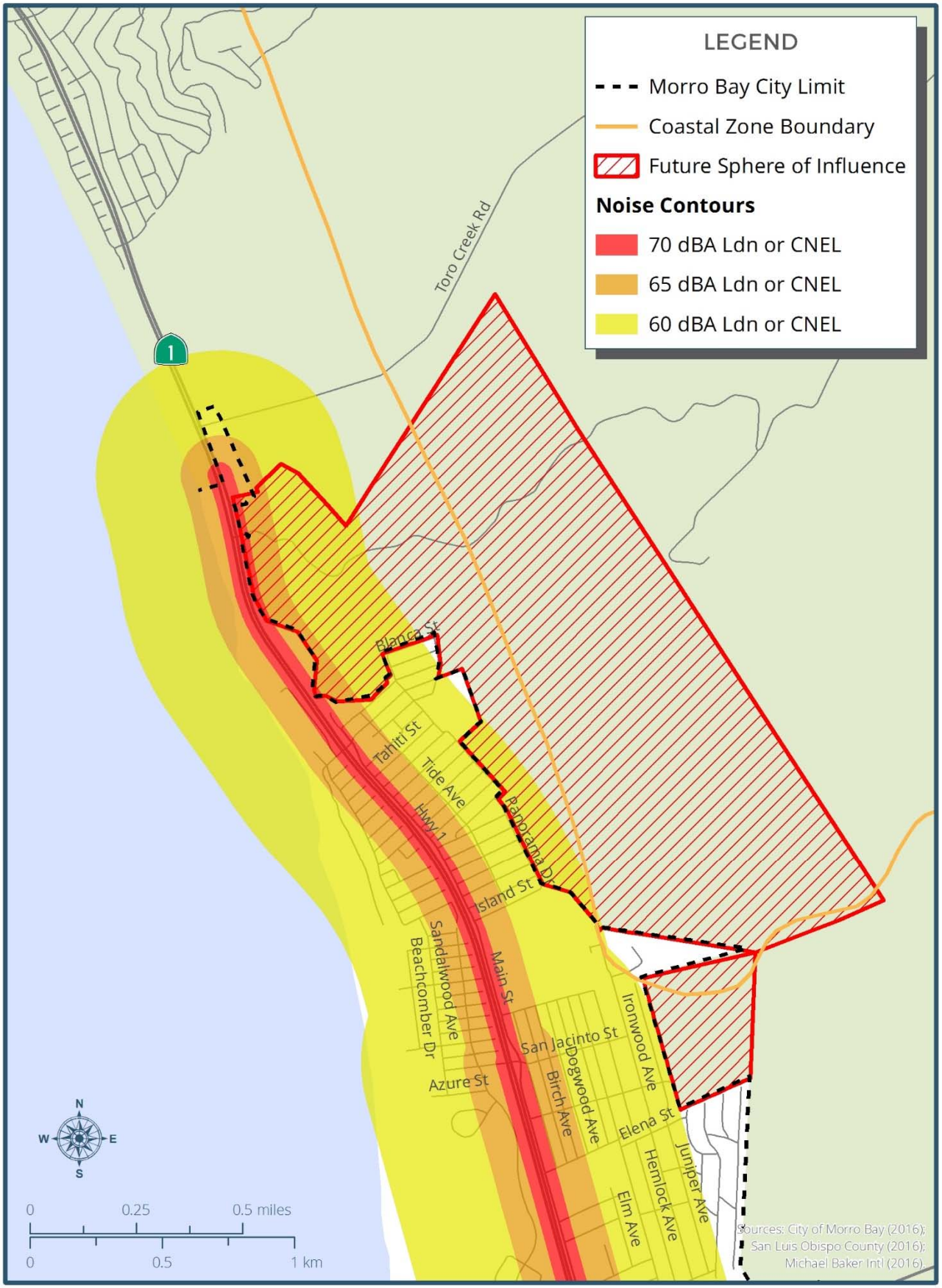


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FIGURE NOI-2
Existing Noise Contours (2016)

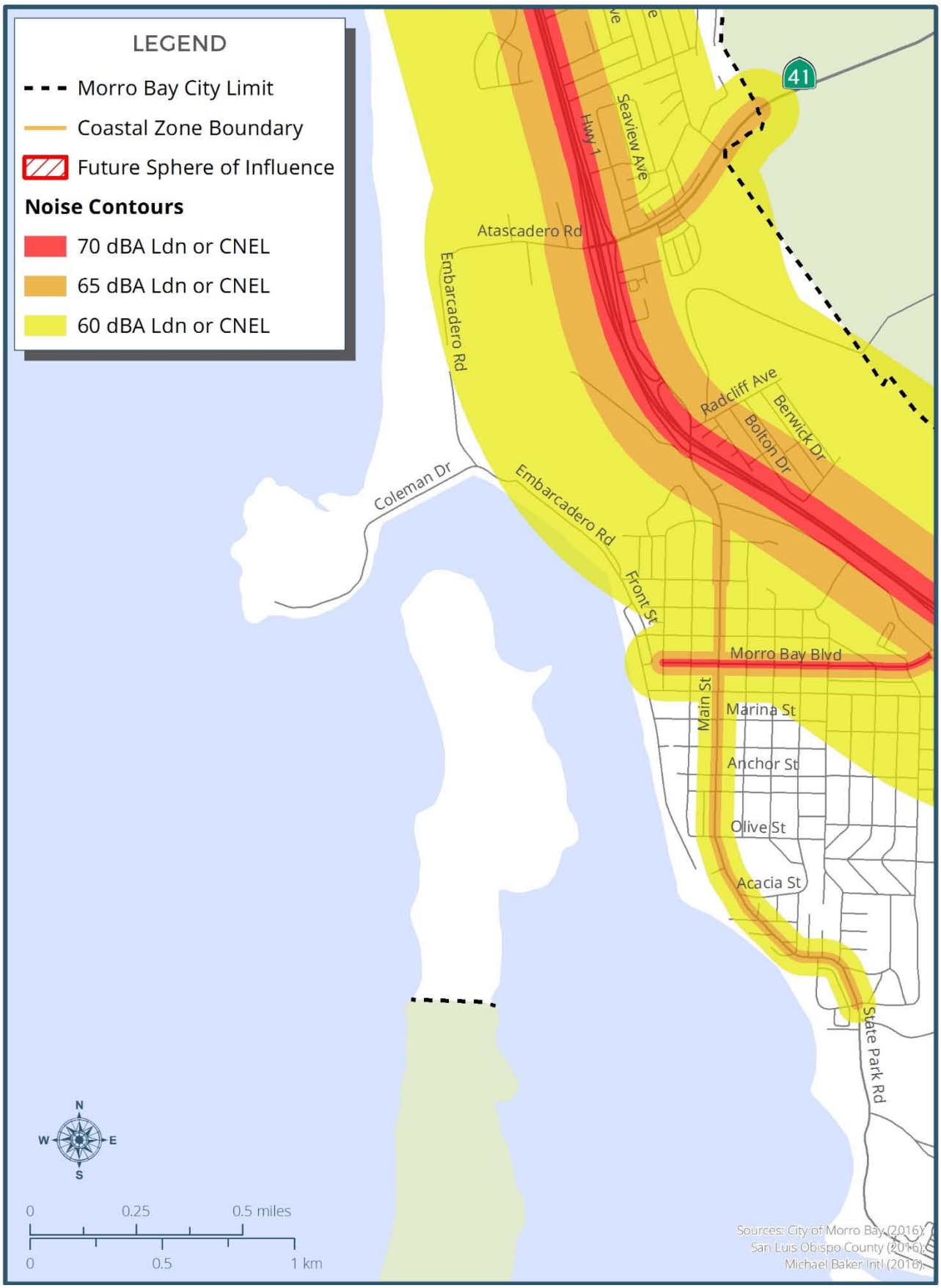

FIGURE NOI-2
Existing Noise Contours (2016)

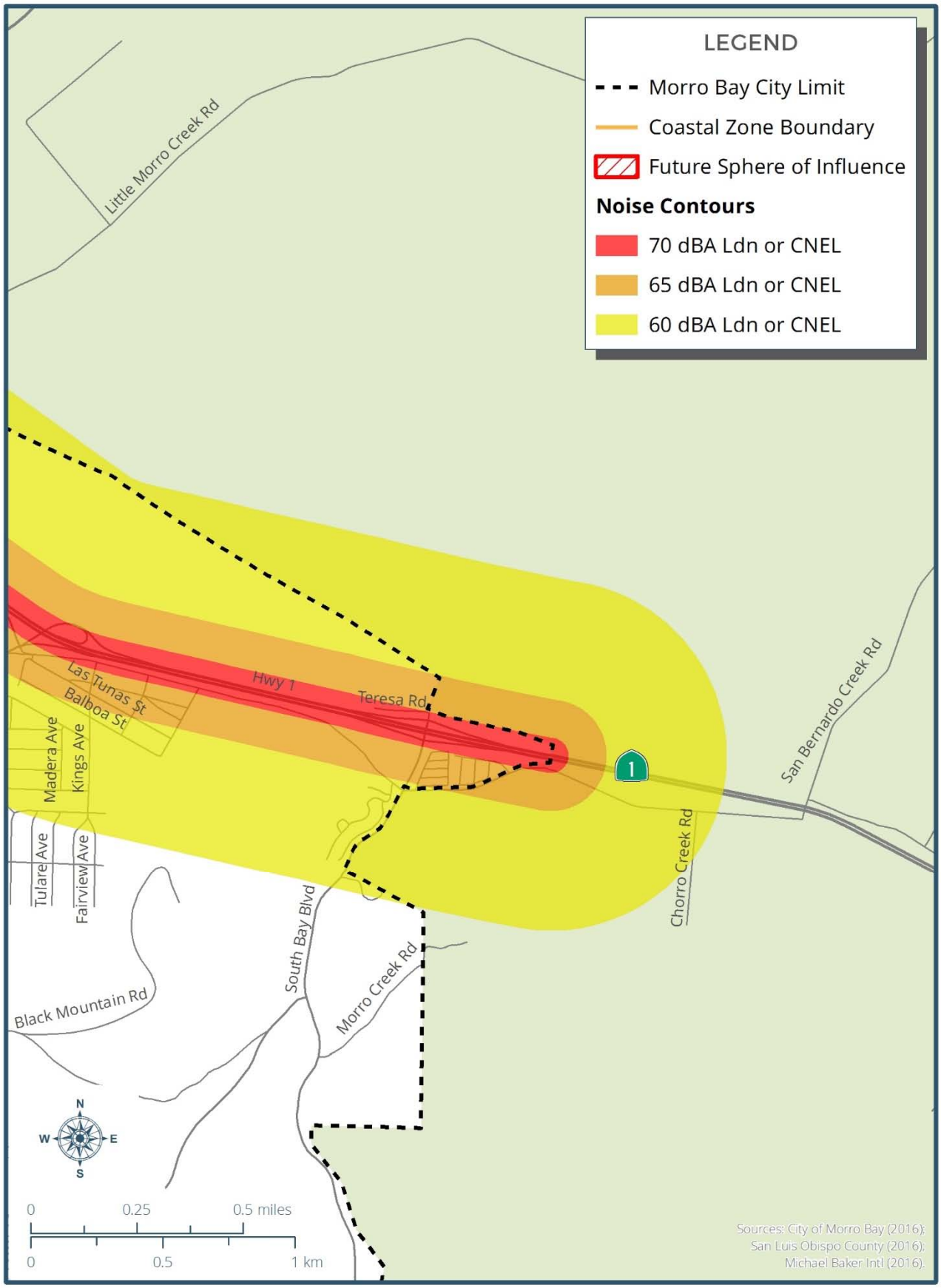

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FIGURE NOI-2
Existing Noise Contours (2016)

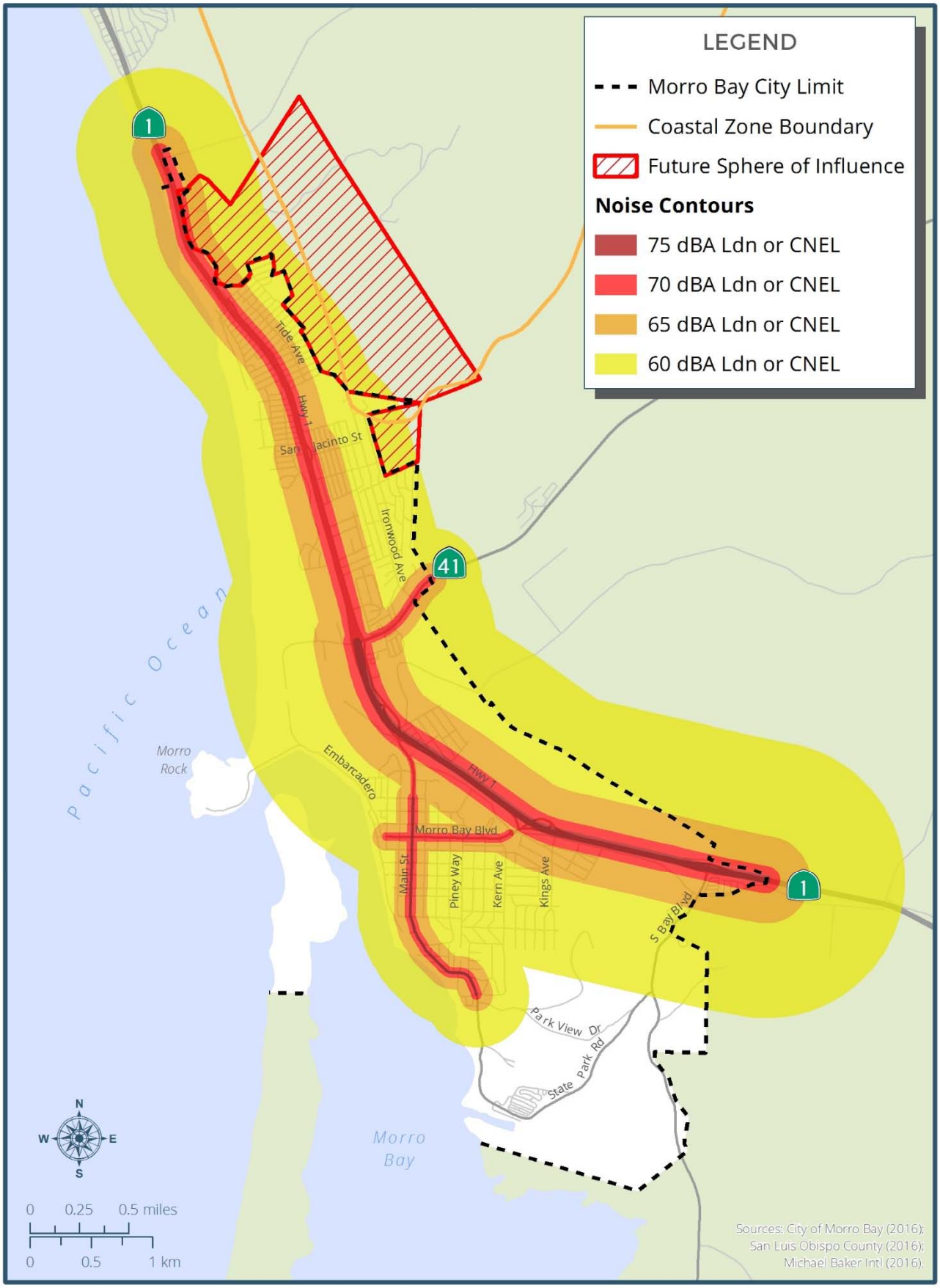

FIGURE NOI-3
Future Noise Contours

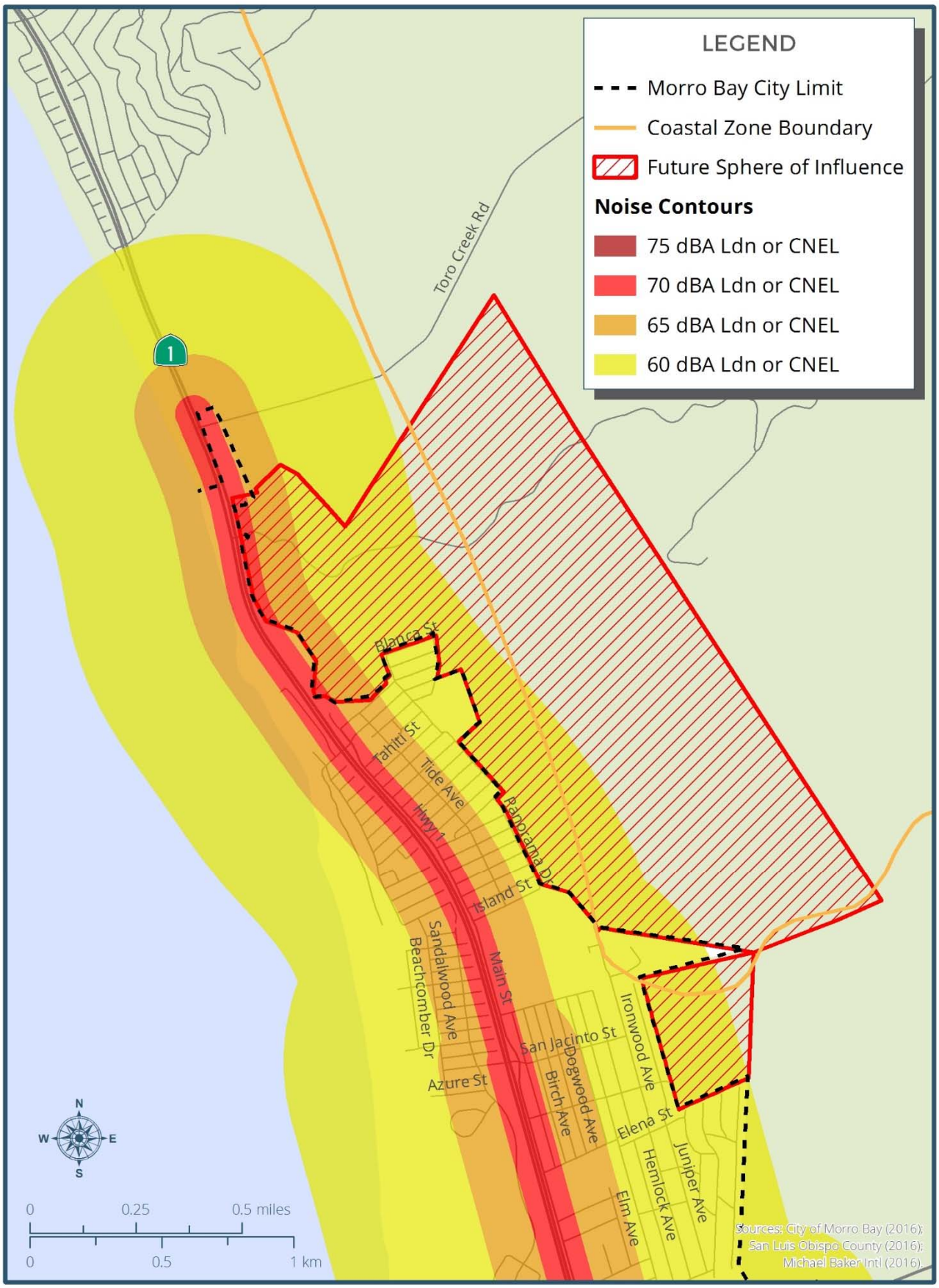

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FIGURE NOI-3

Future Noise Contours

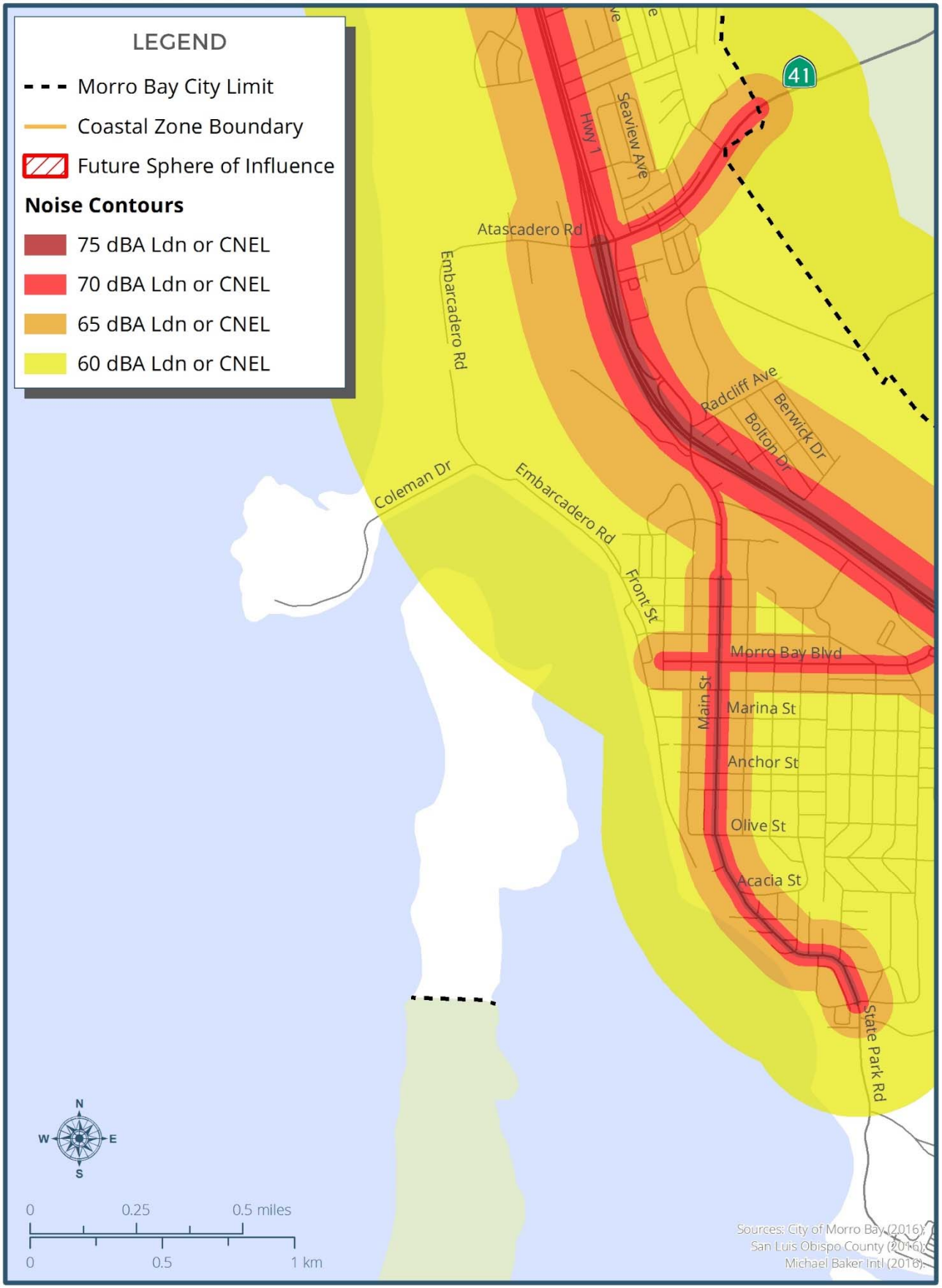

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FIGURE NOI-3
Future Noise Contours

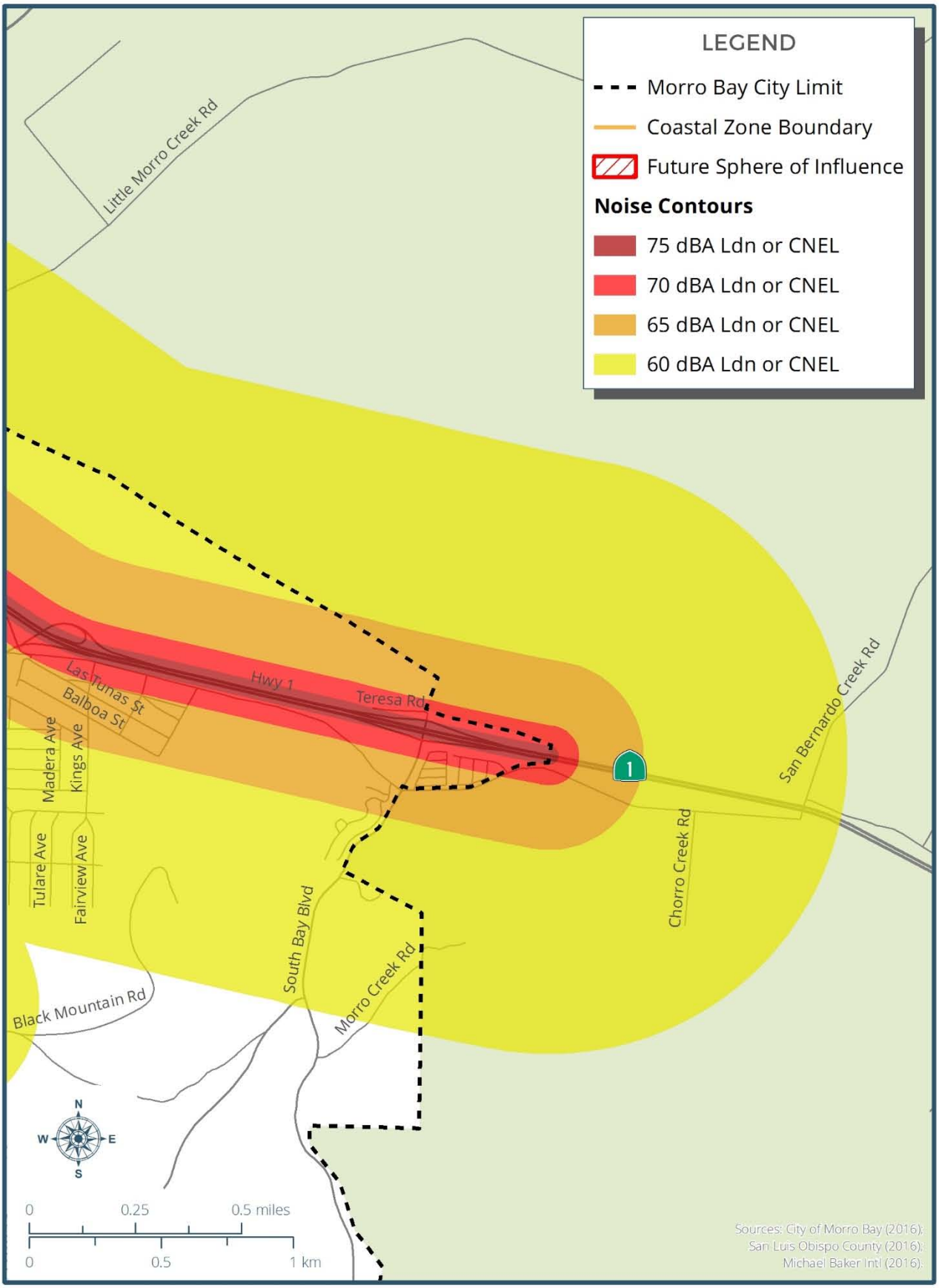

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FIGURE NOI-3
Future Noise Contours

Noise-producing land uses will be evaluated using the standards set forth by the City to ensure that proposed land uses do not adversely impact the current noise environment. If proposed project designs do not meet noise standards, mitigation will be recommended.

NOISE EXPOSURE AND MITIGATION FOR SPECIFIC LOCATIONS

Table NOI-6 should be consulted to adjust traffic noise exposure in areas with varying topography. Noise exposure information may be used to determine if a particular land use is consistent with Noise Element policies and whether or not noise mitigation should be required as part of the project development process.

Table NOI-6:
Adjustments to Traffic Noise Exposure for Topography

Topographic Situation	Distance from Center to Roadway		
	<200 Feet	200–400 Feet	>400 Feet
Hillside overlooks roadway	No change	Add 1 dBA	Add 3 dBA
Roadway is elevated (>15 feet)	Subtract 5 dBA	Subtract 2 dBA	No change
Roadway is cut/below embankment	Subtract 5 dBA	Subtract 5 dBA	Subtract 5 dBA

NOISE REDUCTION STRATEGIES

Low noise levels contribute to a high quality of life for people living and working in Morro Bay. Roadway traffic is the main source of community noise, exposing residents to potentially unwelcome noise levels. Land use and zoning controls, in addition to innovative noise reduction strategies, can prevent major noise problems from occurring near major roadways. Source controls are the most effective means of reducing noise, but there are limits to what can be accomplished through technology alone. Land use controls, coupled with source controls, are the best strategy for overall noise reduction.

Noise reduction is achieved by reducing the source of the noise, modifying the path between the noise source and the receiver, or adjusting the noise receiver. These approaches are described below.

- Reducing noise usually involves muffling the sound, replacing noisy equipment, or regulating the hours during which the source is in operation.

- Modifying the path between the source and the receiver can be accomplished with barriers such as solid masonry walls, soundwalls, or earth berms.

- Adjusting the noise receiver is typically achieved through architectural design, building orientation, and construction techniques. Double-paned windows, carpeting, acoustical ceiling tiles, and insulation are all examples of ways to reduce interior noise levels at the receiving end.

- Land use and site planning can ensure that noise-sensitive uses are separated from noise producers. As development is proposed, the planning process identifies potential impacts from transportation noise and indicates the mitigation measures required, as needed, to meet City noise standards.

Innovative strategies to reduce noise from high traffic volume roadways, including quiet pavement surfaces, have been effective in other cities for reducing traffic noise. The City can consider quiet pavement surfaces when undertaking improvements, extensions, or design changes to Morro Bay streets. The City should also encourage the California Department of Transportation (Caltrans) to consider the use of quiet pavement surfaces along Highway 1.

Noise barriers, such as landscaped berms or living "green" noise barriers that incorporate vegetation into the barrier design, can be effective options for reducing transportation noise while accounting for aesthetics.

The California Building Code (CBC), or Title 24 of the California Code of Regulations, includes noise insulation standards to limit the extent of noise transmitted into habitable spaces. These standards indicate the extent to which walls, doors, floors, and ceilings must block or absorb sound between exterior and interior spaces. The CBC interior standard of 45 dBA CNEL is required for any habitable room. The City requires an acoustical analysis to demonstrate how dwelling units have been designed to meet this standard on sites where the ambient exterior noise level exceeds 60 dBA CNEL.

KEY ISSUES

Sensitive Land Uses

Noise-sensitive land uses should be protected from excessive noise exposure by assessing the compatibility of proposed land uses with the noise environment through careful consideration of proposed land uses, land use planning, site plan review for new developments, and noise reduction measures to reduce the source of noise. New development should be sited in areas where noise levels are appropriate for the proposed uses, and development of new noise-producing uses adjacent to noise-sensitive land uses should be limited. Careful site planning and architectural design can be effective noise reduction measures to protect noise-sensitive uses from potential impacts.

Land Use Compatibility

Information relative to the existing and future noise environment within Morro Bay should be integrated into future land use planning decisions. The Noise Element presents the noise environment in order that the City may include noise impact considerations in development programs. Noise/land use compatibility guidelines are presented, as well as standard noise mitigation packages contained in the City's Acoustical Design Manual.

Mobile Noise Sources

The most pervasive noise source in the city is traffic on Highway 1, Highway 41, Morro Bay Boulevard, Main Street, Embarcadero, and South Bay Boulevard. Cost-effective strategies to reduce the influence of vehicle traffic noise on the community noise environment are essential.

Temporary Noise Sources

Temporary noise sources are controlled by the City's Municipal Code. The City should ensure construction projects and other temporary noise sources, such as amplified music, sports events, and other similar activities, adhere to the City's noise regulations.

GOALS AND POLICIES

GOAL NOI-1: A healthy and safe noise environment for Morro Bay residents, businesses, and visitors.

POLICY NOI-1.1: **Noise Compatibility.** Ensure new development is compatible with existing and future noise environments by continuing to use potential noise exposure as a criterion in land use planning.

POLICY NOI-1.2: **Noise-Sensitive Land Uses.** Maintain acceptable stationary noise levels at existing noise-sensitive land uses.

POLICY NOI-1.3: **Noise-Reducing Project Features.** Incorporate design and construction features into residential and mixed-use projects that shield noise-sensitive land uses from excessive noise.

POLICY NOI-1.4: **Acoustical Studies.** Require an acoustical study for proposed projects in areas where existing or projected noise levels exceed or would exceed the maximum allowable levels established in this element. Adopt procedures to ensure project compliance with mitigation measures and enforcement of noise standards.

Implementation Actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Noise Element Implementation Actions" subheading.

GOAL NOI-2: Minimize transportation-related noise.

POLICY NOI-2.1: **Transportation Noise Standards.** Mitigate noise created by any existing or new transportation noise source so that it does not exceed the exterior or interior sound levels specified in this element.

POLICY NOI-2.2: **Compatible Roadway Design.** Consider noise impacts in the design of road systems and give special consideration to noise-sensitive uses. To the greatest extent possible, the design of roads should minimize roadway noise to levels acceptable in surrounding areas.

POLICY NOI-2.3: **Project Design Techniques.** Prioritize use of site planning and project design techniques to mitigate excessive noise. The use of noise barriers shall be considered a means of achieving the noise standards only after all other

practical design-related noise mitigation measures have been integrated into the project.

POLICY NOI-2.4: **Noise-Reducing Technologies.** Employ noise-reducing technologies such as quiet pavement surfaces to reduce the effects of roadway noise on noise-sensitive land uses.

POLICY NOI-2.5: **Alternative Transportation.** Promote alternative transportation that minimizes noise impacts.

Implementation Actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Noise Element Implementation Actions" subheading.

GOAL NOI-3: Noise from construction activities associated with maintenance vehicles, special events, and other nuisances is minimized in residential areas and near noise-sensitive land uses.

POLICY NOI-3.1: **Source Reduction.** Reduce construction, maintenance, and nuisance noise at the source as the first and preferred strategy to reduce noise conflicts.

POLICY NOI-3.2: **Special Events.** Require that special events at restaurants, bars, parking facilities, and other commercial uses or beach events where large numbers of people may be present adjacent to sensitive noise receptors comply with the noise standards in this element.

POLICY NOI-3.3: **Construction Shielding.** Encourage shielding for construction activities to reduce noise levels and protect adjacent noise-sensitive land uses.

POLICY NOI-3.4: **Construction Hours.** Limit allowable hours for construction activities and maintenance operations located adjacent to noise-sensitive land uses.

Implementation Actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Noise Element Implementation Actions" subheading.

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4A – Greenprint Intro

INTRODUCTION

The development aspect of the General Plan and Local Coastal Program can be considered the City's Blueprint plan, while the conservation aspect can be considered the City's Greenprint plan. These plans share a common vision and must be consistent with and support one another. The Blueprint plan identifies the role of land use and circulation planning in supporting resource conservation and sustainability. In turn, the Greenprint plan identifies the role of resource conservation and sustainability in supporting Morro Bay's economy.

The Greenprint of *Plan Morro Bay* serves as a framework for how the City can use and manage its resources to benefit the community and guide it toward a more resilient and sustainable future. This section links open space, agricultural, and natural resource preservation with the development plans described in the Blueprint. The chapter is grounded in a shared vision from the community, boards and commissions, and City staff and officials for a sustainable community that sets policies and programs to achieve this shared vision. It is implemented by City ordinances, specific plans, programs, and ongoing activities.

The Greenprint informs community members about the consensus regarding parameters for the conservation of resources and natural habitat, recreational amenities, and the maintenance of public safety within the community. It establishes where to avoid or prohibit development, what services to provide, and how to ensure Morro Bay's people and special places are safe, healthy, and resilient in an ever-changing environment and economy. City residents will consult the Greenprint to understand the areas and resources that the City intends to preserve and protect, and the social and cultural framework that the City will support and strengthen to maintain and enhance the health and well-being of the community and the local ecosystem. Businesses and developers can use this chapter to understand how resources are prioritized and valued to meet community needs and preferences.

ORGANIZATION

The Greenprint has been divided into the following elements focused on conserving resources and promoting health and safety in the city. Each element contains topics that address state and federal requirements and local issues of importance to Morro Bay.

Conservation

The Conservation Element addresses the use and preservation of natural resources to improve the environmental quality of Morro Bay for years to come. Topics covered in this element include important biological communities, air quality, greenhouse gas emissions, water resources and conservation, energy resources, waste management, visual resources and viewsheds, and coastal resources. Conservation Element goals and policies promote a resilient, sustainable community offering a balance of open spaces, coastal access, and a quality built environment both along the coastline and inland.

Open Space

The Open Space Element outlines a vision for facilitating coastal access and providing a range of community facilities, parks, and recreation opportunities. This element addresses the protection of natural habitat and wildlife by designating open space areas throughout the community. Open Space Element goals and policies include specific steps to protect and improve Morro Bay's coastal trails, parks, and facilities and to enhance and maintain open spaces in the coastal zone.

Public Safety

The Public Safety Element minimizes community risks associated with natural and man-made hazards. This element identifies hazards that could be made more severe by the city's location on the coast and anticipated climate change impacts. Public Safety Element goals and policies address natural hazards, coastal adaptation, and emergency response to protect residents, visitors, and wildlife from anticipated impacts.

HOW TO USE THE GREENPRINT

A variety of people will use the Greenprint in *Plan Morro Bay* for different purposes:

- The Planning Commission and the City Council will consult the Greenprint in decision-making regarding preservation activities. The Greenprint elements will also be used to guide decisions about development from a more conservation-oriented perspective.
- City staff will refer to Greenprint policies and standards when approving resource conservation programs and projects.
- The development community will use the Greenprint as guidance when preparing development proposals to respect community sustainability and resilience goals.
- Community members can also use the Greenprint as a valuable resource for understanding the priorities of Morro Bay and the types of development and preservation that may occur in the future in various locations.

By adhering to the goals and policies in the Greenprint, the City is able to guide the community forward in a way that realizes the stated vision for a sustainable and resilient community.

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CONSERVATION

Morro Bay is known for a wide range of unique natural resources that include but are not limited to the coastline, estuary, wetlands, geologic features, and forests. These natural resources are critical to Morro Bay's economy and community character, and offer opportunities for visitors and residents to participate in healthy activities. The City must prioritize these resources when planning for future development in order to ensure that growth does not interfere with the community benefits they provide for local residents and with the coastal access and recreation provided for visitors. At the same time, preserving the integrity of these resources requires the City to conserve energy and water, reduce air pollution and greenhouse gas emissions, and minimize waste.

Morro Bay is a coastal city that prioritizes its natural resources because of their aesthetic, recreational, environmental, and health-related benefits. Conservation Element goals and policies seek to reconcile conflicts between community resource demands and conservation needs. The element also discusses the community benefits derived from these resources, such as healthy food and clean water, climate change mitigation, and recreation. These benefits are also valuable to the tourism industry, which represents a significant portion of the local economy.

OVERVIEW

Scope and Content

The Conservation Element is a requirement of California Government Code Section 65302(d). The statute requires that the element identify and discuss resources including water and its hydraulic forces, forests, soils, harbors, fisheries, wildlife, minerals, and energy. The Conservation Element must also consider plans for development and their effect on all natural resources located on public lands, including water resources, supply, and quality. It must explore greenhouse gas emissions and air quality impacts, and outline a strategy to work in coordination with countywide agencies responsible for managing conservation efforts. In addition to the requirements of general plan law, the Conservation Element also addresses provisions of the Coastal Act related to Environmentally Sensitive Habitat Areas (ESHA), water quality, energy resources, viewsheds, and wetlands and estuaries.

The Coastal Act (Sections 30001, 30233, 30236, and 30502) also directs local governments to address the community's ecological balance; natural resource protection; mitigation measures for diking, filling, or dredging; water supply; and designation of sensitive coastal resource areas in its LCP. The Conservation Element meets both state and Coastal Commission requirements for open space provision, in addition addressing to locally important issues.

Relationship to Other Elements

The Conservation Element corresponds to the Land Use, Housing, and Circulation elements because plans for development and transportation infrastructure will impact the community's plans for conservation. Open Space Element policies also relate to the Conservation Element, as plans for lands such as parks, trails, and beach access will be coordinated with conservation efforts occurring on those lands. The Conservation Element also correlates with the Public Safety Element, as certain areas of the city may need preservation or extra protection due to the presence of natural hazards.

RESILIENCY APPROACH

Morro Bay's natural resources will be impacted by sea level rise and extreme weather events. Some natural habitat areas will struggle to thrive in changing climate and environmental conditions. Population and economic growth may also interfere with natural habitats, strain water supply, reduce air quality, and increase greenhouse gas emissions.

The Conservation Element addresses natural resources and their role in the community, seeking to balance the City's development plans with conservation priorities. It also addresses climate change and emphasizes policies that will mitigate anticipated impacts when possible and adapt to changes when mitigation is not possible. Conservation goals can be achieved by implementing policies that preserve sensitive habitats, promote resource conservation, and decrease emissions and waste. The Conservation Element discusses the full range of resources Morro Bay has to offer, emphasizing resource conservation and resiliency throughout all goals and policies.

KEY ISSUES

Morro Bay is surrounded by a variety of land, air, water, and energy resources. These resources may be impacted by development, water consumption, climate change, and a variety of other factors.

Biological Communities

Morro Bay's key natural features include its coastline, estuary, and woodlands comprising diverse shrub, herbaceous, terrestrial, and aquatic habitats. These resources are vulnerable to multiple impacts of climate change, including drought, flood, and sea level rise, which may exceed the habitats' natural capacity to survive.

Citywide Habitats

Citywide habitats in Morro Bay are summarized in Table C-1. Environmentally Sensitive Habitat Areas within the coastal zone are described in the following section. In some cases, citywide habitats overlap with ESHA.

Table C-1:
Citywide Habitats in Morro Bay

Community/Habitat	Sub-communities
Woodlands/Forests	Coastal Oak, Montane Hardwood, Montane Hardwood-Coniferous, Montane Riparian, Valley Foothill Riparian, Eucalyptus
Shrub-Dominated Habitats	Chamise-Redshank Chaparral, Coastal Scrub, Mixed Chaparral
Herbaceous-Dominated Habitats	Coastal Salt Marsh, Coastal Dune Scrub, Mudflats, Annual Grasslands, Perennial Grassland, Pasture
Developed and Sparsely/ Nonvegetated Habitats	Agriculture, Urban, Barren
Wetlands and Water Features	Riverine, Lacustrine, Estuarine, Estuarine and Marine Wetlands, Freshwater Emergency Wetlands, Freshwater Forested/Shrub Wetlands, Freshwater Ponds, Palustrine Systems

The majority of Morro Bay's land area is considered urban. Wetlands, shrublands, and forests are located primarily in south Morro Bay, and herbaceous and riparian habitats are located throughout the planning area. There is one agricultural region in eastern central Morro Bay, where primarily tree crops like avocados and annual row crops are located. Figure C-1 shows a map of all known citywide habitat locations in Morro Bay. There may be additional habitats in Morro Bay that have not yet been mapped.

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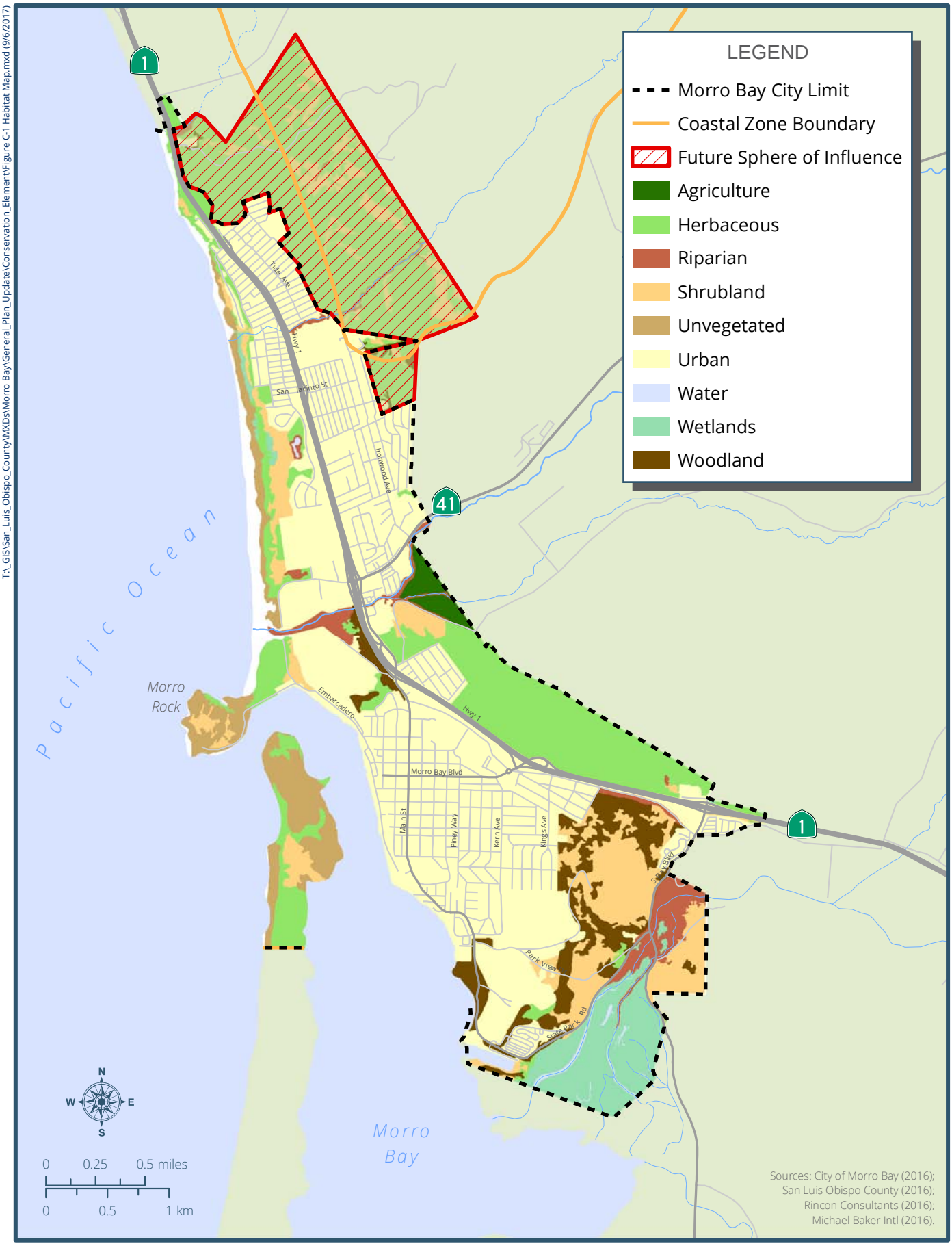

FIGURE C-1

Citywide Habitat Map

Environmentally Sensitive Habitat Areas

Section 30107.5 of the Coastal Act defines Environmentally Sensitive Habitat Areas as those habitats that are particularly rare or valuable due to their nature or role in the ecosystem. ESHA are usually areas that can be easily disturbed by human activities, and they should therefore be identified and protected. Sections 30240, 30233, 30263, and 30609.5 of the Coastal Act state that resource extraction, development, and sales or transfers should be limited or prohibited in ESHA in order to ensure that these areas remain intact. These areas should be protected against habitat disruption by strategically siting development and extraction facilities so that they will not interfere with or degrade ESHA. This includes land uses that are adjacent to ESHA and may impact them. Only development that is dependent on those resources should be allowed in those areas.

In Morro Bay's coastal zone, ESHA are designated within three major habitat types: (1) aquatic resources and wetland habitat, (2) other sensitive natural communities, and (3) breeding and overwintering sites. Each of these habitats is described in greater detail below.

Aquatic Resources and Wetland Habitats

These habitats include year-round and seasonal rivers and streams, wetlands (including fresh and salt water marshes), and willow woodland and scrub environments. Waterways where these resources are found include Chorro Creek, Morro Creek, Alva Paul Creek, and Toro Creek, in addition to several unnamed creeks. Several of these creeks and tributaries terminate in the Morro Bay estuary and drain directly into the Pacific Ocean. Riparian woodland and willow scrub areas and wetlands are present around the waterways. Each of these habitats is essential and provides benefits such as special habitats for endangered and rare species, improved water quality of downstream receiving waters, and groundwater recharge.

Other Sensitive Natural Communities

This habitat includes four types of non-wetland sensitive natural communities, including foredune, backdune/dune scrub, coastal bluff, and coastal strand environments. They are all located directly on the coast of Morro Bay and run the extent of the city limits. These sensitive communities provide habitats for rare species and also directly impact water quality in the Pacific Ocean.

Breeding and Overwintering Sites

These habitats are located in small pockets throughout the coastal zone and include areas known as roosts, nests, and rookeries. They are important breeding and overwintering sites for herons, egrets, cormorants, and peregrine falcons. The areas also include documented monarch butterfly overwintering roosts in groves throughout the coastal zone. These habitats must be preserved due to their importance to these rare species.

Figure C-2 shows the general location of ESHA in Morro Bay; other areas that aren't mapped but meet the definition of ESHA shall also be considered ESHA. Maps with greater detail can be found in the City of Morro Bay ESHA Review and Current Conditions Mapping report.

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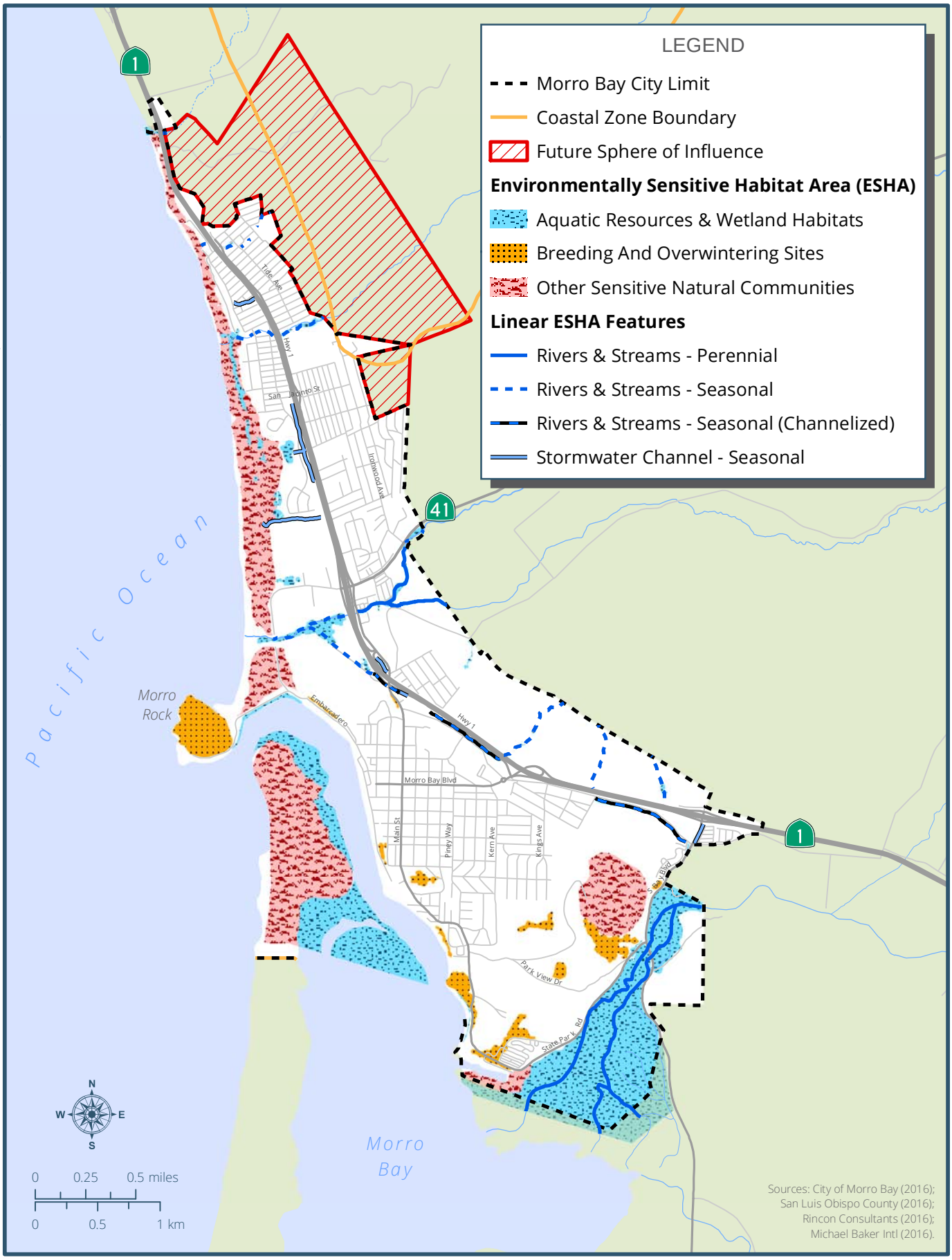


FIGURE C-2

Environmentally Sensitive Habitat Areas

GOALS AND POLICIES

GOAL C-1: Sensitive habitats are protected from the negative impacts of development and recreational uses.

POLICY C-1.1: **Sensitive Habitats.** Protect sensitive habitats from urban encroachment and runoff.

POLICY C-1.2: **Habitat Protection.** Determine and prioritize areas in need of added protections, while maintaining the current level of protection for other existing ESHA. Some less disruptive uses would be allowed within ESHA areas. These uses shall be limited to resource-dependent uses such as habitat creation and enhancement, restoration activities, scientific study, and low-impact coastal access.

POLICY C-1.3: **ESHA Protection.** Protect ESHAs against disruption of habitat values, and only allow uses within those areas that are dependent on those resources. Disruption of habitat values includes when the physical habitat is significantly altered or when species diversity or the abundance or viability of species populations is reduced. The type of proposed development, the particulars of its design, and its location in relation to the habitat area will affect the determination of disruption. Restoration activities or repair of existing facilities may not be considered disruption if the disruption is minor, temporary or incidental, and impacts appropriately mitigated.

POLICY C-1.4: **Biological Site Assessments.** Development proposals within or adjacent to ESHA will be reviewed subject to a biological site assessment prepared by a qualified biologist. The purpose of the biological site assessment is to confirm the extent of the ESHA, document any site constraints and the presence of other sensitive biological resources, recommend buffers, development timing, mitigation measures including precise required setbacks, provide a site restoration program where necessary, and provide other information, analysis and modifications appropriate to protect the resource.

POLICY C-1.5: **ESHA Buffers.** Development permitted within wetland and/or buffer areas is limited to the uses listed in Section 30233(c) of the Coastal Act.

POLICY C-1.6: **Structures in ESHA Buffers.** No permanent structures shall be permitted within the setback area except for structures of a minor nature such as fences or at-grade improvements for pedestrian or equestrian trails.

POLICY C-1.7: **Endangered Species Habitats.** Minimize the recreational use, such as hiking and birdwatching, of rare or endangered species habitats.

POLICY C-1.8: **Takings.** If development in an ESHA must be allowed to avoid an unconstitutional taking, the amount and type of development allowed shall be the least necessary to avoid a taking. Unavoidable impacts must be minimized, temporary impact areas within and immediately adjoining (within 25 feet) ESHA must be restored upon completion, all adverse impacts to ESHA must be fully mitigated in kind (i.e., the mitigation must replace lost habitat functions and values).

POLICY C-1.9: **Partnerships.** Foster and develop public/private partnerships to protect natural resources.

POLICY C-1.10: **Updates to ESHA Resources**. Ensure that all information on ESHA is updated regularly, including but not limited to GIS and database resources.

POLICY C-1.11: **Habitat Restoration.** Create, improve, and acquire areas that enhance habitat resources and identify, prioritize, and restore them as habitat key areas that link fragmented open space wildlife habitat, as funding and land are available.

POLICY C-1.12: **Interagency Collaboration.** Work with local and state jurisdictions to preserve and extend the habitats located in and surrounding the planning area of Morro Bay.

POLICY C-1.13: **Improvements to Open Space Areas.** Improve remaining open space areas in wetlands and along the coast to the greatest extent possible to improve existing natural habitats and prevent the deterioration of local wildlife.

POLICY C-1.14: **Eelgrass Protection.** Continue to address and mitigate eelgrass impacts on a project-by-project basis using implementation guidelines from the California Eelgrass Mitigation Policy (CEMP) to promote eelgrass growth in the bay.

POLICY C-1.15: **Wetlands.** Wetlands shall be considered ESHA, and governed by Coastal Act Policies 30233 and 30240. No alteration of freshwater wetlands shall be allowed, except for maintenance dredging and similar activities essential for restoration and/or enhancement of natural habitats, as well as other uses and development specified in the sections of this LUP that address biological resources and ESHAs, and only where there is no feasible less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects.

POLICY C-1.16: **Tree Planting and Removal.** Certain trees are "major vegetation," where the removal of which constitutes development and requires a Coastal Development Permit. A Coastal Development Permit is required for removal of all native trees including all coast live oak, Monterey cypress, and Monterey pine 6 inches or greater in trunk diameter when measured at 54 inches above grade. New tree planting shall be an ongoing effort in order to replace diseased and dead Monterey pine, Monterey cypress, and coast live oak trees, taking care that new plantings do not adversely affect public views. Replanting of a tree as replacement of an existing tree is required. Dead trees (snags) on City property in the coastal zone should be retained, where possible, to provide habitat, including for cavity-nesting birds. No permit is required for removal of dead, dying, and diseased trees or trees that pose a health, life, and safety issue. These trees must be inspected and verified by an International Society of Arboriculture (ISA) certified arborist or Registered Professional Forester (RFP).

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

Air Quality

LCP

Morro Bay is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The San Luis Obispo County Air Pollution Control District (SLOAPCD) is responsible for managing air quality in the San Luis Obispo County portion of the SCCAB, which includes Morro Bay. Morro Bay is located in the Coastal Plateau region based on its geography and climate. The climate in this region is strongly influenced by its proximity to the ocean and pressure centers therein. The coastal area yields higher levels of air pollutants than more rural parts of the county as a result of greater development and higher population.

Air Pollutants in Morro Bay

Air pollutants can cause harm to humans, animals, and plants that are exposed to them. Criteria pollutants are those recognized in national air quality standards and include carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. Common air pollutants in Morro Bay include ozone, carbon monoxide, nitrogen dioxide, and particulate matter.

Ozone

Ozone is a pungent, colorless, toxic gas that can cause respiratory and eye irritation and possible changes in lung function. Ozone is formed by a photochemical reaction that occurs during fuel combustion and the evaporation of organic solvents. Because it requires sunlight to form, ozone mainly occurs between April and October. Children, the elderly, people with respiratory disorders, and those who exercise outdoors are most vulnerable to ozone.

Carbon Monoxide

Carbon monoxide is a colorless, odorless, poisonous gas that is primarily a product of automobile exhaust and internal combustion engines. At high concentrations, it can reduce the amount of oxygen in the blood and cause impaired mental abilities and heart difficulties, particularly in people with chronic diseases.

Nitrogen Dioxide

Nitrogen dioxide is a byproduct of fossil fuel combustion and is mainly a result of motor vehicles, industrial boilers, and furnaces. At higher concentrations, it may be related to chronic pulmonary fibrosis and an increase in bronchitis in young children. Nitrogen dioxide can also contribute to the formation of particulate matter and acid rain.

Particulate Matter

Particulate matter contains two categories: $PM_{2.5}$ (fine particulate matter; no more than 2.5 microns in diameter) and PM_{10} (small particulate matter; no more than 10 microns in diameter). They are usually in the form of dust particles, nitrates, and sulfates. Small particulates are usually a byproduct of soil erosion and dust in the air, and fine particulates are typically a product of combustion processes. Particulate matter can cause respiratory problems and interfere with the body's ability to clear the respiratory tract.

Pollution Sources

Morro Bay's air polluting sources include stationary, mobile, and area-wide sources. Stationary sources include dry cleaning businesses, gasoline stations, automobile body shops, and industrial developments. Mobile sources include all transportation vehicles such as ships, airplanes, trains, and automobiles. Area-wide sources include residential water heating, consumer products, dust from unpaved roads, and crop tilling.

State Attainment Levels

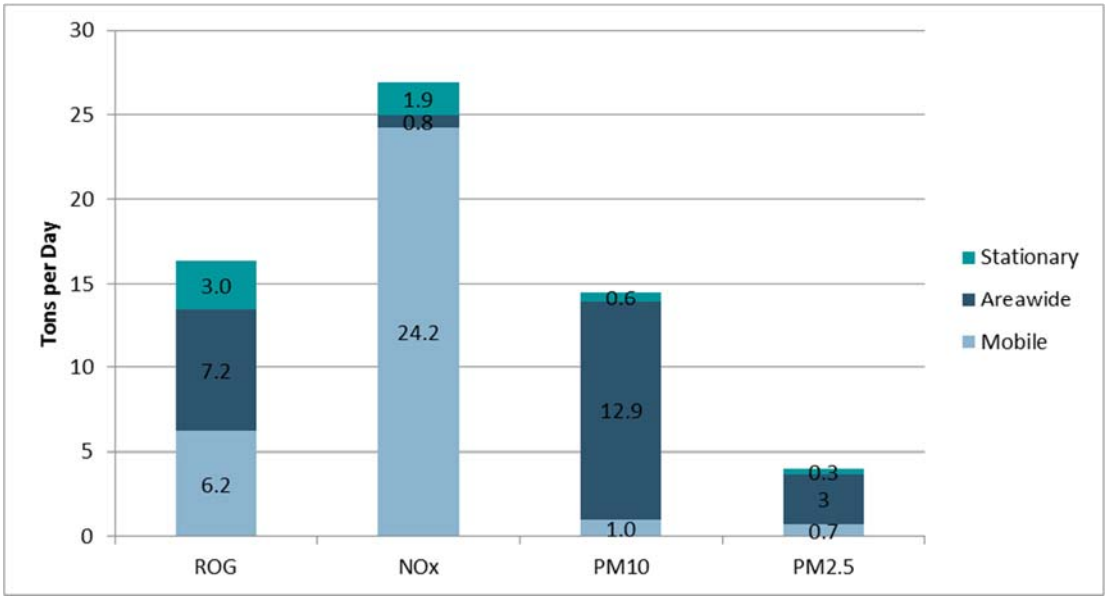
The California Air Resources Board (CARB) has established ambient air quality standards to identify pollutant levels considered safe for the public and to encourage communities not to exceed these levels. Local air resource boards are designated as

attainment, nonattainment, or unclassified for these standards. The SLOAPCD manages regional attainment levels in San Luis Obispo County.

Data and Trends

CARB developed an emissions inventory for San Luis Obispo County for 2015, which displayed the major pollutant sources in the county. As shown in Figure C-3, mobile pollution sources and agriculture were the largest contributors to pollution levels.

Figure C-3:
San Luis Obispo County 2015 Emissions Inventory – Criteria Air Pollutants



CARB analyzes air quality data from regional networks and provides this information for criteria air pollutants. Data show that Morro Bay exceeded state standards for PM_{10} (small particulate matter) once in 2012 and three times in 2013. No other pollutants in Morro Bay have exceeded state standards.

According to a report from the SLOAPCD on air quality trends from 1991 to 2011, there have been significant improvements in air quality in the past 20 years. Ozone levels have fallen in some of the most highly concentrated parts of San Luis Obispo County. Morro Bay continues to experience low levels of ozone and rarely exceeds state and federal standards.

In 2001, the SLOAPCD adopted a Clean Air Plan. This plan included land use and transportation management strategies to reduce the air quality impacts of urban development. These measures continue to be implemented to bring the region into attainment with state standards. While Morro Bay did not participate in the

development of the plan, a number of land uses in Morro Bay have direct impacts on air quality in the region.

Toxic Air Contaminants

In addition to criteria air pollutants, toxic air contaminants (TAC) are a second category of air pollutants that can impact public health and safety, even in low concentrations. TAC are regulated by California's Tanner Air Toxics Act of 1983 and the Air Toxic Hot Spot Information and Assessment Act of 1987. These acts establish methods for local air resource boards to research and determine substances that can be considered TAC.

TAC sources in California include diesel, formaldehyde, benzene, acetaldehyde, and polycyclic aromatic hydrocarbons (PAH). The State has identified nearly 200 other TAC. Many of these are a result of arterials with high traffic volumes, which Morro Bay does not contain. However, there are just over a half-dozen stationary source TAC emitters located in Morro Bay.

Both criteria air pollutants and TAC can have greater health impacts on children, the elderly, and people with existing respiratory or cardiovascular conditions. Places with a larger number of these vulnerable people are called sensitive land uses. Sensitive land uses include schools, hospitals, nursing homes, senior care centers, and residential areas. Certain recreational land uses, such as parks and playgrounds, can also be sensitive land uses, as people's respiratory systems can be stressed by air pollution while exercising. CARB recommends policies that will site sensitive land uses away from sources of these pollutants in order to mitigate health impacts.

GOALS AND POLICIES

GOAL C-2: Air quality in Morro Bay continues to improve through local actions and interagency cooperation.

POLICY C-2.1: **State Attainment Levels.** Reach and maintain state attainment levels for PM_{10}.

POLICY C-2.2: **Interagency Cooperation.** Continue to cooperate with the SLOAPCD and other regional, state, and national agencies to implement the County Clean Air Plan, including enforcing air quality standards and improving air quality.

POLICY C-2.3: **Pollutant Sites.** Identify opportunities to locate new air pollutant sources away from the general population.

POLICY C-2.4: **Water Usage and Dust Minimization.** Require grading, landscaping, and construction activities to minimize dust while using as little water as possible.

POLICY C-2.5: **Vehicle Idling.** Explore and implement strategies to minimize vehicle idling.

POLICY C-2.6: **Air Quality in Sensitive Land Uses.** Minimize exposure of sensitive land uses to toxic air contaminants by locating new pollutant sources away from sensitive uses such as schools, hospitals, and residential areas.

POLICY C-2.7: **Park and Ride.** Support the future development of park and ride lots in Morro Bay. Site lots near commuter transit service and provide bicycle storage lockers at the lots to ensure they are designed to facilitate use by transit and active transportation users,

POLICY C-2.8: **Telecommuting.** Encourage employers to adopt teleworking, teleconferencing, and telelearning options for their employees and adopt policies and/or programs to further promote teleworking, teleconferencing, and telelearning among City staff.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

Greenhouse Gas Emissions

The risks of climate change include more extreme weather events, rising sea levels, and changes in precipitation levels. These events will impact Morro Bay's natural resources, as many species and habitats are unable to sustain under these changing conditions.

Scientific Basis

Greenhouse gases (GHGs) are byproducts of fossil fuel combustion, waste disposal, energy use, land-use changes, and a variety of other human activities. Major greenhouse gases include carbon dioxide, methane, and nitrous oxide. GHGs trap heat radiated from the earth and reflect it back to the surface, rather than allowing it to escape into space. This phenomenon is known as the greenhouse effect. While this is an important natural process that helps maintain the planet's temperature, increased concentrations of greenhouse gases are leading to increased worldwide temperatures and resulting in global climate change. Models show that this could lead to global temperature increases ranging from 2 degrees Fahrenheit to 10 degrees Fahrenheit.

Impacts

Climate change has been scientifically proven and internationally recognized, and the Intergovernmental Panel on Climate Change has stated that reductions in GHG emissions are needed in order to prevent catastrophic impacts. The State of California has recognized this threat, stating that it may result in "the exacerbation of air quality problems, a reduction in the quality and supply of water to the state…a rise in sea levels resulting in the displacement of thousands of coastal businesses and residents, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human-related health problems." The State has passed extensive legislation that establishes reduction targets, requires emissions inventories, and promotes renewable energy sources.

Climate change can severely impact natural resources in Morro Bay. The coastline may face frequent inundation as the sea level rises due to thermal expansion and the melting of glaciers and snowpack. This condition will impact groundwater salinity and the size and beauty of local beaches, which are tourist destinations and contribute to the city's tourism economy. Estimates also show that changing precipitation levels may result in diminished water supply. Local agricultural activities would likely be impacted as groundwater resources decrease and certain types of crops can no longer grow in the area.

Morro Bay Greenhouse Gas inventory, Sources, and Goals

In 2008, the City developed a comprehensive greenhouse gas emissions inventory. The results of the inventory showed that in 2005, Morro Bay emitted 67,936 metric tons of carbon dioxide equivalent ($MTCO_2e$) in the baseline year 2005. Table C-2 shows each sector and its total emissions.

Table C-2:
2005 Greenhouse Gas Emissions

Sector	Emissions ($MTCO_2e$)	Percentage of Total
Transportation	22,506	40.4%
Residential	16,094	28.9%
Commercial/Industrial Energy Use	11,442	20.6%
Off-Road Vehicles and Equipment	2,740	4.9%
Solid Waste	2,695	4.8%
Wastewater	200	0.4%
Total	55,677	100%

The transportation sector was the largest contributor to emissions and comprised 40 percent of the total. The next largest contributor was the residential sector, with 29 percent of total emissions. Commercial and industrial uses accounted for 21 percent of the total.

The inventory noted that if consumption trends continue, emissions will increase by 37 percent through 2025. In order to mitigate the anticipated impacts of climate change, Morro Bay will need to reduce its contribution to these emissions. Existing planning efforts and state reduction efforts can be combined with future strategies to bring Morro Bay into compliance with emissions reduction goals.

GOALS AND POLICIES

GOAL C-3: Greenhouse gas emissions in Morro Bay are reduced and consistent with state goals.

POLICY C-3.1: **Emissions Reduction Target.** By 2020, reduce community-wide greenhouse gas emissions to 15 percent below 2005 levels. By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing the community on a path to meet the state's 2050 greenhouse gas emissions reduction goals.

POLICY C-3.2: **Climate Action Plan.** Continue to implement and regularly evaluate the Morro Bay Climate Action Plan and greenhouse gas inventory to evaluate progress, celebrate successes, and adjust strategies as needed to meet emissions goals.

POLICY C-3.3: **Greenhouse Gas Inventory.** Continue to update the greenhouse gas inventory to determine whether emissions are within recommended levels.

POLICY C-3.4: **Greenhouse Gas Reduction Strategies.** Pursue a variety of greenhouse gas reduction strategies across the transportation, residential, waste, and commercial sectors, commensurate with their share of the community's greenhouse gas emissions.

POLICY C-3.5: **Grant Funding.** Seek grant funding to support implementation of greenhouse gas reduction projects for the City, as well as for residents and businesses.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

Water Resources and Conservation

LCP

Ensuring a sustainable, long-term water supply is an ongoing challenge in Morro Bay and is exacerbated by anticipated growth and climate change impacts.

Local Hydrology

The majority of Morro Bay is located in the Morro Bay Watershed, which covers 46,598 acres. Most of the watershed is used for open space, agriculture, and recreation. Approximately 7 percent of the watershed is urban. Waters in this watershed drain into Chorro and Los Osos creeks. Chorro Creek accounts for about 60 percent of the total land area and drains into the estuary. Chorro Creek's major tributaries include San Bernardo, San Luisito, Walters, Pennington, and Dairy creeks. Discharge from Chorro Creek varies each year. A small portion of the city is located within the Cayucos Creek-Whale Rock Watershed, which drains into Morro Creek and discharges into the Pacific Ocean. Watershed boundaries in Morro Bay are shown in Figure C-4.

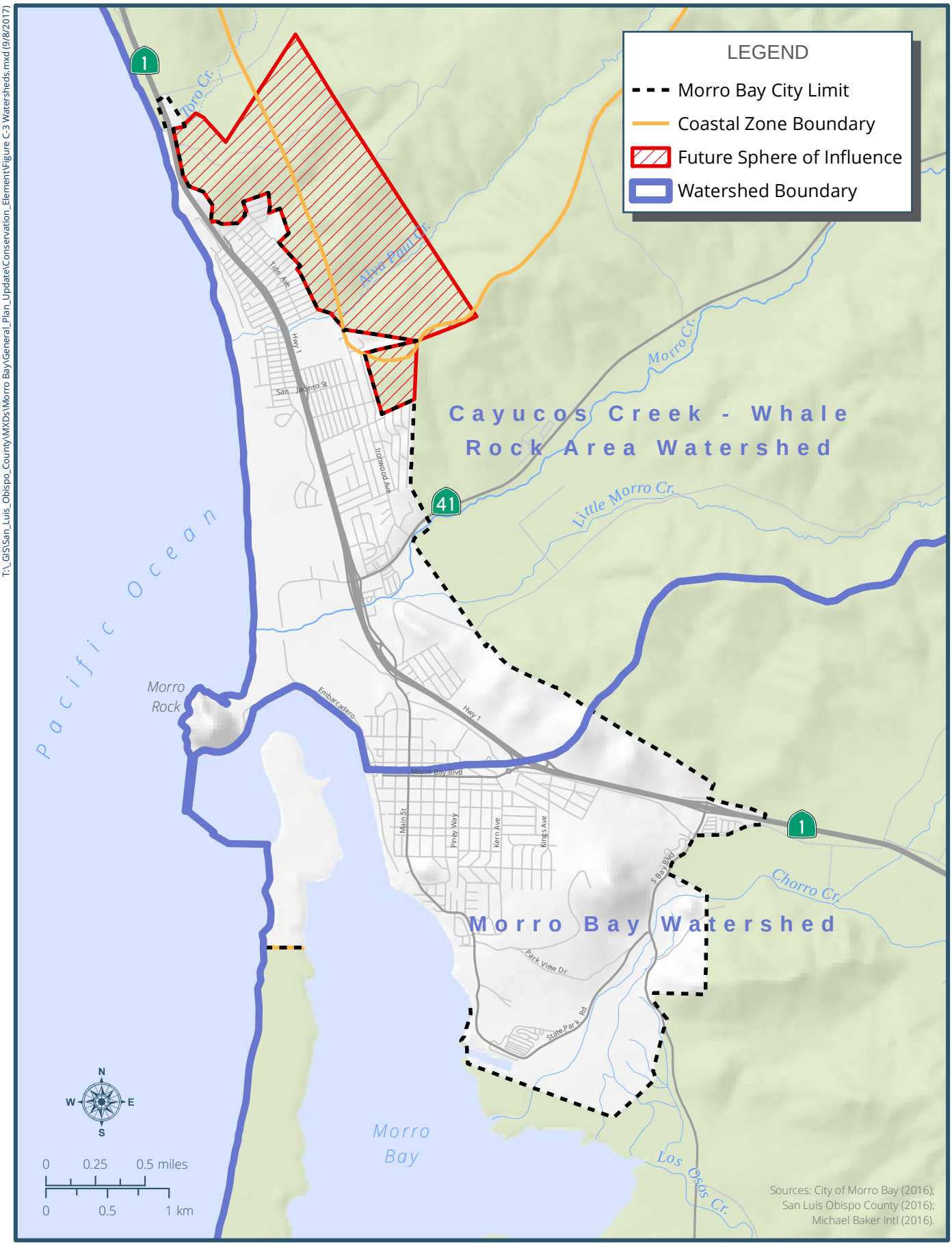
Water Supply

Approximately 93 percent of Morro Bay's water supply is imported from the State Water Project (SWP) in the Sierra Nevada foothills. Water is purchased through the California Department of Water Resources and supplemented by the Chorro and Morro Valley groundwater basins. This source of water is constrained due to seawater intrusion, overdraft, and water quality issues.

Anticipated changes to Morro Bay's economy, demographics, and environment will place increased strain on the water supply. By 2040, Morro Bay's population is expected to increase by 13 percent. Although Morro Bay has established a growth cap under Measure F, the allowed growth will still require additional water and will impact local water supply and quality. Growth will also affect groundwater supply, because the increased amount of impervious surfaces from additional residential development and infrastructure would cause more water to drain into stormwater drains rather than naturally infiltrating into the ground. The water supply will also be affected by climate change impacts, including extreme heat, wildfires, drought, flooding, and sea level rise. Each of these impacts will stress water supplies by decreasing available water sources and compromising water quality.

In the event of supply reductions or emergency conditions, the City has a desalination plant that can be used to remove nitrates and treat seawater and brackish groundwater. If permit conditions are met, this plant may be able to able to serve as

a primary source of water supply in the future, which would further diversify the water supply. However, use of the plant would also require relatively high energy use as compared to other water sources.



T:_GIS\San_Luis_Obispo_County\MXDs\Morro Bay\General_Plan_Update\Conservation_Element\Figure C-3 Watersheds.mxd (9/8/2017)

Plan MORRO BAY

FIGURE C-4

Watershed Boundaries

Water Restrictions

Morro Bay has implemented water use restrictions since the early 1990s, and subsequent reductions in water use demonstrate the community's ability to operate within a decreased water budget. The City can maintain and increase these reductions by altering requirements related to the use of water-efficient appliances and drought-friendly landscaping in Morro Bay homes and businesses. By working closely with visitor-serving industries such as hotels and restaurants, the City can also help diversify the cost burden away from full-time residents.

Water Quality

As Morro Bay's population increases, growth may compromise water quality as stormwater runoff increases and groundwater infiltration decreases. This increased runoff would also contain more pollutants, which can affect water quality in the coast, bay, estuary, and wetland waters, as well as in groundwater. Pollutants that enter bodies of water may contain bacteria that is detrimental to human and wildlife health.

The City's potable water supply is contingent on the quality of water imported from the SWP and the local groundwater. The City's water supply is tested at multiple locations, and a water quality report is published that outlines the water quality results between SWP water and groundwater. This report details whether the City has exceeded "maximum contaminant levels," which are health and safety requirements determined by the State. If contaminant levels constitute a health and safety issue, this information is reported immediately.

Morro Bay does not currently exceed state health and safety standards for drinking water quality, but nitrate levels in the Chorro and Morro Valley groundwater wells pose health risks for infants and pregnant women. While groundwater sources occasionally exceed allowable contaminant levels, groundwater can be treated or blended with SWP water to reduce contaminant levels below the allowable amount.

Morro Bay's groundwater basins have also intermittently experienced seawater intrusion that impacts shallow groundwater resources, increasing water salinity. Seawater intrusion tends to be limited to dry time periods when wells are used due to Chorro Creek's flow dropping below 1.4 cubic feet per second. This issue has been partially solved by supplementing groundwater with SWP water, but the solution is adding to statewide supply pressures on SWP resources.

Stormwater

Stormwater flows through the planning area into the bay and the Pacific Ocean. In Morro Bay, stormwater is regulated through a National Pollutant Discharge Elimination System (NPDES) permit. Morro Bay's stormwater is considered a "point source," which the US Environmental Protection Agency (EPA) defines as "any discernible, confined and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged." In order to legally discharge stormwater into a body of water, the City has to obtain an NPDES permit. The City is currently in compliance with the State Water Resources Control Board Water Quality No. 2013-0001 DWQ, resolution R-3-2013-0032. This is a five-year permit and is set to renew in 2018.

Runoff can be a significant contributor to both surface water and groundwater contamination. A 2007 study demonstrated that nitrate-based agricultural fertilizers are the primary source of nitrate contamination in the Morro Valley Groundwater Basin. This is primarily an issue in nearby unincorporated areas of San Luis Obispo County.

The network of storm sewer pipes and open channels in the city is shown in Figure C-5.

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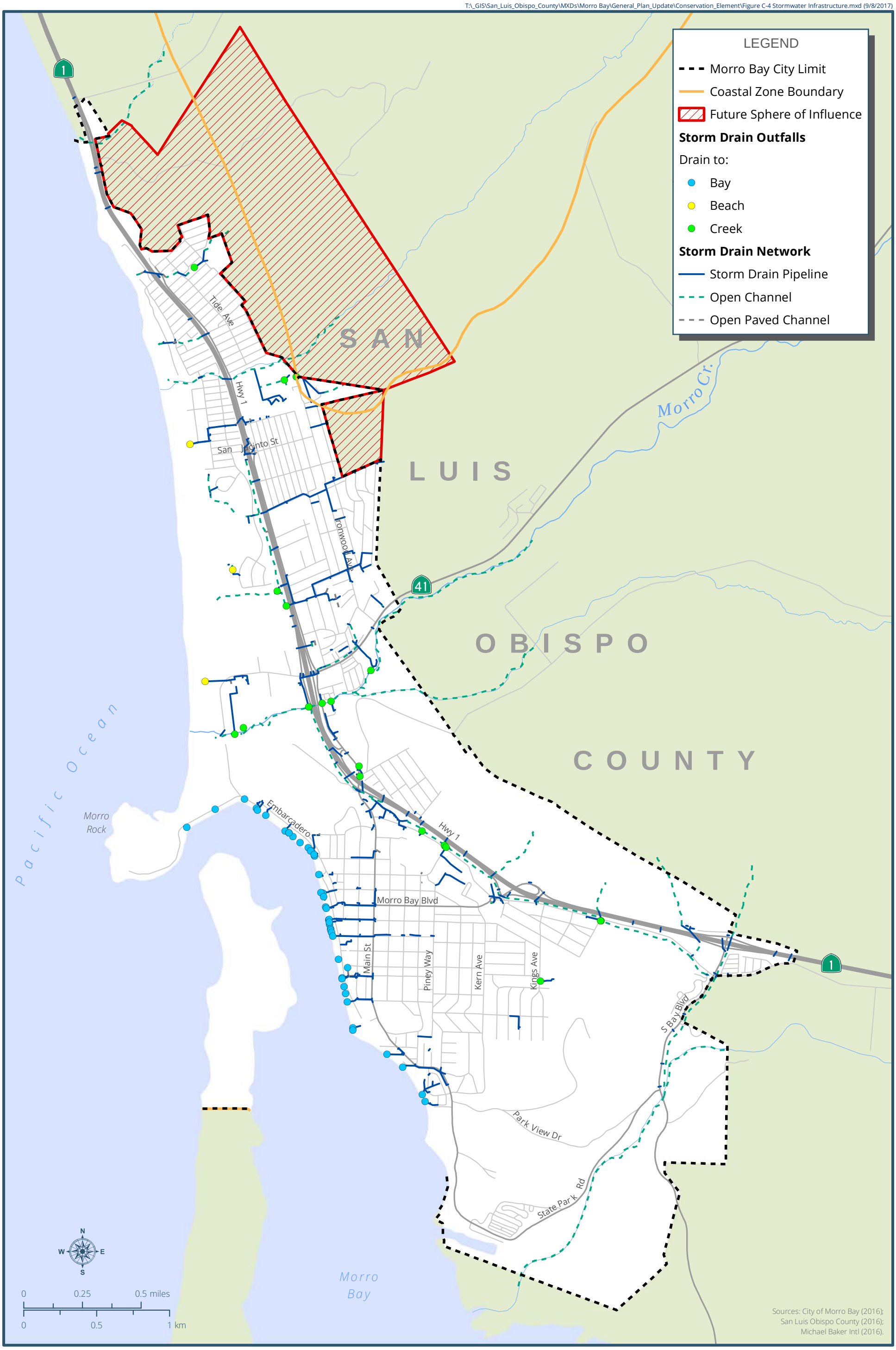

FIGURE C-5

Stormwater Infrastructure

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Wastewater

Morro Bay's current wastewater treatment plant was designed to only partially treat wastewater to a secondary level and operates under an administratively extended 301(h) waiver. The plant, originally constructed at its present location in 1953, is at the end of its useful life and located in a flood hazard zone, tsunami inundation zone, and potential sea level rise inundation zone. Anticipated growth will also increase wastewater levels, and this could lead to unsanitary discharges and the violation of local water quality permits. However, the imminent removal of the wastewater flows from Cayucos from the waste stream treated at the Morro Bay plant will slow the increase in wastewater levels in Morro Bay. Morro Bay is currently developing plans for a new water reclamation facility to replace the existing wastewater treatment plant, which could expand water supply options through recycled water.

The Sewer System Management Plan was adopted in 2009 and last updated in 2014; the plan is in compliance with state requirements for sanitary sewer system operation. The City has performed two audits of the plan to ensure effectiveness and compliance with state standards.

OneWater Morro Bay

Morro Bay's water issues are currently addressed by separately managed plans that have significant overlap. The City is implementing a new approach to integrate these plans into one cohesive document titled "OneWater Morro Bay" to address all water issues and efficiently maximize the use of available resources. OneWater Morro Bay addresses the requirements of the following City water plans:

- Water Reclamation Facility Master Plan
- Master Water Reclamation Plan
- Urban Water Management Plan
- Sanitary Sewer Management Plan
- Wastewater Collection System Master Plan
- Water Master Plan
- Stormwater Master Plan

Key Issues

Morro Bay's primary water issues include:

- Excess nitrogen in agriculture runoff, which contributes to pollution and water quality issues;
- Seawater intrusion in groundwater wells, which limits the water supply during drought conditions;
- Anticipated impacts of climate change on the Morro Bay Estuary; and
- Complicated and overlapping plans that limit the City's ability to integrate water management approaches.

While the City has a number of plans and policies to manage existing and anticipated water issues, additional implementation will be needed to ensure Morro Bay is prepared for growth and changing climate conditions.

GOALS AND POLICIES

GOAL C-4: Morro Bay water is safe, available, and used in an environmentally responsible manner.

POLICY C-4.1: **Water Supply.** Diversify the City's water supply.

POLICY C-4.2: **Water Supply Monitoring.** Monitor demands on the water system and continue to limit future growth to correspond to the available water supply.

POLICY C-4.3: **Water Restrictions.** Continue to implement water conservation measures

POLICY C-4.4: **Sustainable Supply.** Development shall only be approved if it is first clearly demonstrated that the development will be served by an adequate existing water allocation and sustainable long-term water supply. Consistency with Housing Element Program H-1.1 shall be maintained to prioritize allocation of water to projects containing affordable housing.

POLICY C-4.5: **New Development and Reuse Projects.** Manage new development and reuse projects and existing land uses to mitigate impacts and/or facilitate improvements to the City's water systems.

POLICY C-4.6: **Improve Water System.** Maintain and improve water supply and distribution facilities as required to facilitate buildout.

POLICY C-4.7: **Water Conservation Features.** Require incorporation of feasible and innovative water conservation features in the design of new development and reuse projects. Minimize economic hardship on existing residents and businesses.

POLICY C-4.8: **Water Conservation Practices.** Continue to encourage maximum water conservation in existing land uses, and provide incentives that encourage building owners and homeowners associations to complete water efficiency retrofits. Minimize economic hardship on residents and businesses.

POLICY C-4.9: **Recycled Water.** Encourage the use of recycled water for construction, grading, and other non-contact uses where recycled water is available or expected to be available. Development approval shall, as appropriate, include the option for re-plumbing for greywater use in the future.

POLICY C-4.10: **Public Education.** Partner with and provide information to community organizations, residents, and businesses regarding methods to reduce water use.

POLICY C-4.11: **Desalination Plant.** Continue to operate the desalination plant as needed for emergency or non-routine purposes to ensure that the City's minimum water quality and quantity standards are met.

POLICY C-4.12: **Desalination Energy Usage.** Evaluate the desalination plant and its energy usage to determine whether it may serve as a major water source in the future.

POLICY C-4.13: **Drainage Technologies.** Require that new development projects employ innovative and efficient drainage technologies that comply with federal and state water quality requirements and reduce runoff and water quality impacts to downstream environments.

POLICY C-4.14: **Pollutant Runoff.** Reduce pollutant runoff from agriculture and new development to marine biological resources and wetlands by requiring the use of the most effective best management practices currently available.

POLICY C-4.15: Water Quality. Developments of water quality concern, including gas stations/carwashes and industrial development, are those that have a greater potential for adverse impacts to water quality and hydrology due to the extent of impervious surface area, type of land use, and/or proximity to coastal waters, and require additional and context specific best management practices to protect and enhance water quality.

To reduce the potential for degradation or impairment of water quality, the City shall continue to investigate and implement new measures to reduce potential pollutants in stormwater and irrigation runoff and require the following:

- To the maximum extent feasible, development shall include specific measures to help reduce potential pollutants and water quality impairment, including controlling the disposal of chemicals and hazardous materials, controlling the use of pesticides and herbicides, maintaining existing stormwater capture programs, applying low-impact development designs, and requiring on-site retention and/or reuse of runoff. The City shall utilize ecologically responsible pest control methods and integrated pest management to the extent feasible on public property and encourage this practice on private property.
- Drainage plans and erosion, sediment, and pollution control measures shall be required as conditions of approval of every application for new development that has the potential to impair water quality.
- Construction phase stormwater pollutant controls shall be required for development with the potential for water quality impairment, including erosion controls, sediment traps and filtering of off-site stormwater flows, capture of site-generated pollutant sources, street sweeping of dirt tracked off-site, litter control, post-construction monitoring, and other best management practices. Construction-phase water quality impacts shall be avoided by minimizing the disturbed area, phasing grading activities, implementing soil stabilization and pollution prevention measures, and preventing unnecessary soil compaction. Development with the potential for water quality impairment shall, at a minimum, be designed to meet National Pollutant Discharge Elimination System stormwater runoff requirements.

POLICY C-4.16: **Impervious Surfaces.** Development shall minimize new impervious surfaces, where feasible, especially impervious areas directly connected to water and marine resources, and, where feasible, increase the area of pervious surfaces in redevelopment to reduce runoff.

POLICY C-4.17: **Wastewater Marine Impacts.** Wastewater disposal systems which minimize or eliminate marine resource pollution, and which provide for reclamation of wastewater for reuse, shall be encouraged. New development, including redeveloped structures, shall connect to the public wastewater treatment system.

POLICY C-4.18: **Infrastructure Relocation.** The City shall consider the relocation of critical water and wastewater infrastructure, as necessary and feasible, to protect those services from the effects of sea level rise and other coastal hazards.

POLICY C-4.19: **Outfalls.** In order to minimize impacts from coastal hazards as well as avoid impacts to water quality, public access, and scenic and visual resources, the City shall seek and pursue opportunities to consolidate and/or eliminate reliance on stormwater outfalls that convey stormwater onto the beach and/or into Morro Bay or Pacific Ocean. Outfalls that are below sea level, or are likely to be below sea level with sea level rise and/or high storm tides, shall be designed to prevent the entry of sea water and sand to the extent practical, and shall be regularly monitored and maintained to avoid marine resource degradation. Further, to the extent feasible, outfalls shall be sited and designed to minimize public view impacts, including those perspectives from the beach and other shoreline public viewing areas, by way of concealing, screening, and camouflaging these outfalls, and through the use of natural storm and energy dissipaters to reduce erosion and improve visual appearance.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

Energy Resources

LCP

The way energy is obtained is one of several determinants of community health. Energy generated from fossil fuels is the largest contributor to greenhouse gas emissions, and such fuels are a vulnerable and nonrenewable source of energy.

In the 1950s, the Pacific Gas and Electric Company (PG&E) built a power plant in Morro Bay. In 2006, the plant was sold to Dynegy, which operated the plant until 2014. At that point, Dynegy determined that the power plant could no longer be profitable, and it closed the plant. Electricity and natural gas, supplied by PG&E, are still used for residential and nonresidential activities in Morro Bay.

Energy Conservation

In order to reduce greenhouse gas emissions and fossil fuel consumption, energy conservation will be necessary. The State has adopted Title 24, which includes comprehensive energy conservation standards that must be incorporated into all new development projects, including remodeling. These standards are implemented in Morro Bay through the building permit review process. Energy conservation can also be achieved in individual homes and businesses through increased energy efficiency. Incentives and rebates are available to households that wish to complete upgrades or retrofits to improve energy efficiency.

Renewable Energy Production and Use

Morro Bay does not currently have its own energy-related uses, but it can explore options for renewable energy production and consumption. Options could be incentivized in new development projects and supported through Community Choice Aggregation (CCA), which allows consumers to buy into alternative energy supplies. These options would limit the community's strain on nonrenewable energy sources and decrease sources of greenhouse gas emissions.

Section 30413 of the Coastal Act establishes requirements for coastal energy facilities, including solar arrays and wave energy converters, which are forms of renewable energy. This section dictates that the Coastal Commission and the California Energy Commission (CEC) participate in decisions regarding these requirements.

GOALS AND POLICIES

GOAL C-5: Morro Bay is a leader in energy innovation and sustainable usage.

POLICY C-5.1: **Weatherization Incentive Programs.** Promote low-cost or free weatherization programs for disadvantaged residents, including low-income families and elderly individuals.

POLICY C-5.2: **Energy Efficiency Standards.** Construct all new City facilities to be more energy efficient than the minimum energy efficiency standards in the California Building Standards Code, and achieve zero net energy performance for new City facilities when possible.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

GOAL C-6: Energy available to Morro Bay residences, businesses, and public buildings is renewable and sustainable.

POLICY C-6.1: **Renewable Energy Incentive Programs.** Create incentives that promote renewable energy systems as a component of new development or reuse projects.

POLICY C-6.2: **Renewable Energy in Home and Commercial Uses.** Encourage the use of solar energy systems in homes and commercial businesses as a form of renewable energy, including in support of zero net energy goals.

POLICY C-6.3: **Renewable Energy in Municipal Uses.** Maximize renewable energy capacity on municipal property and renewable energy use in City-sponsored projects and activities.

POLICY C-6.4: **Community Choice Aggregation.** Support Community Choice Aggregation (CCA) if this is determined to be a cost-effective alternative.

POLICY C-6.5: **Partnerships.** Support public/private partnerships to implement energy efficiency, energy storage, and microgrid development to achieve cost savings, reduce energy use, and improve energy reliability.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

Waste Management

Solid Waste

Chapter 8.16 of the Morro Bay Municipal Code outlines procedures and regulations for solid waste collection. Morro Bay has mandatory garbage collection and voluntary green waste, food waste, and recycling collection. Certain types of solid waste disposal are illegal, including burying or burning waste materials. The City contracts with Morro Bay Garbage Service to provide residential and commercial waste collection services. Each year, Morro Bay Garbage allows residents to put out additional garbage at no extra cost for spring and fall "cleanup days."

State Goal

In 2015, the State of California set a goal to divert 75 percent of all solid waste through composting, recycling, or source reduction by 2020. This goal requires coordinating current landfill diversion programs with materials management programs to achieve the highest and best use of all waste materials in the state. To achieve this goal, 23 million additional tons would need to be recycled, reduced, or composted by 2020. Local jurisdictions are required to participate in efforts to divert or reduce significant portions of their waste.

Morro Bay as a Zero Waste Community

Morro Bay has the goal of becoming a zero waste community through citywide efforts to increase waste diversion and reduction. This goal would comply with state law and assist in achieving statewide goals.

GOALS AND POLICIES

GOAL C-7: Morro Bay is a zero waste community.

POLICY C-7.1: **Disposal Rates.** Continue to reduce disposal rates to zero.

POLICY C-7.2: **Waste Reduction and Diversion.** Incentivize household waste reduction and diversion.

POLICY C-7.3: **Diversion in Multi-Family and Visitor-Serving** Uses. Improve waste diversion options in multi-family and visitor-serving accommodations.

POLICY C-7.4: **Public Education.** Provide public information regarding waste reduction and diversion strategies to households.

POLICY C-7.5: **Partnerships.** Partner with local businesses and organizations to reduce waste in the community through public information, programs, and incentives.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

Visual Resources and Viewsheds

Scenic Resources

LCP

Visual resources and viewsheds in Morro Bay include natural and man-made features such as vistas, scenic corridors, and the visual character of various parts of the built environment. Some of the most iconic resources in Morro Bay include Morro Rock, the former Dynegy power plant, downtown Morro Bay, and various coastal resources including the beach, sandspit, harbor, and the salt marsh.

Scenic Vistas and Viewpoints

A scenic vista is a publicly valued place that offers views of an aesthetically valued landscape. These vistas can be officially or unofficially designated. While there are no officially designated scenic vistas in Morro Bay, several views serve this purpose and are valued by the community. The specific public views that should be protected include general views of the hillside backdrop; the hills and ridgelines to the east of the city, especially in North Morro Bay; north

toward Morro Rock; north toward Cayucos; south toward the Morro Bay Estuary; and south toward Los Osos and the Irish Hills.

When assessing views in and of Morro Bay, it is important to consider:

- Enhancement of the city's character through the use of building materials and the scale of the structures.
- Compatibility with surrounding structures.
- Compatibility with the natural features of the area (i.e., topography).
- Preservation of public views.
- Enhancement and definition of the city's image.
- Uniqueness of the city's image.
- Maintenance of scenic highway conditions.
- Any additional view considerations as requested by regulatory agencies.

Regional plans may also specify additional views that should be protected. For example, San Luis Obispo County's Estero Area Plan establishes protection of the scenic vista of the Morros, which are located in and near Morro Bay.

Figures C-6 and C-7 show Viewpoints and Scenic Views in Morro Bay.

Scenic Highways and Viewsheds

The California Department of Transportation (Caltrans) awards special status to scenic highways in the state. Highway 1 is an officially designated scenic highway, and a portion of the highway is located in the Morro Bay planning area. The highway is also designated as a scenic corridor in the County's Estero Area Plan. Other highways in the area, including Highway 41 between Highway 1 and US 101, have not been officially designated but may be eligible for this designation. Viewshed conditions in these areas may need to be improved by eliminating obstructions or improving facility quality and cleanliness.

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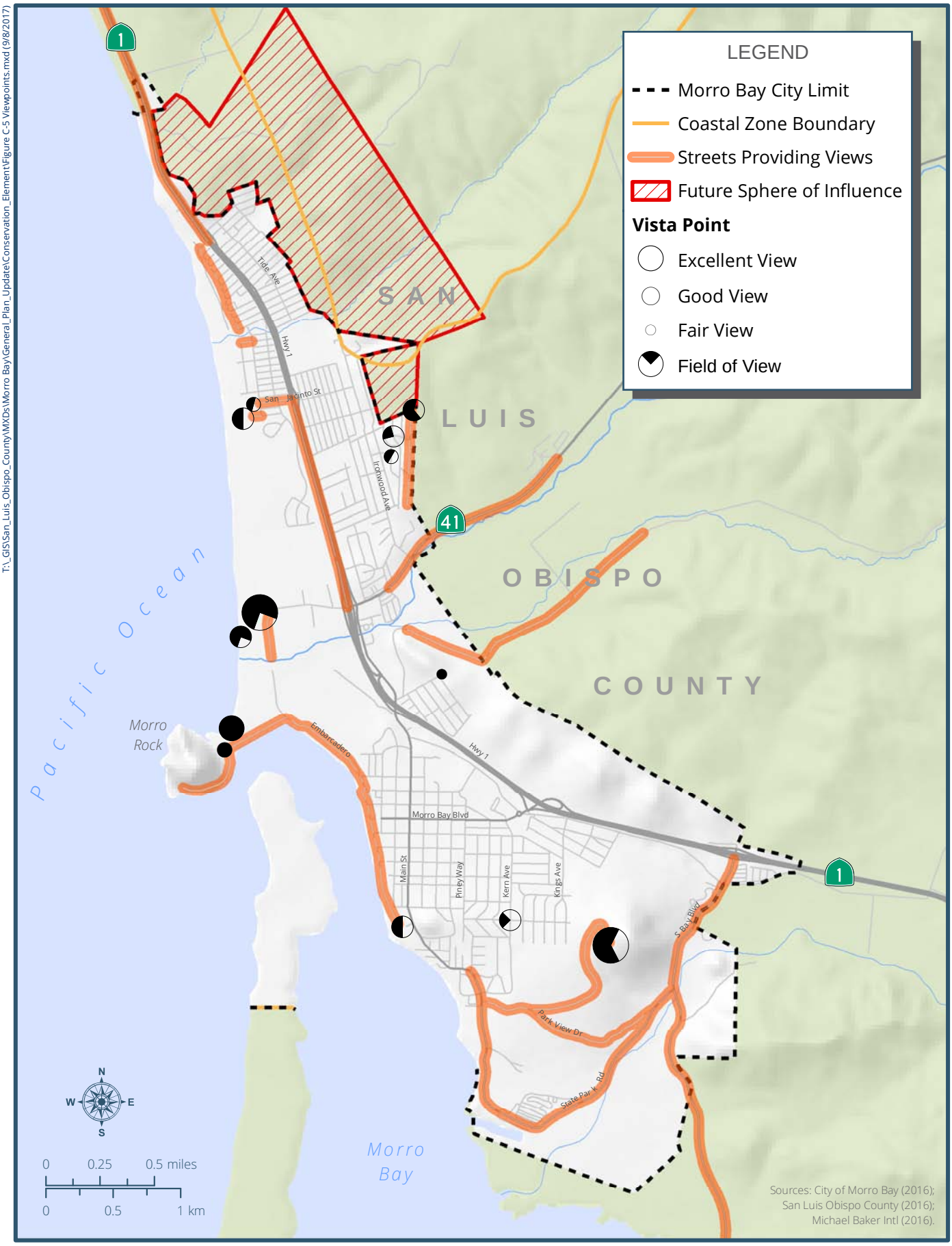

FIGURE C-6

Viewpoints Map

FIGURE C-7

Scenic Views

GOALS AND POLICIES

GOAL C-8: The aesthetic and visual natural resources in Morro Bay are protected to preserve the community's identity.

POLICY C-8.1: **Public View Protection.** Identify and protect the public view points, corridors, and viewsheds from which scenic views can be observed. Development, to the maximum extent feasible, shall not interfere with public views to and along the ocean and scenic coastal areas.

POLICY C-8.2: **Protection of Ridgeline Views.** Require new development proposed on or near visually prominent ridgelines to be grouped below the ridgeline on the least visually prominent portion of the site. Prohibit new development on top of, within 300 feet horizontally, or within 100 feet vertically of visually prominent ridgelines, whichever is more restrictive, if other suitable locations are available on the site. If structures must be placed within this restricted area because of site size or similar constraints, they shall be in locations that are least visible from public viewing areas, shall be sited and designed to limit public view impacts to the maximum extent feasible (including through landscaping and screening), and shall not exceed 18 feet in height. See Implementation Action C-30 in Section 5 for implementation of this policy.

POLICY C-8.3: **Viewshed Protection Guidelines.** Designate and protect official viewsheds through viewshed protection design guidelines. The guidelines shall include special siting and design criteria including placing accessory development such as fences away from public view as much as possible, height and story limitations, bulk and scale limitations, screening and landscaping requirements, natural materials and color requirements, minimizing lighting that spills into nighttime public views, avoiding glares from windows and reflective surfaces, and requirements to prepare landscaping plans using drought-tolerant and native plants that protect and enhance scenic resources; minimizing land coverage, grading, and structure height; and maximizing setbacks from adjacent open space areas. Clustering to maximize open space views may also be considered.

Additionally, development within visually prominent settings shall be sited and designed to avoid blocking or having a significant adverse impact on public views, including by situating buildings, access roads, and related development in a manner and configuration that maximizes public viewshed protection, and through such measures as height and story limitations, and

bulk and scale limitations. Clustering development to maximize open space views may also be considered.

POLICY C-8.4: **Lighting Standards.** Revise lighting standards to prevent glare and protect views.

POLICY C-8.5: **Degraded Viewsheds.** Identify degraded viewsheds and other issues affecting viewshed quality.

POLICY C-8.6: **Massing, Height, and Orientation Requirements.** Require massing, height, and orientation of new development or construction to be sited and designed to preserve public coastal views to and along the ocean and scenic areas.

POLICY C-8.7: **Preservation of Visual Character.** Accommodate economic growth and new buildings while preserving the visual character of the natural community.

POLICY C-8.8: **Lighting Levels.** Preserve skyward nighttime views and lessen glare to minimize lighting levels in open spaces and along the coastline.

POLICY C-8.9: **Signage, Infrastructure, and Utility Requirements.** Encourage signage, infrastructure, and utilities that do not block or detract from views of scenic vistas. The long-term goal shall be to place all overhead utilities underground. When possible, new development shall have utilities placed underground and outside of public view. If undergrounding isn't possible, an in-lieu fee shall be paid toward future undergrounding.

POLICY C-8.10: **Public and Private Landscaping.** Ensure new public or private landscaping considers public scenic views and vistas, and encourage landscape installations that protect or enhance those views and vistas, including ensuring that such landscaping does not obstruct public scenic views and vistas at maturity.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

Coastal Resources

LCP

Greenprint

Morro Bay is well known for its coastline and coastal resources. In 1994, the bay was designated as a state estuary, and in 1995, it became an estuary of national significance.

Wetlands and Estuaries

An estuary is a coastal body of water that is usually semi-enclosed by land with open, partially obstructed, or intermittent exchange with the ocean. The Morro Bay Estuary is located at the southernmost end of the city near Morro Bay State Park. The estuary surrounds the terrain along the water in the park and intergrades with coastal salt marsh communities and other water sources. The estuary is important to the environment because it is home to rare and important species of fish, birds, and other animal and plant species.

Wetlands are also located within the coastal zone and may be covered with periodically or permanently shallow water. There are many different types of wetland environments in Morro Bay. These include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, and mudflats. Wetlands are important to the environment because they serve as riparian habitats that protect the coast from excessive erosion and flooding. They also help purify water sources by filtering out sediments and decomposing vegetative matter.

Wetlands and estuaries are considered sensitive coastal resource areas and special treatment areas in Sections 30116 and 30118.5 of the Coastal Act. Pursuant to Section 30115 of the Coastal Act, estuaries are also included in the Coastal Commission's definition of "sea," along with a variety of other coast water resources that warrant special protection. The Coastal Act identifies regulatory guidance for these resources in several sections as summarized below.

Section 30231: Biological Productivity; Water Quality

Section 30231 states that the biological productivity and water quality of resources such as estuaries and wetlands should be maintained and restored through a variety of means in order to minimize the adverse effects of wastewater, runoff, and groundwater depletion. Wastewater reclamation, maintenance of natural buffers, and minimization of natural stream alteration should be encouraged.

Section 30233: Diking, Filling, or Dredging; Continued Movement of Sediment and Nutrients

Section 30233 states that these practices will only be permitted in estuaries and wetlands when there is no less damaging alternative and where feasible mitigation measures have been provided to minimize the adverse impacts. Only certain types of diking, filling, and dredging activity will be permitted in these areas.

Section 30255: Priority of Coastal Dependent Developments

While the Coastal Act allows coastal-dependent uses to take priority over other development near the shoreline, these uses are not permitted in a wetland.

Section 30411: Department of Fish and Wildlife; Management Programs; Wetlands; Aquaculture; Coastal Sites

One portion of Section 30411 states that the Department of Fish and Wildlife (previously known as two separate entities called the Department of Fish and Game and the Fish and Game Commission) may impose different or additional standards for wetlands. The City may not impose any controls that duplicate or exceed regulatory controls established by those agencies.

Section 30607.1: Wetlands Dike and Fill Development; Mitigation Measures

When these activities are permitted (pursuant to Section 30233), mitigation measures are required to include restoration, replacement, or in-lieu fees. These measures should be completed prior to the start of dike and fill activities.

Figure C-8 shows wetlands and drainages in Morro Bay.

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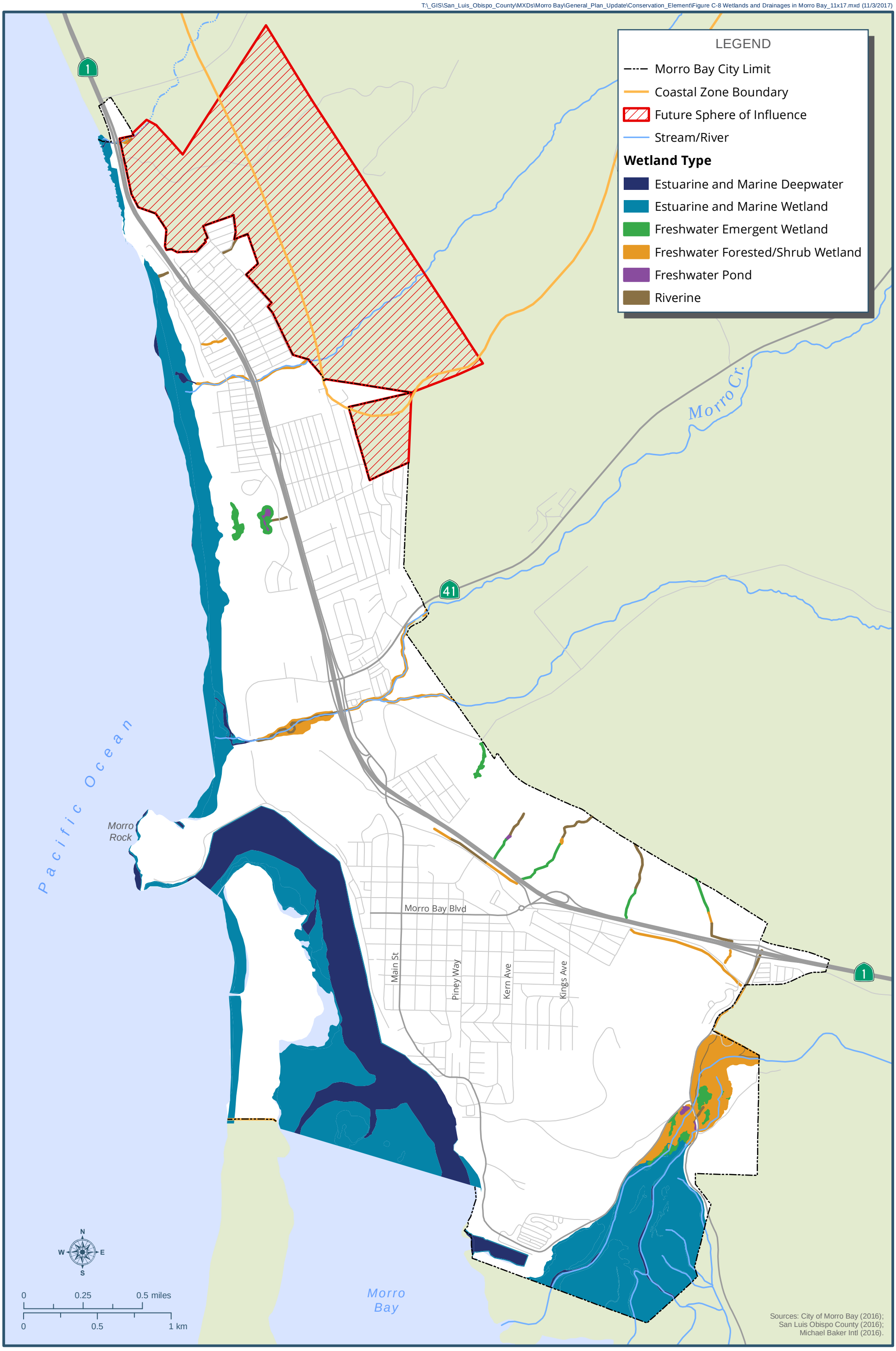

Figure C-8

Wetlands and Drainages in Morro Bay

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GOALS AND POLICIES

GOAL C-9: The coastal resources of Morro Bay are fully protected and prioritized.

POLICY C-9.1: **Preservation of Morro Bay Estuary.** Take an ecosystem approach to the preservation of the Morro Bay Estuary by consulting with scientists, environmental historians, the US Army Corps of Engineers, and regional and state agencies to regularly evaluate the health of the complete estuary ecosystem. Adjust local and regional requirements and prohibitions on development, building design, water craft usage, pollution control, and other important issues to maintain the quality of the estuary system.

POLICY C-9.2: **Interagency Cooperation.** Work with other local agencies, including the County of San Luis Obispo and the US Army Corps of Engineers, to ensure the continued maintenance of the Morro Bay navigation channels.

POLICY C-9.3: **Development in Sensitive and Protected Communities.** Prohibit development that jeopardizes or diminishes the integrity of sensitive or protected coastal plant and animal communities, accounting for expected changes from sea level rise.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

Other Resources

Mineral Resources

While greater San Luis Obispo County contains a variety of mineral resources that are managed and extracted, there are no existing mineral extraction operations in Morro Bay. The state geologist has not designated any areas in Morro Bay that have mineral resources of statewide or regional significance.

Cultural and Historic Resources

LCP

Morro Bay is located in the Central Coast archaeological region, which is defined as stretching from south of San Francisco Bay to the northern edge of the Southern California Bight. Morro Bay was historically occupied by the Obispeño Chumash and the Salinan tribes. Recent data suggests that hunting, gathering, and aquatic activity was important to those living in this region throughout history. Limited ethnographic information is available about the Obispeño Chumash. They were eventually decimated by European colonization and missionization, but they are an important part of Morro Bay's history and culture. Due to its location in proximity to various water and food sources, Morro Bay likely has many historic and cultural resources.

According to the Office of Historic Preservation, there are no resources or areas listed as California Points of Interest in Morro Bay. There are also no resources listed in the National Register of Historic Places or the California Register of Historical Resources. A number of buildings in Morro Bay are over 45 years of age and may be considered significant cultural resources. It is also likely that a number of paleontological and archaeological resources are present in Morro Bay.

Since most archaeological and paleontological resources are not uncovered or readily seen until grading or construction occurs, it is difficult to site developments appropriately based on the location of archaeological/cultural resources. Upon developing an inventory, the City can take preventive measures to ensure development siting is sensitive to these resources.

The history and culture of Morro Bay is a priority in the community, and the built environment should reflect this importance. This objective can be achieved through adaptive reuse, wherein the City can encourage development projects that preserve historical and cultural legacies. Older buildings that may be considered significant resources can be repurposed for use by the community. This approach is considered more sustainable and culturally sensitive than simply constructing new buildings. The City can also achieve this goal by establishing an overlay zone for cultural resources. This overlay zone would apply to sites where sensitive archaeological and/or paleontological resources have been identified. New development in the overlay zone would still be required to comply with requirements in the base zone.

GOALS AND POLICIES

GOAL C-10: Cultural and historic resources are identified for protection and showcased as a vital part of Morro Bay history.

POLICY C-10.1: **Historic and Cultural Resources Strategy.** Develop a plan to address historic and cultural resource issues in Morro Bay, which may include conducting and updating inventories, exploring certification options, and developing context statements.

POLICY C-10.2: **Interagency Cooperation**. Work with the Historical Society of Morro Bay and other local groups on historic preservation objectives.

POLICY C-10.3: **Protection of Cultural Resources.** Ensure the protection of cultural and archaeological resources during development, construction, and other similar activities.

POLICY C-10.4: **Cultural Resources Overlay.** Develop a cultural resources overlay to protect archaeological and paleontological resources in Morro Bay.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Conservation Element Implementation Actions" subheading.

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OPEN SPACE

Morro Bay is a small city that attracts visitors from across the globe for its unique coastline, rich waterfront history, and local character. The city's natural resources define the local culture, contributing to the community's identity and way of life. The parks, wetlands, agricultural areas, and especially the world-famous bay and coastline are integral parts of Morro Bay, contributing to the health of residents, the local economy, and the quality of life in the community.

OVERVIEW

Scope and Content

The Open Space Element establishes goals and policies to protect and conserve Morro Bay's open space resources and addresses opportunities to expand the open space system by assessing park and trail facilities, coastal facilities, and recreation programs.

California Government Code Sections 65302(d), 65302(e), and 65560 direct local governments to include an open space element in their general plans. The open space element protects open space for the preservation of natural resources, managed resource production, outdoor recreation, and public health and safety. The Coastal Act also directs local governments to address parks and recreation opportunities in open spaces in their LCPs (Coastal Act Sections 30210, 30212.5, 30221, 30252, and 30610(i)). The Morro Bay Open Space Element meets both state and Coastal Commission requirements for open space provision, in addition to addressing locally important issues.

Relationship to Other Elements

The Open Space Element most closely relates to the Land Use, Circulation, Conservation, Public Safety, and Community Well-Being elements.

The Land Use Element identifies desired future uses for all lands located within the planning area. Uses relevant to the Open Space Element include parks, recreational facilities, and public and privately owned open spaces.

The Circulation Element identifies and ensures access to open spaces and recreational areas. The element also assigns the location of streets and trail systems for pedestrians and bicyclists in open spaces.

Conservation Element goals and policies relate to the conservation of natural resources using open space areas within the planning area.

The Public Safety Element provides resources to address public health and safety, including open space lands such as parks, trails, tidelands, and beaches.

The Community Well-Being Element identifies the quality of life in Morro Bay related to the accessibility of open spaces within the planning area.

RESILIENCY APPROACH

Parks and recreation resources and coastal access points are key community assets that will be exposed to sea level rise, intense heat and drought, flooding, and other climate-related factors in addition to social changes and development pressures. As conditions evolve, the community will face challenges to support and protect open spaces in Morro Bay. Morro Rock and other culturally significant places in Morro Bay will be subject to hazards such as sea level rise. The goals and policies established in this element are intended to enhance the resiliency of open spaces in Morro Bay in light of these challenges and to maintain the benefits of parks and recreational resources for the community and environment. The resiliency approach includes strategies with appropriate siting, design, and if needed, relocation or retreat of certain parks and recreation facilities.

KEY ISSUES

Open Space Resources

The Open Space/Recreation land use designation comprises over 5,100 acres of recreation and open space area in Morro Bay's planning area, including 50 acres of local parkland and 3 linear miles of public beaches. Residents and visitors use these sites for both passive and active recreation, including organized sports, surfing, running, walking, and picnics, and

children's play areas. They also serve as buffers between different land uses in Morro Bay and provide habitat for a variety of local species.

Recreation spaces range from neighborhood playgrounds to nature preserves. Assets within and access to these parks may create barriers to use for different groups of residents, such as the elderly and those with physical disabilities. Open spaces in the region are valued resources and directly contribute to the high quality of life in Morro Bay. The City will continue to work to ensure preservation of open spaces and access to them for all segments of the community.

Open Space Diagram

Open space in the planning area consists of resource-based parks, which primarily provide habitat, and community-based parks, which provide active recreation and amenities. Figure OS-1 shows the location of each open space area in Morro Bay.

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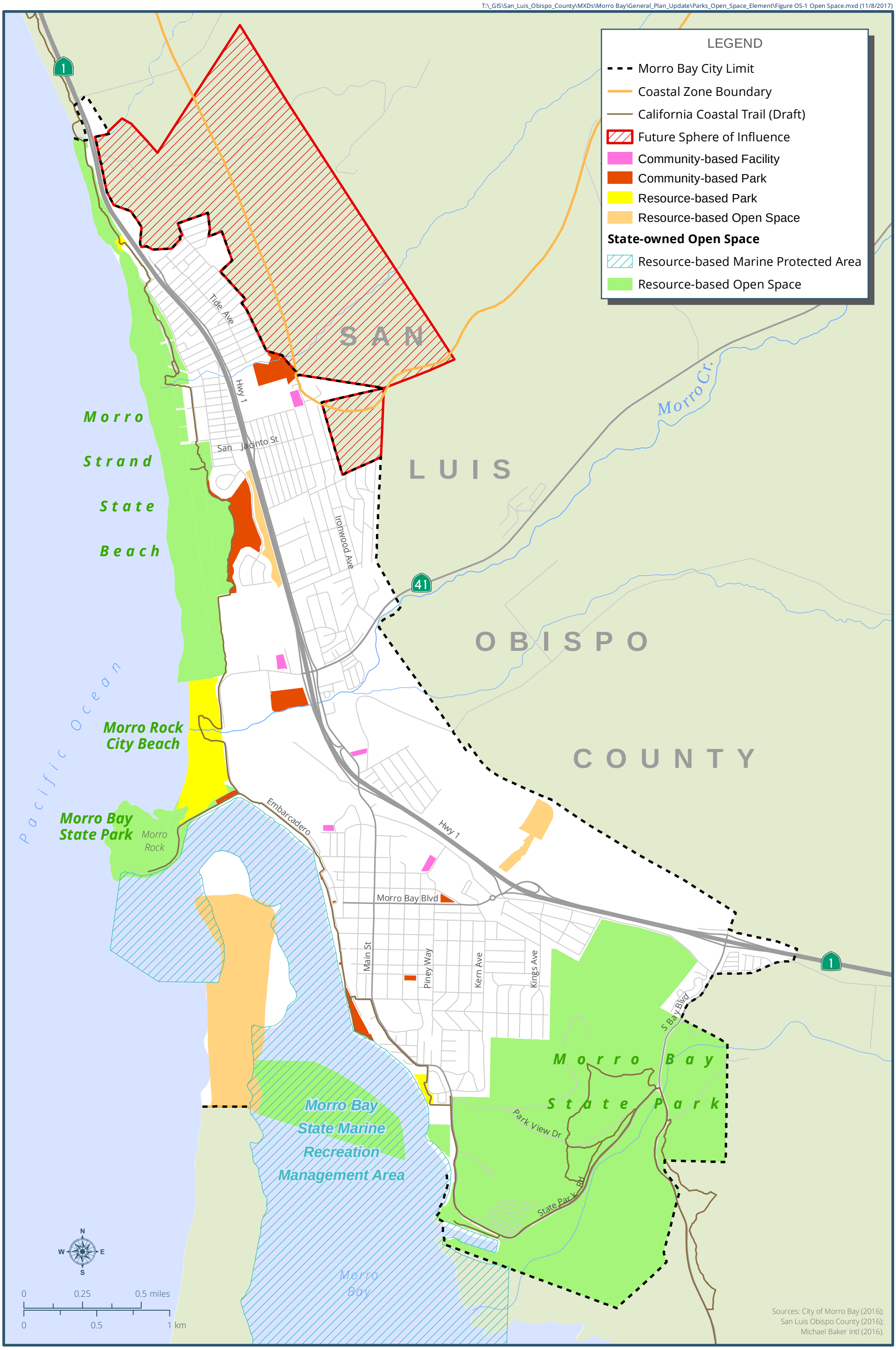

FIGURE OS-1

Morro Bay Open Space

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Types of Open Space

Open space in the planning area is identified by category and acreage in Table OS.1. This table also identifies the projected population and acreage of open space in the year 2040 to ensure that needs for public open space will be met in the future.

Community-Based Open Space in Morro Bay is designated for developed parks located in neighborhoods and commercial areas. These parks and facilities create opportunities for residents and visitors to gather, play, and relax. Community-based open space is provided in approximately 12 parks in the city and includes playgrounds, picnic areas, outdoor shade shelters, playing fields and courts, and other man-made structures. Approximately half of the total community-based parks are City-owned, while the rest are funded from a variety of other sources.

Resource-Based Open Space in Morro Bay is primarily managed to protect and preserve natural resources while providing scenic and passive uses for residents and visitors. These are generally unimproved areas that preserve open space, such as environmentally sensitive habitat areas, coastlines, and wetlands. Maintained trails, benches, and stairways enhance usability, beach access, and views of some of Morro Bay's most prized visual assets, such as Morro Rock. Resource-based open space areas can be City-owned, State-owned, or privately owned lands. The City manages three resource-based parks in Morro Bay, while the State operates two state parks, a state beach, and a state marine recreation management area. The community benefits from this collection of Morro Bay State Park, Morro Rock, and the various coastal beaches through the balance between recreational activities and untouched open space. These parks play an important role in the community and benefit residents by providing and preserving recreational resources.

Table OS-1:
Types of Open Spaces

	Current	2040
Population	10,640	12,015
City-Owned Community-Based Parks	26.56 acres	No change
Other Community-Based Parks	14 acres	No change
City-Owned Resource-Based Parks	5 acres	No change
Other Resource-Based Parks	5,084 acres	No change
Ratio (acres per 1,000 residents)	2.97 acres	2.63 acres

Under the California Quimby Act, cities can require land or in-lieu fees in order to achieve a minimum of 3 acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the city already provides more than 3 acres per 1,000 residents. The City of Morro Bay owns and operates approximately 31.56 acres of accessible open space and parkland, providing a park service level of 2.97 acres per 1,000 people as seen above in Table OS-1. This acreage is slightly below the ratio of 3 acres per 1,000 residents established by the Quimby Act. With the 2040 projected population at 12,015, this ratio will be diminished to 2.63 acres per 1,000 people without additional park growth. This ratio, however, does not include the over 3,000 acres of State-owned parks and beaches in the city, which are of additional benefit to residents and visitors. As the discussion demonstrates in the following sections, private parks and facilities provide numerous additional resources to the public, despite their ownership status. If private park facilities were included in the calculation of the ratio, the City would exceed the standard of 3 acres per 1,000 residents.

Community-Based Parks, Trails, and Recreation

A number of Morro Bay parks are located in neighborhoods and community areas. Over half of the parks in the city are under 5 acres in size, primarily encompassing small play areas, benches, and barbecues. Larger parks, such as Del Mar Park, offer a broader range of recreation activities, including sport courts, a dog park, and an amphitheater. Of the 11 community-based parks in Morro Bay, about half are located along or near the waterfront.

Open space for tribal resources is land designated as open space for a number of reasons. The area may be public land containing a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine. It may also include a Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code Section 5024.1. This open space designation requires tribal consultation to determine the level of confidentiality needed for uses on the site. To date, no tribal resources have been identified in Morro Bay requiring designation of open space for preservation purposes. The City has recently become the owner of Cerrito Peak which has potential for identification of this type of resource.

The City has also provided temporary parklets in the past as a strategy to increase public amenities throughout the community. Parklets typically consist of a small seating area or green space to create places for people to relax or gather in an open, accessible public setting.

Community-Based City Park and Trail Facilities

LCP

Community-based parks and facilities that are located outside the immediate waterfront area in Morro Bay are shown in Table OS-2, with the larger context of citywide recreation shown in Figure OS-2. A few parks in Morro Bay are privately owned, and while these parks do not contribute to the Quimby Act ratio, they do offer notable outdoor recreation amenities to residents and visitors. With the inclusion of these parks in the ratio calculation, the City would exceed the requirement of 3 acres per 1,000 residents stipulated in the Quimby Act. Lila Keiser Park is a 10-acre park, owned by Dynegy, with multiple organized sport fields and other amenities. In addition, Morro Bay Bike Park is a 4-acre park that offers bike terrain and recreational opportunities for all ages. Part of the bike park land is owned by the City and part is privately owned. The Morro Bay Golf Course is located within the city limits, but it is owned and maintained by San Luis Obispo County as a public 18-hole course and therefore does not contribute to Morro Bay's park ratio.

Table OS-2:
Community-Based City Parks and Facilities

Park Name	Acreage
City Park	2.0
Del Mar Park	9.0
Monte Young Park	1.0
Rockies Teen Center and Skate Park	1.4
Total	13.4

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T:_GIS\San_Luis_Obispo_County\MXDs\Morro Bay\General_Plan_Update\Parks_Open_Space_Element\Figure OS-2 Parks and Recreation Facilities.mxd (9/5/2017)

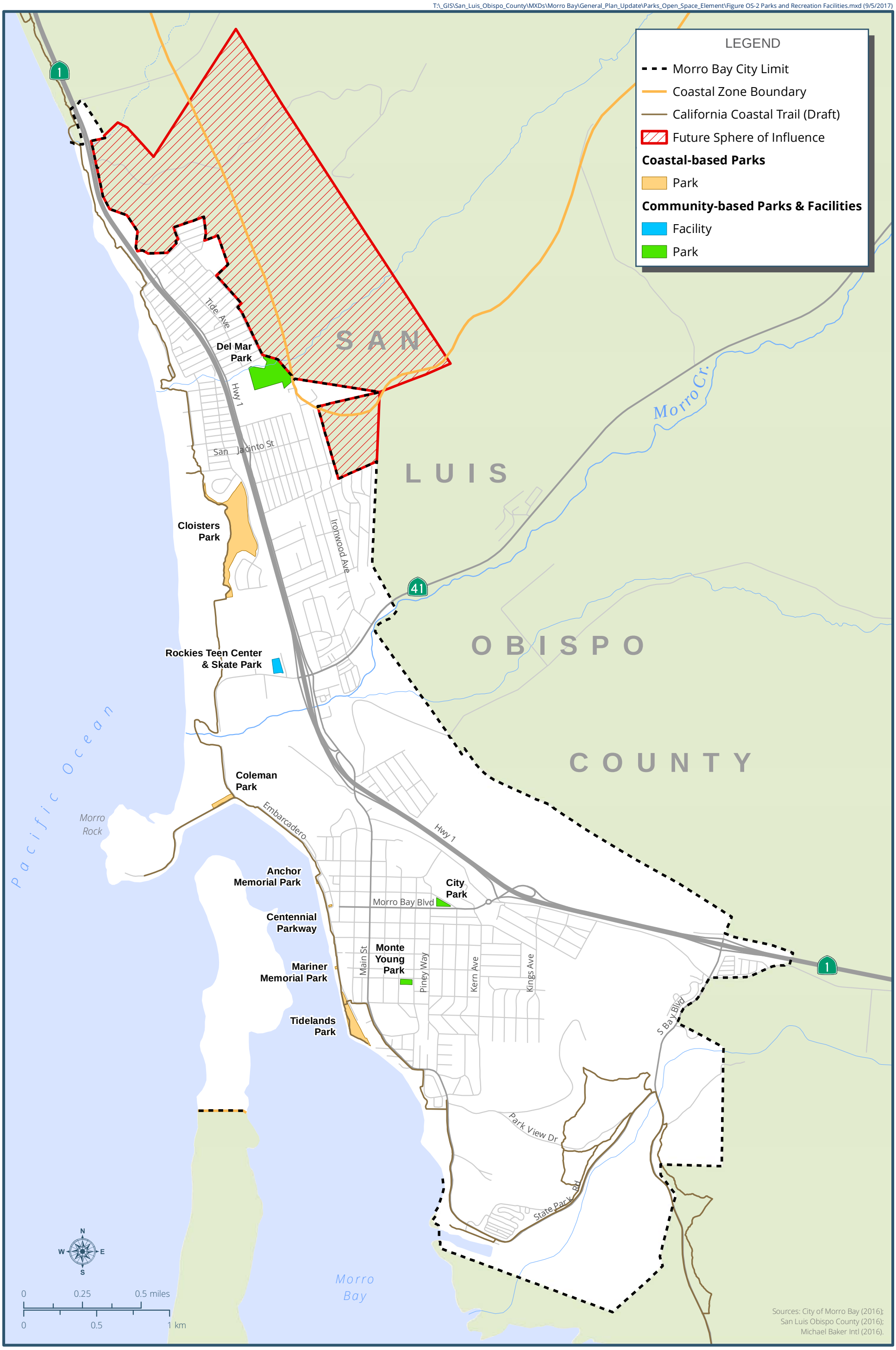

FIGURE OS-2

City Parks and Recreation Facilities

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Coastal Recreation and Beach Management

Image: Michael Boswell

LCP

As discussed in the Land Use Element, Morro Bay prioritizes coastal access as a crucial part of promoting the community's recreation, tourism, and ecosystem health. The LCP encompasses the entire coastal zone, including the beach, as it extends from the northern border of Morro Bay to the southern city limits. While the majority of Morro Bay and its parks are located within the coastal zone, some parks are located along or near the waterfront and are classified as coastal-based open spaces because of the water-based activities and attractions they offer. These coastal-based parks and facilities provide access to the coast that fulfills Coastal Act requirements.

The City and the State own and maintain the major beaches in Morro Bay and offer recreational activities, habitat conservation, and other resource-based open space opportunities. Other than the beaches themselves, Morro Bay has a number of community-based parks, facilities, and other coastal amenities. The largest City-owned coastal park is the 8-acre Cloisters Park with a wetlands area and walking path, picnic tables, and various other amenities. Coleman Park features a harbor walk for residents and visitors to enjoy while offering recreational facilities with a basketball court and swing set. Anchor Memorial Park, Centennial Parkway, and Mariner Memorial Park are other notable parks, as they provide crucial coastal access along the dense, busy waterfront on Embarcadero (see Table OS-3). Tidelands Park also has 2 acres of coastal access with stairs to the bayshore and views of natural surroundings. Both the Morro Bay State Park General Plan and the Morro Strand and Atascadero State Beach General Plan offer planning frameworks that facilitate coastal access and help the state land serve as easy connections between City-owned coastal trails and open spaces.

Table OS-3:
Community-Based Coastal Parks and Facilities

Park Name	Acreage
Anchor Memorial Park	0.06
Centennial Parkway	1.0
Cloisters Park	8.0
Coleman Park	1.1
Mariner Memorial Park	1.0
Tidelands Park	2.0
Total	13.16

The California Coastal Trail (CCT) is an ongoing effort to connect the state's multiple pedestrian routes along the Pacific Ocean into a unified, 1,200-mile trail extending from Oregon to California's border with Mexico. Approximately 600 miles of the CCT has been completed to date. In Morro Bay, the beachfront and tentative CCT alignment starts at the city's northern border and runs down the coast through Morro Strand State Beach near Highway 1, cutting across Morro Creek with a multiuse trail and bridge, to Morro Rock City Beach and then Morro Rock. South of Morro Rock, the CCT follows the inner harbor in the commercial heart of town. Starting at Morro Bay Boulevard, there are segments of the CCT for recreation use, as shown in Figure OS-2. Due to the tentative nature of these routes, as identified by the State, the routes are only conceptual alignments. Additional lateral coastal access along Morro Rock Beach is not identified as part of the CCT, nor are the numerous vertical coastal access points along Embarcadero. South of the commercial waterfront, the CCT traverses Morro Bay State Park through Bayshore Bluffs Park to the Morro Bay Estuary.

Recreation Programs

LCP

Current programming in Morro Bay includes recreational league sports for both children and adults, as well as community facilities with social programs for children and the elderly. Morro Bay's senior center is run by Morro Bay Senior Citizens, Inc., in partnership with the City.

The Morro Bay Recreation Services Division coordinates multiple programs and services for residents. Programs are developed to serve all residents, from young children to senior citizens. Services can generally be divided into three categories: youth programming, adult programming, and community events. Youth recreation opportunities offer various sports teams, youth groups, and outdoor activities run by the City. Adult recreation programs range from softball to self-defense classes. Notable community recreational events include the annual Rock to Pier Fun Run & Half Marathon, Project Surf Camp, Tennis Play Day, and Pickleball Play Day. A new pool has recently been completed at Morro Bay High School which has a sharing agreement with the City Recreation Services Division and they offer public classes and activities at the pool. These events offer opportunities for community members of all ages to get active and involved through engaging recreation opportunities.

Community input collected to support *Plan Morro Bay* shows a desire and need to continue to provide multigenerational resident services, facilities, and access to natural environment, parks, and recreation spaces. In 2014, residents over the age of 65 represented 23 percent of Morro Bay's population, compared to the statewide proportion of 13 percent of the population at least 65 years old. Morro Bay's recreation facilities must continue to provide for all of the city's residents—young children, families, teens, adults, and seniors—to support new and existing community members.

GOALS AND POLICIES

GOAL OS-1: The public has access to plentiful and well-maintained parks, beaches, and recreational activities throughout Morro Bay.

POLICY OS-1.1: **Quimby Act.** Achieve a ratio of 3.0 acres of parks per 1,000 residents.

POLICY OS-1.2: **Safe Parks.** Evaluate park and facility designs during plan approval to ensure new or improved parks promote a safe space free from vandalism and crime while providing convenient natural surveillance.

POLICY OS-1.3: **California Coastal Trail Alignment.** Create a plan for the implementation of the California Coastal Trail.

POLICY OS-1.4: **Protection from Development.** Ensure that no development or project impedes public access to open spaces or the beach.

POLICY OS-1.5: **Coast Maintenance.** Maintain the beaches, bay, and ocean as natural recreational resources, not only for the city but also for the Central Coast region.

POLICY OS-1.6: **Accessible Coast.** Maintain the current level of recreational access to the coast and its recreational facilities, and continue to provide resources that improve accessibility to the beach and shoreline for all users.

POLICY OS-1.7: **Shoreline Recreation Variety.** Consider devoting portions of the coast to different preferred recreational uses while maintaining access for all users to meet the needs of both visitors and residents.

POLICY OS-1.8: **Promote Recreational Activities and Opportunities.** Increase and enhance access to parks and open space, particularly access points that promote physical activity such as pedestrian- and bicycle-oriented access points.

POLICY OS-1.9: **Maintain Open Space.** Improve and update park and open space facilities on a regular basis.

POLICY OS-1.10: **Coastal Park Access.** Create new additional parks, open spaces, and pedestrian amenities along the shoreline to extend public accessibility.

POLICY OS-1.11: **Private Park Interests.** Encourage local businesses to create parklets in areas where there will not be a significant impact to parking.

POLICY OS-1.12: **Park Development.** Seek opportunities to develop and acquire additional parks and open space in underserved areas where needed.

POLICY OS-1.13: **Right to Access.** Consistent with Coastal Action Sections 30211, 30212.5, 30213, 30220–30224, 30250, 30252, 30253(5), 30254, and 30500, development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization. Such access shall be protected through permit conditions on permitted development, including easement dedications or continued accessway maintenance by a private or public association. Existing identified trails or other access points shall not be required to remain open, if they are consolidated or relocated to provide public access on the same site and provide the same or comparable access benefits as existed before closure and meet all other applicable access and recreation policies of this element.

POLICY OS-1.14: **Lateral Access - South.** Require lateral access improvements, when physically feasible, when development is proposed between Tidelands Park and the public boat launch and Fairbank Point.

POLICY OS-1.15: **Joint Use Agreements.** Continue, renew, and expand (as needed) joint use agreements with the school district to allow community use of school fields and facilities.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Open Space Element Implementation Actions" subheading.

GOAL OS-2: The multigenerational community has access to a wide variety of recreational opportunities throughout Morro Bay.

POLICY OS-2.1: **Assessment of Community Needs.** Update existing facilities to accommodate changing recreation interests and needs.

POLICY OS-2.2: **Adequate Recreation Opportunities.** Ensure that recreational parks, trails, and facilities correspond to the development and growth of the city's population.

POLICY OS-2.3: **Quality Recreational Facilities.** Ensure that maintenance, restoration, and improvements made to existing facilities accommodate all age levels and a variety of activities.

POLICY OS-2.4: **Community Gathering.** Provide for multigenerational gathering spaces in parks and open spaces for socialization and community gathering.

POLICY OS-2.5: **Flexible Recreation Options.** Allow for adaptive civic programming through the maintenance and expansion of recreational programs for a variety of ages that respond to the needs of a multigenerational demographic.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Open Space Element Implementation Actions" subheading.

GOAL OS-3: The City coordinates effectively with other public and private entities to support an active community with a diverse range of interconnected open spaces and recreation facilities to promote a healthy, engaged public.

POLICY OS-3.1: **Government Funding.** Actively pursue state and federal grants to fund continual improvements to parks and recreation facilities.

POLICY OS-3.2: **State Park Collaboration.** Coordinate recreational offerings with implementation of the Morro Bay State Park General Plan and the Morro Strand and Atascadero State Beach General Plan to provide a cohesive recreation system.

POLICY OS-3.3: **Developer Partnerships.** Work with developers to incorporate recreational open space as part of future projects.

POLICY OS-3.4: **Private Investment.** Facilitate public/private agreements to develop and maintain public open spaces and parks.

POLICY OS-3.5: **Public Facility Collaboration.** Work with the San Luis Coastal Unified School District to identify needs in the community for different recreational opportunities.

POLICY OS-3.6: **Link Trails.** Connect local trails with existing County- or State-owned resources to preserve and maintain access to key environmental resources and features for community health and benefit.

POLICY OS-3.7: **Innovative Funding Sources.** Explore the availability of funding opportunities from corporate sponsors and private organizations in the area to increase parkland.

POLICY OS-3.8: **Cerrito Peak Resources.** Evaluate cultural and tribal resources on Cerrito Peak to inform future use of the site.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Open Space Element Implementation Actions" subheading.

Natural Open Space

LCP

Resource-Based Parks

The City manages three resource-based parks to preserve and protect natural resources while providing scenic and passive uses for residents and visitors: Bayshore Bluffs Park, Morro Rock City Beach, and North Point Park. These parks are all located along the shoreline and serve as coastal open spaces for the enjoyment of residents and visitors and the protection of the natural habitat. Bayshore Bluffs Park is a 3-acre open space with a preserved meadow, a bay and wildlife observation deck, a kayak launch, a connection to the Morro Bay bike path, and a parking lot. Morro Rock City Beach is a stretch of beach, 1 acre of which is a pedestrian trail across Morro Creek. The beach includes surf access and a parking lot. This beach serves as a connection between Morro Strand State Beach to the north and Morro Rock to the south. The endangered western snowy plover lives along this entire coastline. Passive recreation is promoted in these City parks, as well as state parks, to ensure the coexistence of visitors and the natural environment. North Point Park, at the very northern end of Morro Bay, is a 1-acre preserved meadow with a beach access stairway and a parking lot. The City recently acquired the undeveloped area at the top of Cerrito Peak and intends to offer the land for sale to local nonprofit open space preservation groups to permanently preserve the area as publicly accessible open space.

The City is home to two resource-based state parks and a state marine recreational management area (in the bay) that total over 5,000 acres. The parks are managed, owned, and operated by the California Department of Parks and Recreation (State Parks). These parks provide coastal access and preserve important estuarine and terrestrial habitats.

Morro Strand State Beach (formerly Atascadero State Beach) comprises 184 acres north of Morro Rock. The Morro Strand and Atascadero State Beach General Plan serves as the guiding framework for the resource management, land use and facilities, and recreational activities on the state beach. The plan includes recommendations for future changes and improvements regarding types of land use, facilities, and interpretive programming and for certain features on the beaches. Some of this area has been cordoned off in sections along the vegetative corridors to protect the natural habitat from recreational impacts, but the beachfront is

generally open for full public access. The park features campgrounds and beach accessways in addition to protected bird nesting sites and habitat rehabilitation areas.

Morro Bay State Park is a 2,800-acre open space in southern Morro Bay, including Morro Rock. The Morro Bay State Park General Plan guides the preservation and restoration of the park's natural and cultural resources while at the same time facilitating day use and overnight recreation by the public. The complex natural resources of the wetland and upland areas within the park provide ample opportunities for recreation activities such as camping, boating, and golfing, in addition to areas more protected for the sake of habitat health. The plan includes recommendations for future changes and improvements regarding types of land use, facilities, and interpretive programming and for certain features in the park.

The State Marine Recreational Management Area is a state park consisting of 2,100 acres of water and aquatic resources in the bay. This area provides aesthetic assets, preserves important marine habitats, and supports recreational pursuits such as kayaking and sailing. While the City does not have direct control over these areas, they are public open spaces that contribute to the city's beauty and sustainability, and the City coordinates with State Parks on any planning and conservation efforts for the preservation of these open spaces.

Morro Rock is an important feature in Morro Bay as an icon of the Central Coast. The Morro Rock parking lot acts to separate the ocean north of Morro Rock from the bay. Connected to the mainland by reclaimed land, the rock and parking lot are vulnerable to flood hazards and sea level rise. The City has proposed strategies to address projected conditions for sea level rise to the years 2050 and then 2100, including various protection and accommodation strategies. Hardened protection options include realigning and raising the existing revetment along the northern side of the parking lot to protect it from erosion and flooding. The City could also relocate and elevate the parking lot to accommodate sea level rise anticipated by 2100 as a long-term resilient solution to future flooding problems. A non-hardened protection solution for protection of the Morro Rock parking lot would entail the construction of a sand dune to provide increased stability and resilience to storms. These strategies offer a variety of options for the protection of the area around Morro Rock for continued recreation and enjoyment of open space in the future.

GOALS AND POLICIES

GOAL OS-4: Coastal and marine habitat wildlife and resources are protected while maintaining the cultural identity of the habitat.

POLICY OS-4.1: **Coast as a Priority.** Recognize and promote the importance of the beach as a recreation and economic resource to the area.

POLICY OS-4.2: **Marine Habitat and Recreation Balance.** Continue to preserve portions of parks as natural habitat for a variety of species.

POLICY OS-4.3: **Beach Maintenance.** Consider species and habitat impacts and potential improvements when performing beach maintenance and monitoring recreational resources.

POLICY OS-4.4: **Beach Habitat.** Ensure beaches and coastal areas can function as a quality habitat for permanent and migratory species.

POLICY OS-4.5: **Minimal Activity Impacts to Habitat.** Consult with locally knowledgeable scientists to design parks and trails in a way that protects coastal, wetland, and marine habitats from maintenance, construction, recreation, and industrial activity impacts while promoting sustainable recreational and open space uses.

POLICY OS-4.6: **Marine Resources.** Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to species and areas of special biological significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and maintain healthy populations of all species of marine organisms, adequate for long-term commercial, recreational, scientific, and educational purposes.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Open Space Element Implementation Actions" subheading.

GOAL OS-5: Natural resources are preserved to balance the use of open space for outdoor recreation opportunities.

POLICY OS-5.1: **Passive Open Spaces.** Maintain vegetative corridors as passive open spaces to provide a balance between natural landscapes and active outdoor use spaces in parks.

POLICY OS-5.2: **Separation of Uses.** Locate active recreational uses away from sensitive habitats or passive recreation areas to create a distinct separation of uses for efficient use of open space.

POLICY OS-5.3: **Open Space Assets.** Maintain parks by prioritizing the preservation of the natural beauty and safe use of the land.

GOAL OS-6: Open spaces are preserved through adaptation strategies to mitigate the effects of sea level rise and promote community resiliency.

POLICY OS-6.1: **Maintained Quality of Open Spaces.** Encourage regular maintenance and upgrades of infrastructure to nearby trails or parks.

POLICY OS-6.2: **Barrier Conservation.** Prohibit the destruction of natural barriers in open spaces along the shoreline.

POLICY OS-6.3: **Elevation Options.** Elevate parks and other trails when physically and financially feasible.

POLICY OS-6.4: **Protection Strategies.** Construct barriers between the water and open space to protect the open space against flooding, if necessary, and other softer protection options are infeasible.

POLICY OS-6.5: **Retreat Strategies.** Plan for options for alternative parks or trails in the case of open space loss to sea level rise. Specifically identify options to relocate portions of parks and open spaces susceptible to sea level rise impacts.

POLICY OS-6.6: **Materials as Mitigation.** Require the use of flood-tolerant, absorbent materials during park or trail construction, maintenance, and rehabilitation to mitigate water damage and flooding.

POLICY OS-6.7: **Broaden Protective Barriers.** Widen buffers along water sources during the construction or rehabilitation of recreation spaces.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Open Space Element Implementation Actions" subheading.

Open Space Areas outside the City Limits

LCP

Morro Bay is surrounded by marshland, grazing land, habitat conservation areas, and cropland. These areas provide a greenbelt for the city, although much of the land is private property and does not have a recreational benefit for community members or visitors. About 85 percent of the area outside the city limits is proposed to remain as agricultural land. This is an area of over 9 square miles, which is larger than the existing extent of the city. Some of the area that would remain designated for agriculture includes the former site of the Estero Marine Terminal. That area would require restoration before it could be considered for agricultural use or any other type of open space. The rest of the planning area outside the city is currently in agricultural cultivation or grazing use or is relatively undisturbed open space. County General Plan land use designations in this area are Agriculture and Recreation. Some parcels are considered prime soils, some are considered prime agricultural land, and some are under Williamson Act contracts.

GOALS AND POLICIES

GOAL OS-7: Portions of the planning area outside the city limits are planned in a way that preserves their rural nature while providing essential services and infrastructure.

POLICY OS-7.1: **Account for External Impacts.** If any portion of the area outside the city limits is included in the City's sphere of influence in the future, prepare and adopt a plan for the affected parcels that includes infrastructure and services provided by the City of Morro Bay.

POLICY OS-7.2: **Place Value on Agriculture.** Continue to protect high quality agricultural areas within the City's planning area but outside the city limits for future agricultural use.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Open Space Element Implementation Actions" subheading.

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PUBLIC SAFETY

Public safety is critical to the health of a community, and relates to a variety of hazards. Coastal cities are particularly vulnerable to the risks posed by climate change, and Morro Bay is committed to establishing policies and programs that protect the community from these hazards and ensure long-term resiliency. This element places a specific focus on climate change-related hazards and policies that will prepare the City for future emergency situations, but also includes information on other environmental hazards and emergency response procedures. This element is informed by extensive research on current conditions, and provides tools to address existing and anticipated risks.

OVERVIEW

Scope and Content

The state of California requires that general plans address public safety, with a specific focus on hazard identification and mitigation. Section 65302(g) of the California Government Code specifies the required inclusions for each community's safety element, such as seismic-induced conditions, slope instability that leads to mudslides and landslides, subsidence, liquefaction, flooding, and fire hazards. State law specifies that communities can address additional safety issues that are applicable to each community, including hazardous materials, coastal hazards, and emergency planning. Thus, this chapter also addresses environmental hazards and emergency response plans and responsibilities.

The *Overview* section of this element describes its purpose, how it relates to other planning and emergency management documents, and how it incorporates resiliency into all policies. The *Natural Hazards, Coastal Hazards,* and *Emergency Response* sections detail different components of public safety in Morro Bay, and include goals and policies to improve community resilience.

This Public Safety Element meets state general plan law requirements for the safety topic. It also meets Coastal Act requirements for the Local Coastal Program related to coastal hazards and sea level rise.

Relationship to Other Elements

The Public Safety Element identifies both areas that are vulnerable to natural hazards and resiliency strategies to help Morro Bay withstand future climate change impacts. It also details emergency response procedures and responsibilities. These topics overlap with the following other General Plan Elements:

- Land Use: Proposed or planned land uses should be compatible with the hazard areas identified in this element to ensure new development in these zones is resilient to applicable hazards.
- Circulation: Circulation Element goals and policies may interfere with emergency response and evacuation procedures.
- Conservation: Proposed open space areas may be related to hazard zones as determined in the Public Safety Element.
- Community Well-being: Climate change and natural hazards can impact community health and well-being, and policies will need to consider the impacts of the built environment.
- Community Design: The design of buildings and streetscapes will need to consider resiliency and hazard mitigation.

These elements will be closely related as policies and findings in one may affect policies in another.

Relationship to Local Hazard Mitigation Plan

Under the provisions of the federal Disaster Mitigation Act of 2000 and California Government Code Sections 8685.9 and 65302.6, local governments can adopt a local hazard mitigation plan into their safety element. If a community has not done so, the state will only reimburse the community up to 75 percent of eligible costs associated with emergency response and recovery from a specific situation. Communities with a hazard mitigation plan incorporated into their safety element may receive more than 75 percent of eligible costs from the state.

The City of Morro Bay last adopted a Local Hazard Mitigation Plan in 2006 which was approved by the Federal Emergency Management Agency (FEMA) and is in compliance with the federal Disaster Mitigation Act of 2000. A copy of the Local Hazard Mitigation Plan is on file in the City's Fire Department. The Local Hazard Mitigation Plan is incorporated by reference into this Public Safety Element. An

update to the Local Hazard Mitigation Plan is in process. The updated plan will be incorporated into this element by reference.

RESILIENCY APPROACH

California Government Code Section 65302(g)(4) requires jurisdictions to address climate adaptation and resiliency strategies in their safety elements. State requirements to address climate adaptation include preparation of a vulnerability assessment informed by information from applicable federal, state, regional, and local agencies; adaptation and resilience goals and policies informed by the vulnerability assessment; and implementation measures that include but are not limited to the following:

- Viable methods to avoid or minimize climate change impacts associated with new uses of land;
- Location, when feasible, of new essential public facilities outside of at-risk areas;
- Designation of adequate and feasible infrastructure located in an at-risk area;
- Guidelines for working cooperatively with relevant local, regional, state, and federal agencies; and
- Identification of natural infrastructure that may be used in adaptation projects, where feasible.

Cities with an approved local hazard mitigation plan that includes these components can incorporate the plan into their safety element to satisfy this requirement.

Vulnerable Assets

LCP

In 2017, the City of Morro Bay completed a Community Vulnerability and Resiliency Assessment that provided a comprehensive overview of existing and historical conditions related to land use, infrastructure, climate change hazards, sea level rise, natural resources, and water quality in Morro Bay. The report identified community vulnerabilities, impacts, and assets, which are summarized in Table PS-1. In each vulnerable area, additional damage can be done to natural resources, utility lines, and transportation infrastructure. The entire Community Vulnerability and Resiliency Assessment (CVRA) is provided in the Appendices to *Plan Morro Bay*.

Vulnerability

Degree to which a system is susceptible to injury, damage, or harm (one part—the problematic or detrimental part—of sensitivity).

Resilience

The Rockefeller Foundation defines urban resilience as "the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience."

Adaptability

The ability, competency, or capacity of a system to adapt to climatic stimuli.

For each asset, the City assigned an impact and an adaptive capacity score based on various studies and familiarity with local conditions. The impact score reflects the severity of the effects that the demographic and climate change-related exposures are expected to have on the assets. For each asset and exposure pair, the authors assigned a qualitative assessment of "low," "moderate," or "high" by evaluating answers to a series of questions for each asset. The assessment differed for population-related assets by including specific questions about the number of people that could be impacted by the loss of the asset, how severe these impacts would be, and how long they would last.

Table PS-1:
Natural Hazard Impacts on Vulnerable Assets

Hazard	Expected Impact	Vulnerable Areas
Tsunami	Flooding, habitat damage	Tsunami inundation zones
Wildfire	Burn damage, health impacts from smoke, decrease in recreational and aesthetic value	Inland agricultural, residential, parks, and open space uses
Geologic and Seismic Events	Earthquakes, liquefaction, subsidence, landslides, ground shaking	Earthquakes hazard zones
Flooding	Soil erosion, harm to agricultural activity, damage to landscaped areas	Buildings and habitat in flood-prone areas
Drought	Loss of habitat diversity, water shortages, decreased population and economic growth	Agricultural, natural, and open space uses
Sea Level Rise[1]	Erosion, inundation, saltwater intrusion, flooding	Beaches, dunes, shoreline, beachfront
Extreme Heat	Reduced foot traffic, decrease in visitors, habitat degradation, health impacts to vulnerable populations	Embarcadero, State Park, estuary, residential areas

1: Detailed in greater depth in Table PS-2.

This Public Safety Element addresses these potential hazards by analyzing each hazard and its applicability to Morro Bay. It then establishes goals and policies to mitigate or prevent these impacts whenever possible.

Since Morro Bay is a coastal city that will be affected by the impacts of climate change, a second report was prepared describing potential adaptations to sea level rise, with information on current and future risks through 2100. This report found that Morro Bay's beaches, state parks, coastal parcels, and transportation infrastructure were most vulnerable to these impacts. This report provided adaptations for a stretch of Highway 1, the Morro Rock parking lot, and the Embarcadero waterfront, which were some of the most vulnerable assets in need of adaptation strategies. Potential strategies include various forms of natural and man-made shoreline protections, habitat nourishment, and improvements to existing infrastructure to increase resilience to anticipated impacts.

A comprehensive understanding of all existing and anticipated hazards in Morro Bay allows the City to address specific community issues and develop response and mitigation plans for each. These assessments were used to inform policies in this element that focus on resiliency as conditions change on the central coast of California.

SAFETY

Morro Bay is exposed to a range of natural hazards, including wildfires, earthquakes, and risks resulting from sea level rise. The City can foster development strategies that establish plans for and reduce damage from potential hazards.

Natural Hazards

The following natural hazards pose a safety risk in the planning area.

Tsunami

LCP

A tsunami is a wave generated by the sudden displacement of a large amount of water. Tsunamis are often triggered by earthquakes, volcanic eruptions, or similar events that occur under the water or the shore. When approaching the shore, waves can travel in excess of 500 miles per hour and exceed 100 feet tall. Their impacts can be both immediate and long-term.

While tsunamis are relatively rare, they pose risks to the entire waterfront commercial area and other low-lying areas of the city. These risks are generally greater in northern portions of Morro Bay, which is directly exposed to the ocean and is not protected by the bay and sandspit. Some residential neighborhoods in northern Morro Bay near Beachcomber Street lie within the tsunami inundation zone. Between Azure Street and Highway 41, the tsunami inundation zone extends to and includes some of Highway 1; between Highway 41 and the Dynegy power plant site, the inundation zone extends out to Little Morro Creek Road. South of the power plant site, the immediate beach area and the Morro Bay Marina are the main assets in the tsunami inundation zone. The City has an established tsunami response plan to assist with orderly evacuation during and swift recovery from potential tsunami events. Figure PS-1 below shows the potential tsunami inundation zone in Morro Bay.

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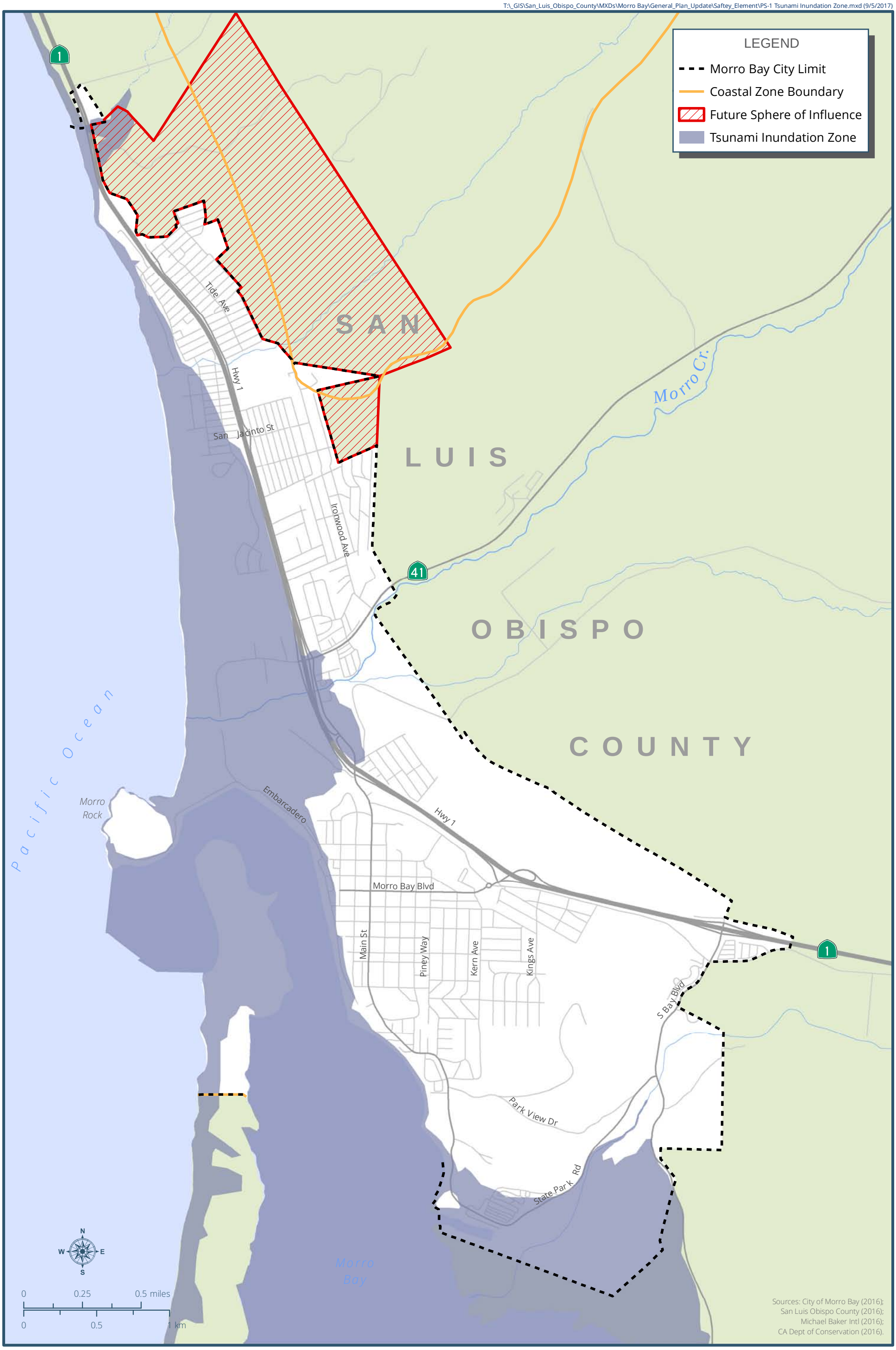

FIGURE PS-1

Tsunami Inundation Zone

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Wildfires

LCP

Wildfires are a regular part of the ecosystem in large sections of California, and they have occurred occasionally near Morro Bay. Several parts of Morro Bay lie either within or adjacent to fire hazard zones that vary in severity. Some of these areas have natural ecosystems that allow them to adapt to and/or recover from wildfires. Parts of Morro Bay State Park, agricultural lands, and hillside neighborhoods are most vulnerable to fire risks in Morro Bay. Morro Bay State Park is highly adaptive to wildfires, but still has a moderate-high vulnerability. Agricultural areas and hillside neighborhoods have moderate adaptability and overall moderate-low vulnerability.

While Morro Bay does not have extreme vulnerability to wildfires and some habitats are adaptable, the likelihood of wildfires will be affected by climate change impacts such as temperatures, precipitation levels, and drought. By 2100, Morro Bay is expected to experience 15 percent more wildfires than current conditions. Figure PS-2 shows current fire hazard severity zones and responsibility areas in Morro Bay. Most of Morro Bay falls within the State Responsibility Area, making the City responsible for fire prevention and suppression in only a small area of the city.

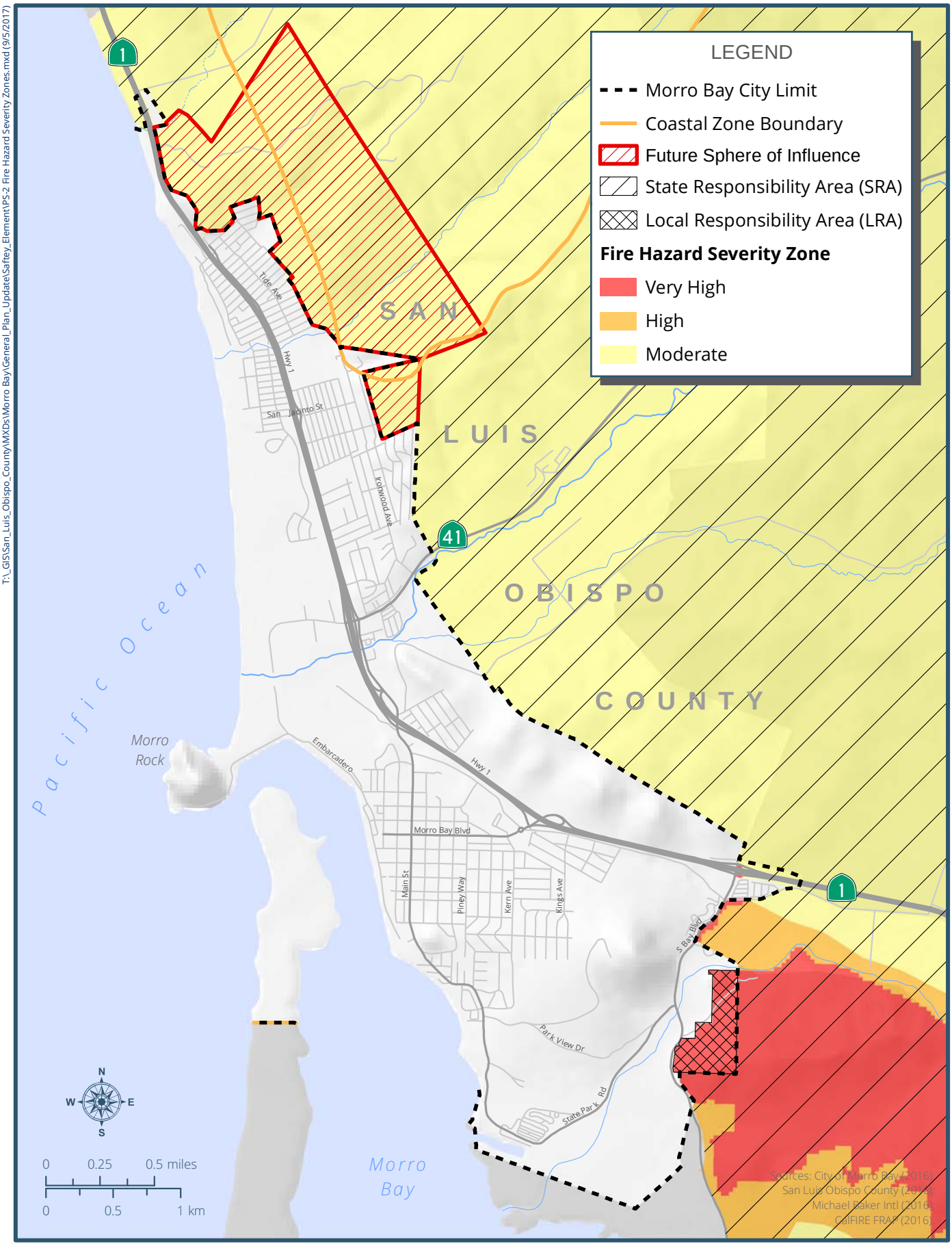
State Responsibility Area (SRA)

Area where the state of California holds primary financial responsibility of preventing and suppressing fires.

Local Responsibility Area (LRA)

Area where local jurisdiction (Morro Bay) is responsible for fire prevention and suppression.

Currently, a small portion of southeastern Morro Bay has very high exposure to wildfires, and the remainder of Morro Bay has low risk. This high-risk area is located near the Morro Bay Estuary, and is an LRA comprising primarily natural land and vegetation. Chaparral vegetation is considered at highest risk for fire; foothill woodland, juniper oak/woodland, and north coast shrub vegetation are also at an elevated risk. Wildfires that burn in this area will cause minimal risk to life or property, since the area is mainly composed of natural land and vegetation, but may damage habitat or cause respiratory problems for people nearby. Wildfire risks are higher in inland San Luis Obispo County, in some cases in close proximity to the city limits.



Plan MORRO BAY

FIGURE PS-2

Fire Hazard Severity Zones and Responsibility Areas

Geologic and Seismic Hazards

LCP

Geologic and seismic hazards are caused by the movement of the earth's surface. The most familiar of these are earthquakes, which cause the earth's surface to move rapidly and the ground to shake. There are seven seismically active faults that have been identified in San Luis Obispo County and could potentially affect the planning area: the Los Osos Fault, the Hosgri fault, the Oceanic-West Huasna fault, the Rinconada fault, the East Huasna fault, the La Panza fault, and the San Andreas fault. Seismic activity on these faults can trigger other types of hazards, including:

- Surface rupture: The ground cracks due to an earthquake.
- Ground shaking: The passage of seismic waves causes the ground to shake, causing damage to structures.
- Liquefaction: Loose soil loses strength and acts like a liquid during an earthquake, damaging structures built on it.
- Landslides: The shaking of an earthquake causes loose material to slide down a slope.
- Subsidence: The ground surface drops rapidly due to an earthquake.
- Tsunami: Large, fast-moving waves or walls of water that may flood low-lying coastal areas.

Morro Bay has experienced the effects of several seismic events in the past 150 years. The most recent earthquake that impacted Morro Bay was the San Simeon earthquake, which occurred in 2003. Morro Bay experienced some building damage and small fires as a result of the earthquake.

Morro Bay's entire coastline is at high risk for liquefaction, with the exception of the area near Morro Rock. The high-risk areas extend inland in southern Morro Bay, from downtown to Highway 1. Inland neighborhoods in northern Morro Bay have a moderate risk for liquefaction.

Landslide risks in Morro Bay are relatively low, but the risk is higher in the eastern portion of the city. Very small sections of the city near Morro Bay State Park and the estuary are considered very high or high risk. Some residential, commercial, and natural lands east of Highway 1 are considered high risk. These areas include a small neighborhood framed by Downing Street and Highway 1, and a portion of the neighborhood framed by Highway 41 and Highway 1 in northern Morro Bay.

Figures PS-3 through PS-5 identify locations of known geologic and seismic hazards in the planning area.

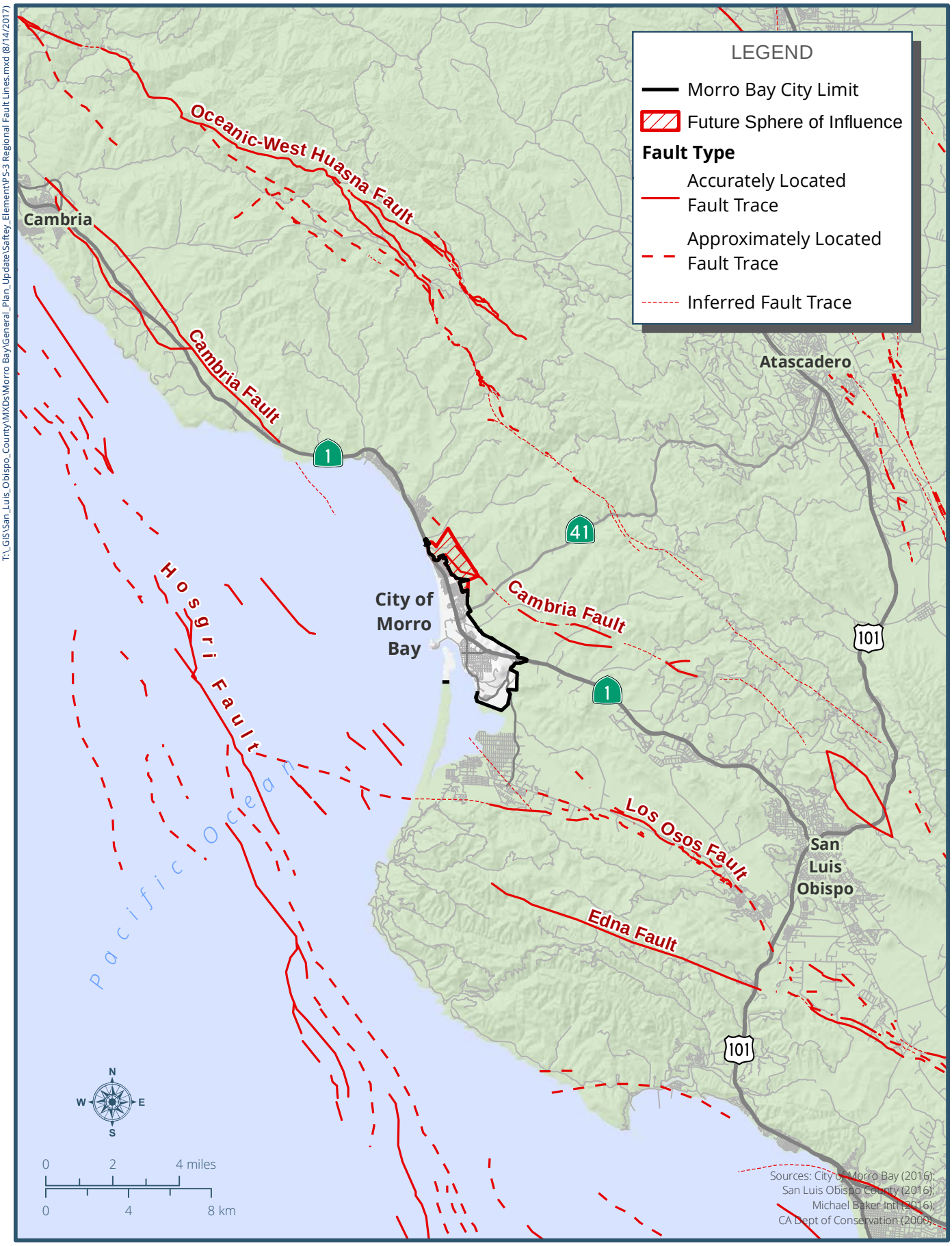


FIGURE PS-3

Regional Fault Lines

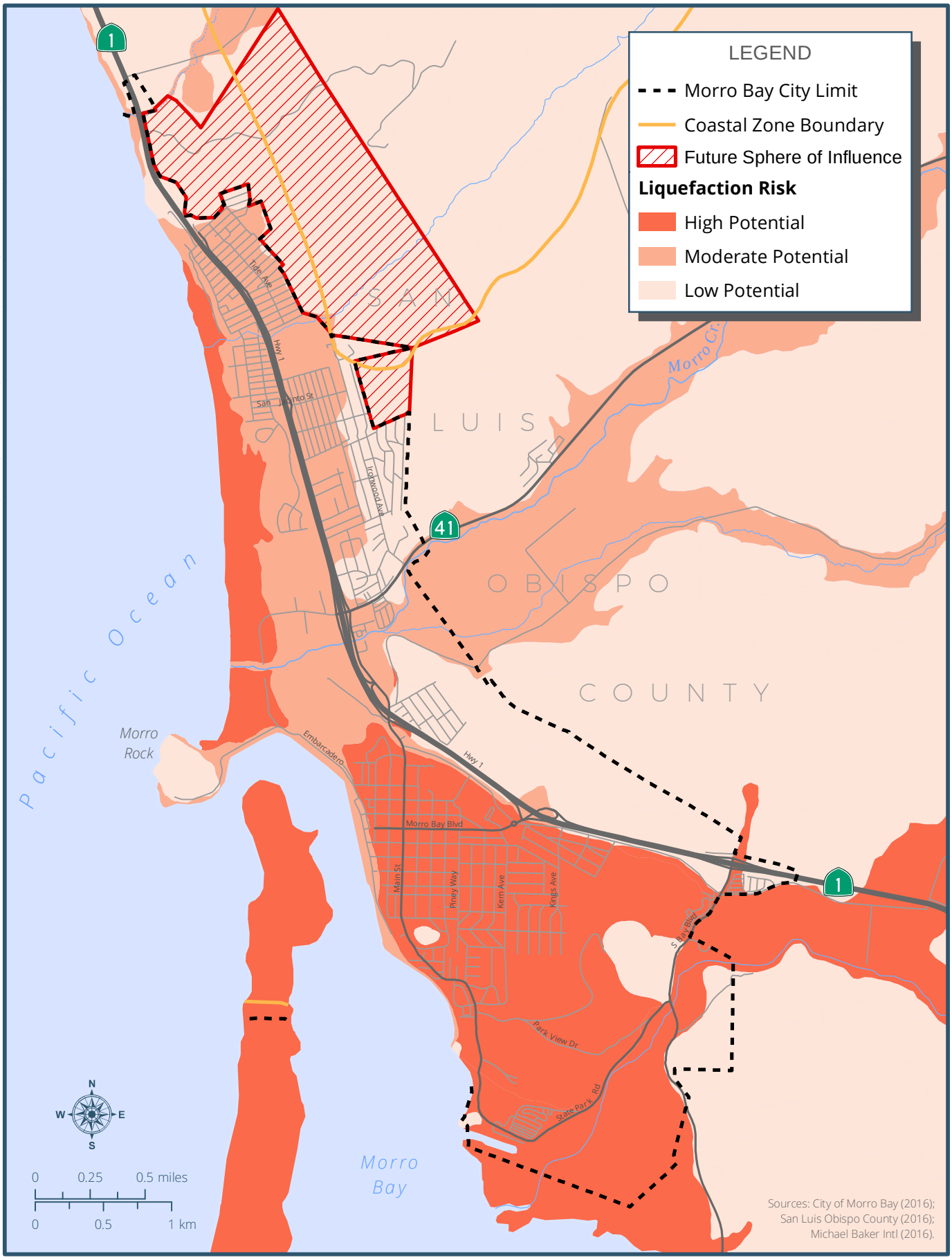


FIGURE PS-4

Liquefaction Susceptibility

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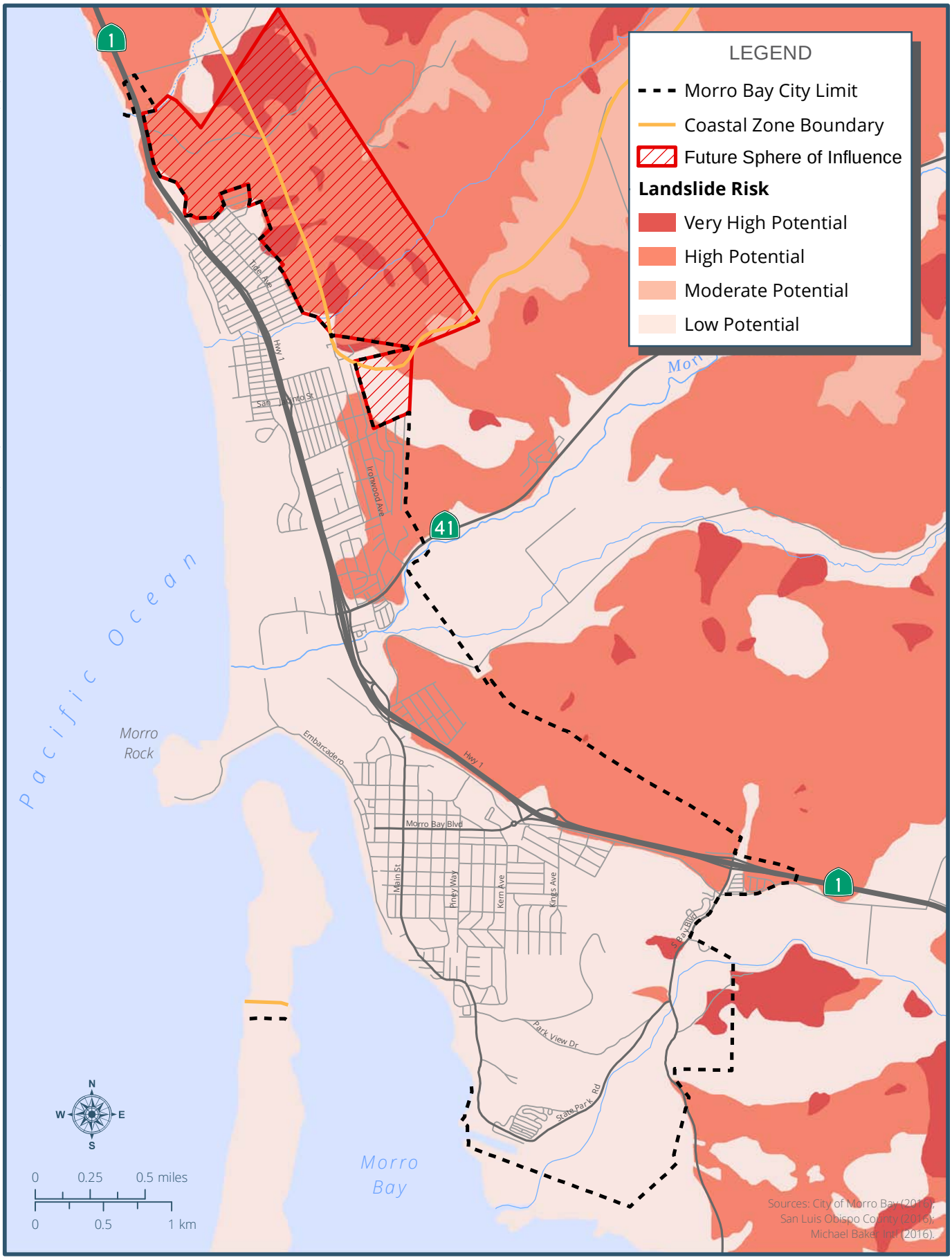


FIGURE PS-5

Landslide Susceptibility

Drought

LCP

The short-term effects of drought include stress to vegetation and increased risks of wildfires. Droughts also have long-term impacts that affect a community's economic, social, and environmental conditions, due to interference with major revenue sources like tourism and agriculture.

Droughts have happened in cycles throughout Morro Bay's history, but climate change is likely to increase their occurrence. According to the Community Vulnerability and Resilience Assessment, the Central Coast region is expected to see an overall decline of about 3-4 inches of annual precipitation by 2100, increasing the frequency of droughts.

GOALS AND POLICIES

GOAL PS-1: Damage from natural disasters is minimized and repaired quickly.

POLICY PS-1.1: **Vulnerable Assets.** Examine all vulnerable assets and develop a plan to minimize risks and respond quickly to damage.

POLICY PS-1.2: **Emergency Response.** Provide adequate warning and evacuation assistance in the event of natural disasters such as a tsunami, flood, and earthquake-related events.

POLICY PS-1.3: **Education and Awareness.** Provide public information regarding natural hazard risks and resiliency strategies.

POLICY PS-1.4: **Climate Change.** Consider how climate change impacts may change anticipated hazard conditions when planning for emergency response.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Public Safety Element Implementation Actions" subheading.

GOAL PS-2: Development is protected from natural disasters to the greatest extent possible.

POLICY PS-2.1: **Public Facilities.** Maintain the integrity and adaptability of essential public facilities that are vulnerable to natural hazards. When feasible, locate new essential public facilities outside of natural hazard zones.

POLICY PS-2.2: **New Development in High-Risk Areas.** Require new development to be located outside of areas subject to natural hazards from tsunami, geologic, flood, and wildfire conditions when feasible. If development must occur in such high-risk areas, ensure that it is located and constructed in a manner that minimizes risks to life and property.

POLICY PS-2.3: **Building Code and Fire Code.** Continue to adopt and enforce the most up-to-date California Building Standards Code and California Fire Code, with appropriate local amendments.

Tsunami

POLICY PS-2.4: **Warning and Evacuation Assistance.** Provide sufficient warning and evacuation assistance to residents and others impacted by flooding and tsunami events.

POLICY PS-2.5: **High-Risk Area Identification.** Continue to identify tsunami-prone areas and establish development, emergency response, and recovery standards and procedures within these areas.

Wildfires

POLICY PS-2.6: **Construction in High-Risk Areas.** Require that structures be built in fire defensible spaces and minimize the construction of public facilities in areas of high or very high wildfire risk.

POLICY PS-2.7: **New Development in High-Risk Areas.** Require new developments in areas of high and very high wildfire risk to incorporate fire-safe building methods and site planning techniques into the development.

POLICY PS-2.8: **Plan Consistency.** Work with fire districts, other agencies, and property owners to ensure consistency with related plans including the Morro Bay and San Luis Obispo County Emergency Operations Plans, and to coordinate efforts to prevent wildfires and grassfires through fire protection measures such as consolidation of efforts to abate fuel buildup, and access to firefighting equipment and water service.

Geologic and Seismic Hazards

POLICY PS-2.9: **Structural Stability.** Require new development to ensure structural stability while not creating or contributing to erosion or geologic instability or destruction of the site or surrounding area.

POLICY PS-2.10: **New Development in High-Risk Areas.** Require that new development in areas subject to liquefaction and/or landslide hazards is located in a manner that will minimize risks to life and property.

POLICY PS-2.11: **Building Retrofits.** Encourage building retrofits that improve resiliency to geologic and seismic hazards.

POLICY PS-2.12: **New Development Proposals.** Require new development proposals in seismic hazard areas to consider risks caused by seismic activity and to include project features that minimize these risks.

POLICY PS-2.13: **Grading and Cut-and-Fill Operations.** Require new development to minimize grading and cut-and-fill operations.

Drought

POLICY PS-2.14: **Drought Impact Assessment.** Develop a drought impact assessment that examines drought triggers, patterns, and community impacts. Determine methods to minimize risks and respond quickly to impacts.

POLICY PS-2.15: **Drought Impact Mitigation.** Explore ways to mitigate the impacts of drought, including alternative landscaping and water conservation. Landscaping in parks located in the coastal zone shall include noninvasive, native, drought-tolerant plants.

POLICY PS-2.16: **Impacts on Tourism.** Develop a plan to minimize drought impacts on revenue from tourism, such as weather monitoring and government assistance.

POLICY PS-2.17: **Impacts on Agriculture.** Develop methods to mitigate and manage the impacts of drought on the agricultural industry, including conservation and incentives to grow less water-intensive crops.

POLICY PS-2.18: Drought Prevention. Strengthen water management and drought prevention efforts by integrating local water management plans and considering water conservation in new development applications.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Public Safety Element Implementation Actions" subheading.

Coastal Hazards

Sea Level Rise, Flooding, and Inundation

LCP

As a community with both bluffs and low-lying areas near the coast, Morro Bay is at risk from several types of coastal hazards. High tides and high surf continually erode coastal bluffs located along the shoreline. This condition is often exacerbated by wind and inadequate drainage practices from development on top of bluffs.

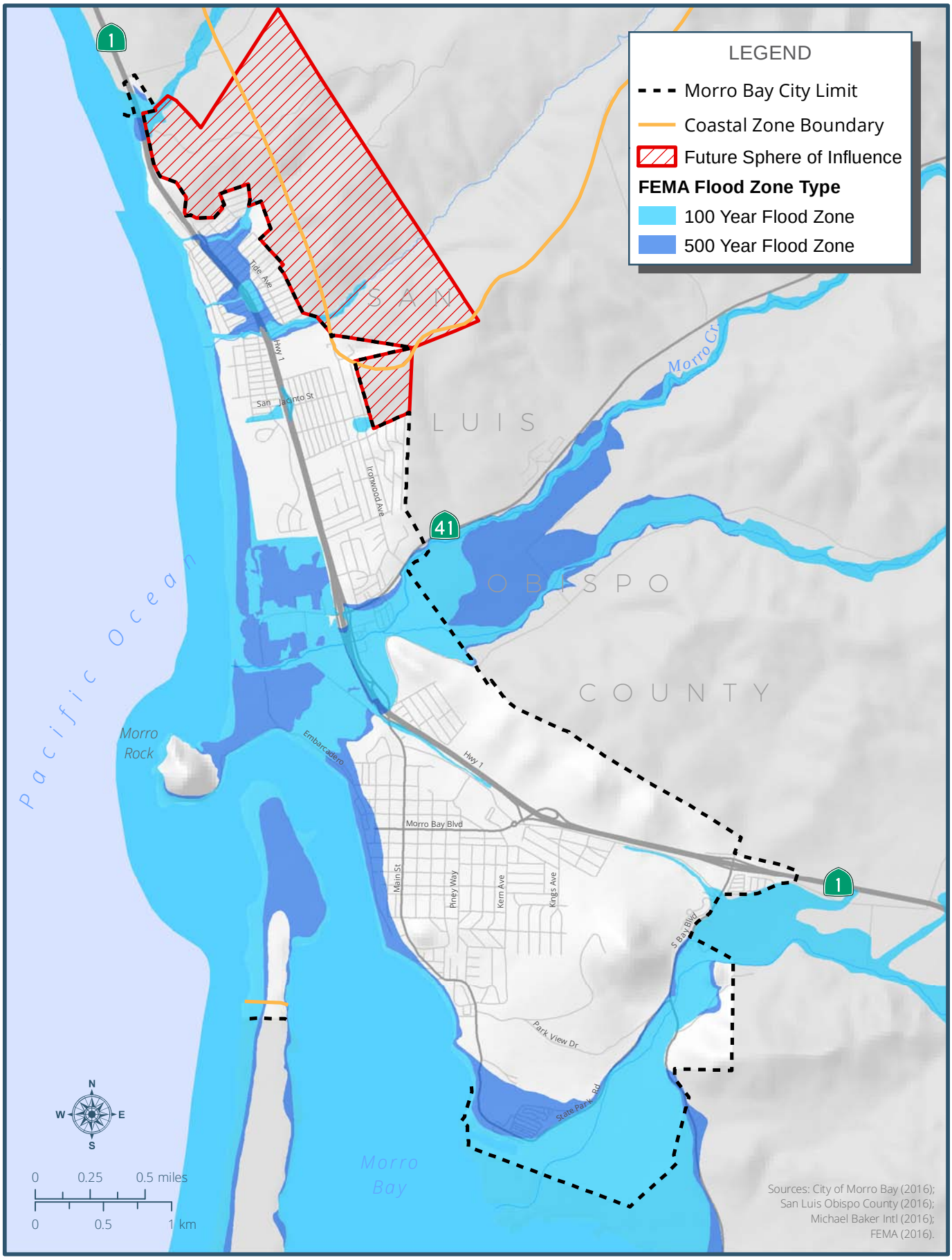
Current science indicates that sea level rise is directly linked to climate change, and is expected to increase over time. An increase in the frequency of intense storms that affect California is one possible effect of climate change, and any such increase would also likely increase erosion through high surf and storm surges. Higher sea levels may increase community vulnerability to hazards such as storm surges and tidal flooding, and may also exacerbate coastal erosion by decreasing the size of protective beaches.

Flooding can erode soil and plants, harm agricultural activities and landscaped areas, damage utilities, and compound other hazards, such as landslides. Past flooding events in Morro Bay have had minimal impacts on property and residents, but climate change is likely to increase these impacts.

According to FEMA, the highest risk areas in Morro Bay are coastal areas. These include areas along the coastline and bay, a wide swath of land south of Morro Creek, and parts of northern Morro Bay around Alva Paul Creek. Several agricultural, residential, industrial, and commercial areas are located in floodplains, and are susceptible to risks from 100- and 500-year floods. Several important community assets are in these areas, including Morro Bay High School, Morro Strand RV Park, and Morro Dunes RV Park. Some residential uses in northern Morro Bay would also be affected by flooding. This flood risk is highest during heavy precipitation that results from narrow bands of warm, moist air.

Morro Bay offers strategies for landowners to reduce flood risks, such as site planning, effective drainage, and low-impact design (LID) strategies.

Figure PS-6 shows areas in the flood zone of Morro Bay.



Plan MORRO BAY

FIGURE PS-6

FEMA Flood Zones

The Morro Bay coastline totals approximately 9 miles of shoreline, including both state and City beach areas. Over time, sea level rise impacts will cause inundation from tidal waters to beaches, state parks, private property, and transportation corridors. Beaches and other low-lying portions of the planning area are threatened by sea level rise, a slow but gradual process that may cause average sea levels to increase by as much as 5.5 feet or more by the year 2100. This will result in damage to and displacement of affected parcels.

A vulnerability assessment was published in 2017 to determine the risks for sea level rise in Morro Bay for years 2030, 2050, and 2100. The vulnerability assessment estimated the consequences, probability, and resulting risk from various sea level rise scenarios. Depending on the scenario, additional land near the coast could be subject to varying degrees of shoreline erosion and more extreme storm-related flooding. These hazards could threaten private buildings, public facilities, roads, and beaches.

The vulnerability assessment used a rating system that classifies impacts as low, moderate, or high. This assessment is performed qualitatively to help the City manage risks related to sea level rise, in order to understand both the risk, and the magnitude and likelihood of associated impacts. This rating system is established by three variables: amount of exposure, sensitivity to risk, and adaptive capacity. In general, low impacts are those that are either temporary or do not greatly interfere with the functionality of the asset, whereas moderate and high impacts pose a greater threat to its use. Assets that experience moderate impacts have more exposure, but are not completely compromised. High impacts result in long-term and/or permanent damage, and often have limited adaptive capacity.

Both coastal and inland areas face threats from sea level rise. The threat to coastal areas is the result of erosion and flooding from wave run-up (particularly from large waves associated with coastal storms). Sea level rise threatens the inland areas by exacerbating flooding from very high tides, and by contributing to flooding from extreme rainfall events.

Erosion

LCP

Erosion occurs when beach and dune environments are worn away or removed by wave action, such as tidal currents, drainage, or high winds. This can be a result of multiple natural occurrences, most of which are related to sea level rise, including extreme storm conditions and flooding. Erosion is driven by natural processes, but can be exacerbated by human activities such as shoreline hardening, dredging, and the placement of coastal structures.

Under existing conditions, beaches and dunes are at highest risk for the impacts of erosion. Once these resources have eroded, they take longer to reestablish and are generally less resilient to future conditions. This results in an overall loss of beach area, which will impact recreational opportunities and degrade natural buffers that protect roadways, residential parcels, and commercial parcels as erosion progresses inland. These changes will also affect natural habitats as salinity and nutrient levels change.

In central Morro Bay, erosion risks are lower, as wide beaches and tall sand dunes will protect the community from erosion. Northern Morro Bay is directly exposed to the ocean, and has a higher risk. Currently, beach environments that are eroded from storms are generally replenished during the summer, but sea level rise may change the environment's ability to recover from erosion.

Assets Affected

LCP

Six major assets in Morro Bay would be affected by sea level rise through 2100. These are summarized as follows. While many of these assets are not immediately threatened, they may become less adapatable and resilient by 2100. Additional resources that have not been quantified but will experience the impacts of sea level rise include environmentally sensitive lands, harbor resources, visual resources, and cultural resources.

Beaches

Sandy beaches in Morro Bay are highly vulnerable to sea level rise impacts due to anticipated erosion and loss of the shoreline. Although sandy beaches are often thought to have high adaptive capacity because they naturally adjust to rising sea level, this can be diminished on beaches that are backed by coastal structures, or do not have enough sand to naturally regenerate. The beach in northern Morro Bay is particularly vulnerable to impacts of sea level rise.

Public Access Ways

Vertical beach access points and lateral access trails that run along the beach and bay are some of the public access ways that may be threatened by inundation from sea level rise. These assets are vulnerable to coastal flooding and erosion that may diminish their quality and usability. For example, erosion of the beach may create a large scarp (or drop-off) at the end of a beach access trail. Access ways can often naturally adapt to increased water levels and erosion, although some minor repair and adaptation measures may be needed. Waterfront access ways on fixed or floating structures will continue to provide access as long as they are located at an elevation above predicted water levels or are able to accommodate increased water levels. Public access points that are inundated will migrate inland, and will require adaptation to maintain safety and accessibility.

State Parks

Morro Bay has multiple state park facilities along the shoreline including parking lots, access points, campgrounds, and a marina. State park facilities are important to the city because they provide economic and recreation value while also providing an important low-cost, visitor-serving amenity with prime access to coastal resources. Erosion, habitat loss, and flooding may affect man-made and natural features and interfere with the functionality of campgrounds and other state park resources.

Coastal Development (Parcels)

Privately held parcels on the coast may be exposed to increased flooding from storms as a result of sea level rise and inundation. Each parcel and building's adaptivity will vary depending on elevation and construction materials. Note that impacts to parcels may not necessarily represent impacts to the physical buildings located on the parcel.

Utilities

Utility assets include facilities necessary to run the city effectively and efficiently since loss of water, sewer, or power would significantly disrupt quality of life for residents. While utilities are usually highly sensitive, the only vulnerable utility in Morro Bay is its current wastewater treatment plant. The wastewater treatment plant site was found to be vulnerable to coastal flooding by the 2100 time horizon. Flooding and erosion may lead to a disruption of service during a large surf event. To mitigate this risk, the current plant is planned for relocation to a site east of Highway 1 which is less vulnerable to sea level rise and inundation.

Roads, Bike, and Pedestrian Access

Transportation infrastructure can be highly vulnerable to sea level rise and inundation that causes significiant flooding and erosion events. These events may require substantial maintenance and repair, which may have high costs. Many roadways include bike and pedestrian facilities or have separate bike and pedestrian facilities running parallel to roads.

Table PS-2 shows the vulnerability of different assets to the impacts of sea level rise, as explained further in the CVRA in the Appendices.

Table PS-2:
Sea Level Rise Vulnerability in Morro Bay, 2030–2100

Asset	Exposure Risk by Year and Level of Risk		
	2030	2050	2100
Beaches	Low 60 acres	Moderate 68 acres	High 96 acres
Public Access Ways	Low 26,936 linear feet	Low 28,329 linear feet	Moderate 37,052 linear feet
State Parks	Moderate 27 parcels	High 28 parcels	High 33 Parcels
Coastal Development (Parcels)	Low 66 parcels	Moderate 74 parcels	Moderate 133 parcels
Utilities (Wastewater Treatment)	Low	Low	High Coastal flooding, dune erosion
Roads, Bike, and Pedestrian Access	Moderate 2,715 linear feet	Moderate 4,102 linear feet	High 13,162 linear feet

The vulnerability assessment looks forward to 2100 to determine the specific extent of the city's vulnerability to sea level rise, including an inventory of potentially affected assets and their estimated replacement value. Although most of *Plan Morro Bay* looks to the year 2040, the sea level rise assessment identifies vulnerabilities on a much longer horizon for multiple reasons. First, while the assessment relies on the best available science and methods, there is an inherent degree of uncertainty in these

projections, meaning sea levels could rise faster or slower than the estimated projections. Second, as current science indicates that sea level rise is a consequence of climate change, the amount of sea level rise could exceed estimates if the activities that cause climate change end up being greater than expected. Additionally, a building constructed within the horizon of *Plan Morro Bay* may still be used toward the end of the century; thus, it is important to understand potentially hazardous conditions within the planning area in 2100 to cover the life span of a building.

Figures PS-7 and PS-8 show the potential sea level hazard areas for 2050 and 2100 in Morro Bay. These figures identify multiple hazard zones that may have different impacts in different regions of Morro Bay. These include general inundation hazard zones where sea level rise will occur and impact existing infrastructure and resources; flood hazard zones that will be subject to increased flooding; and bluff and dune hazard zones where existing coastal bluffs and dunes that may currently serve as important natural habitat or buffers will experience increased erosion that exceeds their ability to naturally regenerate.

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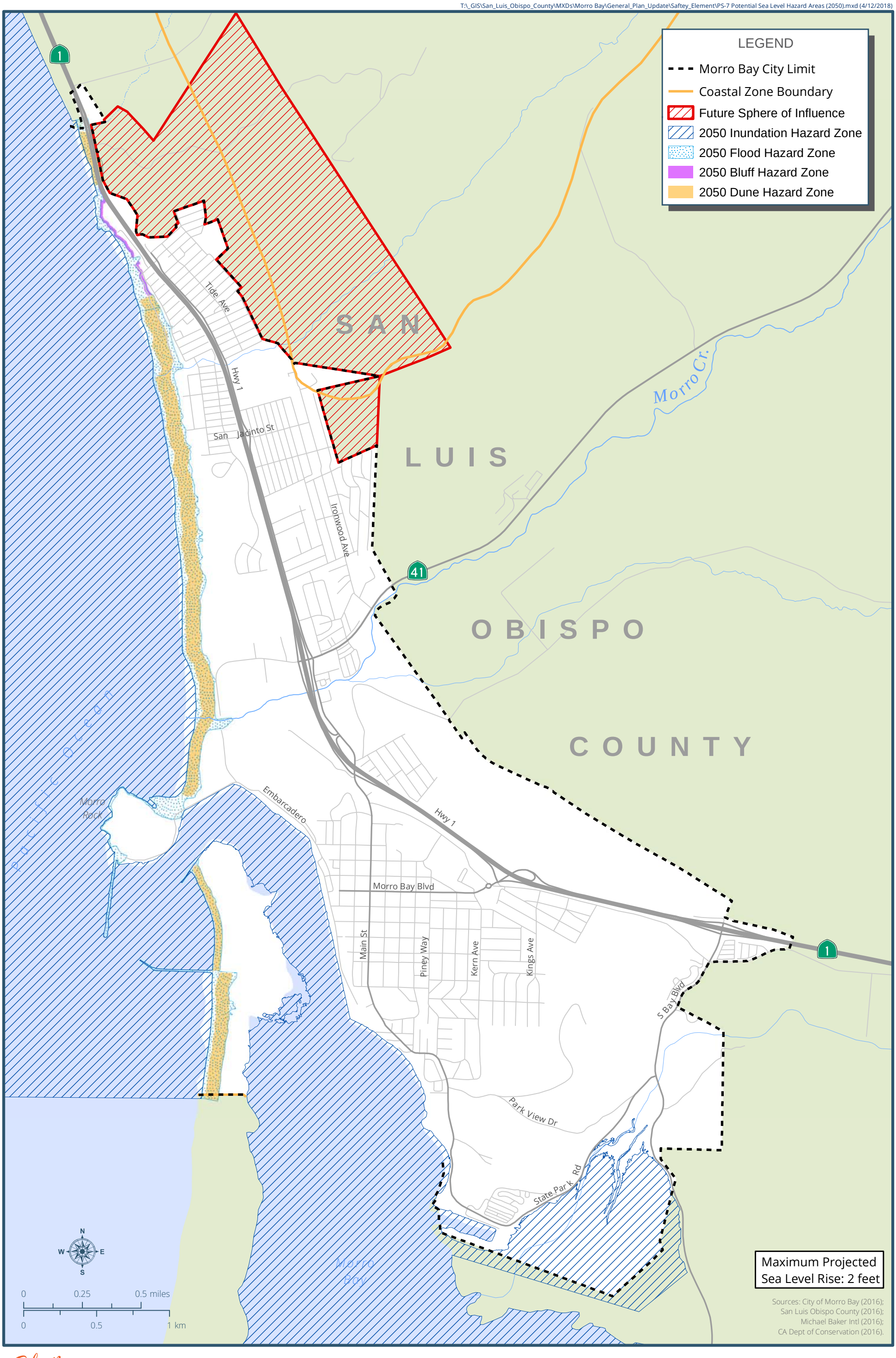

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FIGURE PS-7

Potential Sea Level Hazard Areas (2050)

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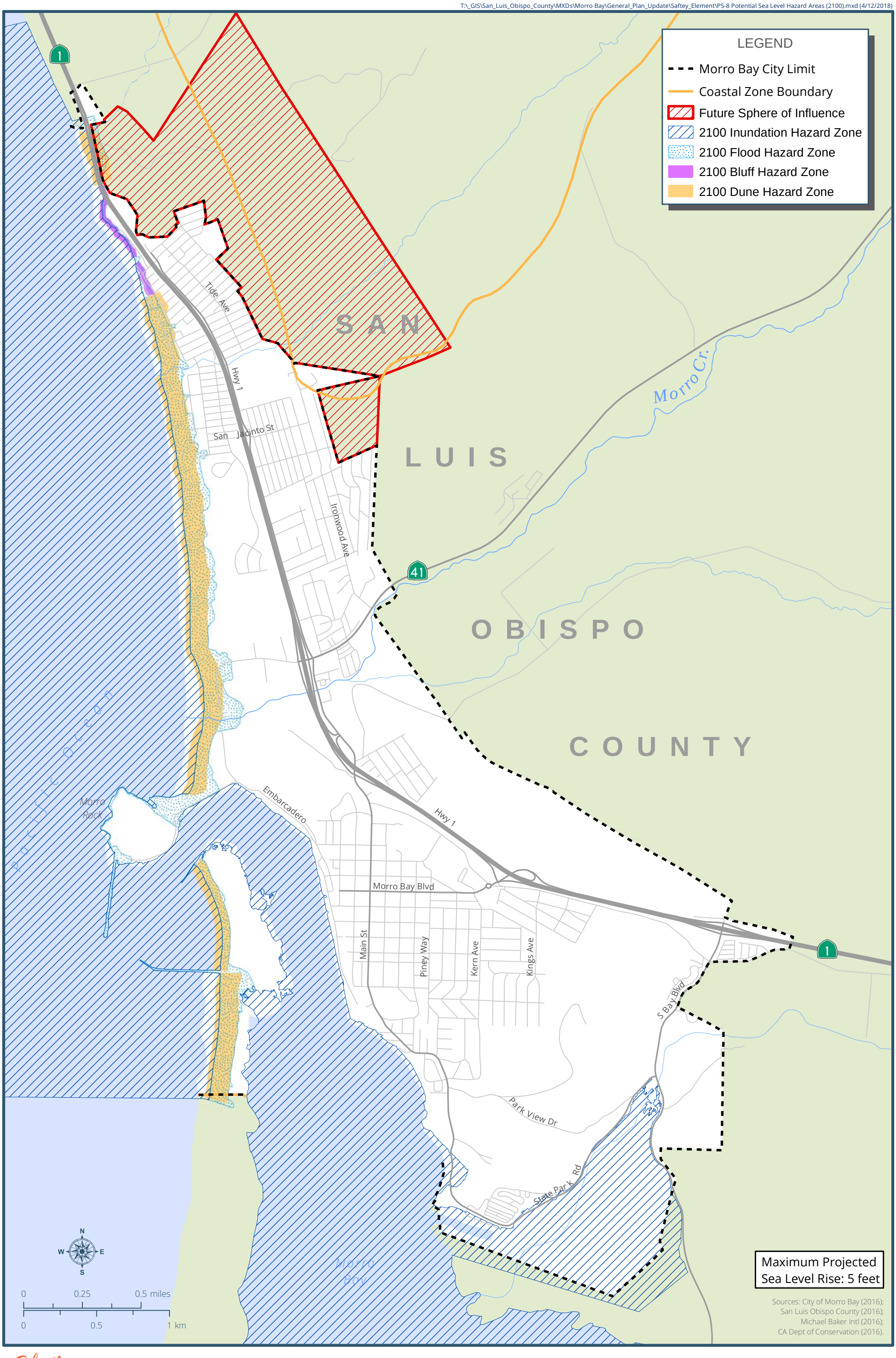

Plan MORRO BAY

FIGURE PS-8

Potential Sea Level Hazard Areas (2100)

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Asset Vulnerability and Adaptation

LCP

The planning horizon of *Plan Morro Bay* is 2040, although the hazard area reflects areas of potential impact by 2050. This extra time helps ensure that projects proposed near the end of the General Plan horizon will still benefit from increased resiliency to sea level rise for several more years. It also provides a safety margin in the event that future sea level rise is more severe or occurs more rapidly than anticipated in current modeling, as previously discussed. Policies are designed to address these issues through adaptation and mitigation, and implementation will be tailored to the areas with the highest risk. Adaptation strategies should be phased based on triggers that will mark the need for implementation of an action.

Northern Morro Bay

Neighborhoods in northern Morro Bay from the city limit to Morro Rock Beach face the highest risks for flooding and dune and bluff erosion. Important assets in this area include the beach, residential neighborhoods, and Morro Bay High School. The Morro Rock parking lot is particularly vulnerable to flooding by 2050. This area will require extensive ongoing maintenance to ensure that increasing water levels do not scour the revetment toe and destabilize the structure. Adaptation options include improving existing revetments, building sand dunes that will provide natural buffers from hazards, or elevating vulnerable areas.

Highway 1

There is one potentially vulnerable low-lying section of Highway 1 that is fronted by a rock revetment just south of Toro Creek Bridge. This section of the highway will become vulnerable to bluff erosion and flooding during extreme storms by the year 2050. Shoreline protection structures do not continue through the entire reach and may not accommodate increased water levels. Adaptation options include improving existing revetments, building sand dunes that will provide natural buffers from hazards, extending existing bridges to elevate the highway, or realigning the highway to the east to avoid hazard areas.

The Embarcadero

While the Embarcadero rests at a high elevation and can endure some sea level rise, the area is subject to potential inundation in higher sea level rise scenarios. Utilities, floating docks, and storm drains may begin to encounter high water level issues by 2050. By 2100, these assets will be fully vulnerable and the entire Embarcadero area

will experience water levels approaching roadway elevations. The area currently has revetment and bulkhead walls, but these structures will need to be maintained and improved to ensure resiliency to sea level rise. To adapt to the most extreme sea level rise estimates, the waterfront may need to be elevated to protect infrastructure and resources from sea level rise. However, this is unlikely to occur within the planning horizon.

Morro Bay State Park

The western oceanfront side of Morro Bay State Park is subject to increased flood and dune hazards by 2050, which could impact the City's tourism revenue and impact valuable natural resources.

GOALS AND POLICIES

Goal PS-3: Morro Bay is prepared for and responsive to the effects of sea level rise in the near and distant future.

POLICY PS-3.1: **Asset Protection.** Preserve and protect assets in Morro Bay that are subject to sea level rise, including but not limited to Morro Rock, Highway 1, and the Embarcadero. Coordinate with other agencies whose assets will become vulnerable to sea level rise, and develop and participate in regional plans to address shared asset protection.

POLICY PS-3.2: **Adaptation Triggers.** Utilize phasing strategies to implement asset protection plans. Base these phasing strategies on triggers that will require implementation of different phases of the plan.

POLICY PS-3.3: **Monitor Beaches.** Monitor beaches for sea level rise impacts such as erosion and changes in beach widths in order to identify trigger points for various adaptation strategies.

POLICY PS-3.4: **Shoreline Management Plan.** Prepare a shoreline management plan that addresses vulnerabilities due to coastal flooding through long- and short-term goals.

POLICY PS-3.5: **Scientific Evidence.** Remain aware of the best available science on sea level rise.

POLICY PS-3.6: **Property Owner Information.** Provide information to property owners about the risks associated with coastal erosion and flooding and encourage them to take adequate steps to prepare for these risks.

POLICY PS-3.7: **Site Reuse.** Consider appropriate uses for sites previously occupied by relocated assets, including parks, open space/natural areas, and other predominantly passive land uses.

POLICY PS-3.8: **Monitor Approach.** Based on the information gathered over time, the City shall evaluate whether additional policies and other actions for inclusion in the Local Coastal Program are necessary to better address the impacts of sea level rise and other coastal hazards, particularly those related to erosion.

POLICY PS-3.9: **Minimize Shoreline Protective Devices.** The Morro Bay shoreline is an irreplaceable resource and its preservation as a natural living shoreline is a matter of great public importance. Therefore, the intent of the Local Coastal Program is to ensure that shoreline protective devices and other shoreline altering development are utilized only in very rare situations and only when all coastal resource impacts are appropriately and proportionately mitigated, including consistent with the policies listed in this section.

POLICY PS-3.10: **Construction of New Shoreline Structures.** New shoreline protective device development (including replacement, augmentation, addition and expansion associated with an existing device) shall only be allowed where required to protect existing development in critical danger from erosion (i.e., when the development would be unsafe to use or occupy within two or three years). Outside the Embarcadero and harbor area, such devices shall only be utilized if no other feasible, less environmentally damaging alternative, including removal or relocation away from such hazards, beach nourishment, non-structural drainage and native landscape improvements, or other similar non-structural options, can be used to address erosion hazards. Such non-structural options shall be used and prioritized wherever possible to protect coastal resources, including coastal habitats, public recreational uses, and public access to the coast.

Along the Embarcadero and harbor area where such non-structural options are not feasible in whole or in part, soft structural alternatives (e.g., sand bags, vegetation) shall be used and prioritized wherever possible before more significant shoreline protective devices are installed (including seawalls, revetments, breakwaters, groins, bluff retention devices, and piers/caisson foundation systems). Shoreline protective devices shall not be constructed where other measures can adequately mitigate erosion hazards. All construction associated with shoreline protective devices and repair or maintenance or augmentation of existing protection devices shall be designed

to eliminate or mitigate adverse impacts to geological, biological, cultural and visual resources.

POLICY PS-3.11: Diking, Dredging, Filling, and Shoreline Protection. Minimize the impacts of diking, dredging, filling, and shoreline protection developments within the harbor area while continuing to maintain seawalls, revetments, docks, pilings, piers and similar structures by requiring evaluation of these improvements on the lease sites along Embarcadero a minimum of every 10 years by a licensed engineer with a marine emphasis.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Public Safety Element Implementation Actions" subheading.

GOAL PS-4: New development is sensitive to the anticipated impacts of sea level rise and flooding.

POLICY PS-4.1: Sea Level Rise Hazard Overlay Zone. Promote appropriate development patterns in areas identified in potential sea level rise hazard areas established in **Figure PS-8** through a Sea Level Rise Hazard Overlay Zone.

POLICY PS-4.2: Transfer of Development Rights (TDR). Consider a TDR program to restrict development in areas that are vulnerable to sea level rise and allow the transfer of development rights to parcels with less vulnerability to hazards.

POLICY PS-4.3: Bluff and Coastal Erosion. Encourage development patterns that will not exacerbate bluff or coastal erosion.

POLICY PS-4.4: Sea Level Rise Mitigation. Require new development and redevelopment projects to consider sea level rise mitigation in their plans.

POLICY PS-4.5: Resilient Infrastructure. Consider coastal resiliency strategies when maintaining or replacing existing infrastructure.

POLICY PS-4.6: Public Improvements. Increase the City's understanding and funding for public improvements with respect to potential vulnerabilities and impacts to infrastructure associated with changes in sea level elevation.

POLICY PS-4.7: Floor Elevations in Flood-Prone Areas. Require development in flood-prone areas in the city to include finished floor elevations 2 feet above the 100-year flood elevation.

POLICY PS-4.8: **Storm Drain Capacity.** Maintain and increase local storm drain capacity to meet 100-year or greater flood protection requirements to protect residents and businesses from flood risks.

POLICY PS-4.9: **Ponding.** Identify and manage areas that experience ponding during heavy rain events to mitigate future impacts of flooding.

POLICY PS-4.10: **Resilient Buildings.** Require new and significantly renovated buildings and all public buildings to be designed and constructed to withstand severe storms, flooding, and other impacts that are expected to result from a changing climate.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Public Safety Element Implementation Actions" subheading.

Emergency Response

The Morro Bay Fire Department is responsible for coordinating emergency preparedness in the planning area, and several other agencies hold responsibility for different types of hazards. The Fire Department coordinates with the San Luis Obispo County Office of Emergency Services and Region I of the California Office of Emergency Services to develop programs to ensure disaster preparedness.

City of Morro Bay Multi-Hazard Emergency Response Plan

The City cannot completely eliminate all disasters, but the City's adopted Multi-Hazard Emergency Response Plan can reduce exposure risks by providing plans for retrofitting and engineering improvements as well as education. Since almost all major emergencies result in response from more than one agency, the program development and emergency incident response in this plan is coordinated with surrounding jurisdictions. The plan covers the City's response to events including natural hazards, hazardous materials emergencies, multi-casualty events, civil disturbances/acts of terrorism, nuclear power plant emergencies, and tsunamis.

Natural Hazards

As described above, Morro Bay is vulnerable to several different natural hazards, including earthquakes, flooding, wildfires, and tsunamis. In the event of an earthquake, wildfire, or tsunami, the Fire Department assumes the primary role for emergency response. In the event of a storm that causes flooding, the Public Services Department is the primary responder in the management of the emergency. In some

more severe circumstances, out-of-city assistance may be delayed by more than 72 hours.

Hazardous Materials

Hazardous materials are substances that may cause harm to life or the environment. Incidents involving hazardous materials are considered emergencies, and may occur at fixed facilities or transportation routes. Morro Bay has two major transportation routes that transport hazardous materials: Highway 1 and Highway 41. These routes transport thousands of tons of hazardous materials every year from locations throughout the state. There is little concern over hazardous materials being transported through the air near Morro Bay, as there are no major airports. The waterfront area of Morro Bay includes fixed facilities that store the majority of chemicals and pesticides in the city. There is a relatively low risk of incidents involving transport of hazardous materials in Morro Bay, but they would be most likely to occur on major transportation routes. In the event of an emergency involving hazardous materials, there is potential for extreme risk to life and property. The Morro Bay Fire Department is responsible for the management of emergencies involving hazardous materials.

Multi-Casualty Incidents

A multi-casualty incident is an event that results in a large number of injured persons or casualties, or the evacuation of a medical facility, as a consequence of any natural or man-made disaster. Multi-casualty event risks in Morro Bay include those related to transportation, surf conditions, and large public events. These events are typically managed by the Fire Department and any party responsible for the event.

Civil Disturbance

A civil disturbance is a large outbreak of disorderly conduct. These pose risks to law enforcement and safety personnel. Their highest risk is during high-density events, such as the Morro Bay Harbor Festival, which can host as many as 20,000 people at a time. The Police Department assumes the primary role in the management of a civil disturbance.

Terrorism

Terrorist actions may include biological, chemical, incendiary, explosive, nuclear/radiological, or electronic attacks. The likelihood of terrorist attacks is lower in low-population regions such as San Luis Obispo County. The Police Department assumes the primary role in the management of a terrorism event.

Nuclear Power Plant Emergencies

The Diablo Canyon Nuclear Power Plant is operated by the Pacific Gas and Electric Company (PG&E), and is located approximately 10 miles south of Morro Bay. The plant consists of two nuclear power-generating units that have the capacity to generate power in excess of 1,000 megawatts. The probability of a nuclear accident is very low, and is prevented through conservative design, construction, and operation. Protective systems are installed and emergency plans are in place in the event that any part of the reactor system fails. Diablo Canyon is scheduled to be decommissioned in 2025. The Fire Department assumes the primary role in the management of a nuclear emergency. Figure PS-9 shows Nuclear Emergency Planning Zones around Morro Bay.

Morro Bay is located beyond the federally defined Nuclear Emergency Planning Zone that surrounds Diablo Canyon. However, Figure PS-9 shows that Morro Bay is located in Preparation Action Zone (PAZ) 9. PAZs are California's recently expanded emergency planning zones. Due to its distance from the power plant, only the most severe nuclear emergency would pose a threat to Morro Bay. While the risk is low, severe nuclear emergencies may require Morro Bay residents to evacuate or shelter in place.

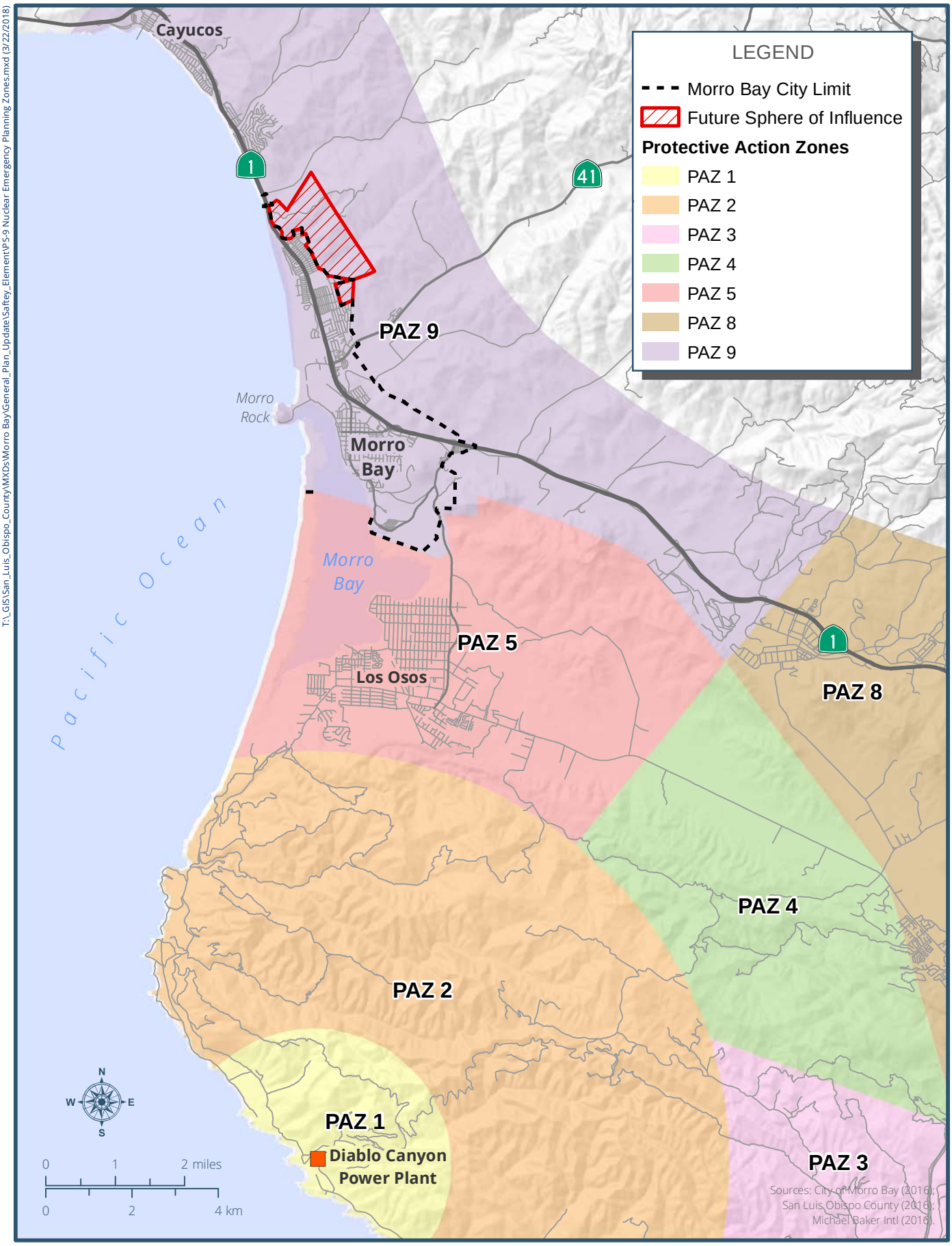

FIGURE PS-9

Nuclear Emergency Planning Zones

Evacuation Routes

In the event of a natural or environmental disaster, the community will follow evacuation procedures identified by the appropriate emergency respondent (such as Policy, Fire, or Public Services Department).

Peak Load Water Supply

Water supply in the planning area may be impacted by climate change. Water demand and costs are expected to increase during the planning period, which would require alternative water sources. Morro Bay's water issues are addressed by an Urban Water Management Plan, the Morro Bay Stormwater Management Plan, and the Morro Bay Sewer Management Plan. These plans are currently being developed into the One Water Plan, which will address all of these issues and provide policy guidance on water supply, including peak load supplies needed to support firefighting and in times of emergency.

GOALS AND POLICIES

Goal PS-5: Response to emergencies is quick, efficient, and effective.

POLICY PS-5.1: **Update Emergency Response Plan.** Regularly update the Morro Bay Emergency Response Plan with updated evacuation routes and hazard information. Publicize evacuation routes and other relevant emergency procedures.

POLICY PS-5.2: **Hazardous Waste Transportation Routes.** Identify and establish specific routes for transporting hazardous materials and wastes. Consider avoiding residential areas, instead using state divided highways as preferred routes.

POLICY PS-5.3: **Use, Storage, and Transportation of Hazardous Materials.** Require businesses that use, store, or transport hazardous materials to take adequate measures to protect public health and safety. Restrict access to these materials through setbacks and other measures.

POLICY PS-5.4: **Interagency Cooperation.** Work cooperatively with public agencies with responsibility for natural and environmental hazards.

POLICY PS-5.5: **Transportation Requirements.** Establish minimum road widths and clearances around structures to improve transportation in the event of an emergency.

POLICY PS-5.6: **Resiliency Hubs.** Work with local schools and community centers to create "resiliency hubs" that can serve as gathering places during emergencies and interruptions in services, and contain access to water, electricity, and other needed services.

POLICY PS-5.7: **Passive Resiliency.** Ensure, to the greatest extent possible, that new and significantly remodeled buildings will maintain livable conditions in the event of extended loss of power or heating.

Implementation actions that correspond to and implement these goals and policies are located in the table in Section 5 under the "Public Safety Element Implementation Actions" subheading.

COMMUNITY WELL-BEING

Cities exist for the primary purpose of ensuring the well-being of the people who live, work, and visit them. The availability of housing, transportation options, healthy food, open space, and economic stability affects the physical, social, and mental well-being of the people in the community. Residents greatly value the quality of life offered in Morro Bay, and visitors, whether employees or tourists, also benefit from it. The City will remain focused on ensuring the greatest livability possible for people of every age, race, ability, and socioeconomic group.

OVERVIEW

Scope and Content

The Community Well-Being Element addresses the social aspects of community design. It anticipates the ways in which the built environment affects the overall well-being of residents and visitors and allows needs to be met easily and affordably. A person's social, physical, and mental well-being are inexorably linked, and this element touches on all three aspects and includes policies to improve the conditions that influence them. Community well-being goals and policies address quality of life, community health, and the anticipated health effects of climate change. Where data specific to Morro Bay is not available, estimates based on data for San Luis Obispo County are used to show trends in health and well-being for Morro Bay residents, along with input from local residents and staff.

Relationship to Other Elements

The Community Well-Being Element is connected to all other elements in *Plan Morro Bay*, as all parts of the plan work together to create a healthy and vibrant environment. Specifically, the Land Use and Circulation elements heavily influence resident activity levels and physical health, contribute to food and medical service

accessibility, promote employment and housing stability, and establish locations for recreation and open space. The Conservation and Open Space elements establish policies that ensure residents and visitors have access to attractive natural areas and recreation, prioritize clean energy options, and preserve the clean air and water residents need to stay healthy. The Noise, Community Design, and Public Safety elements focus on ensuring Morro Bay is a pleasant and safe place, which affects the likelihood of people to be active by walking, biking, and generally enjoying the community.

RESILIENCY APPROACH

The concept of resiliency describes a community's ability to respond to and recover from challenges it faces. The social resiliency of a population enables people to work together to cope, respond, and learn from an environmental, economic, or social threat. To best do so, people must have their basic needs met and must feel connected and involved in the community. This element complements the Morro Bay Climate Action Plan by ensuring the community has a strong base that is able to recover from the natural disasters and economic changes caused by climate change impacts. Policies focus on ensuring that Morro Bay remains a diverse and inclusive community with strong social capital and a connected, resilient population.

COMMUNITY HEALTH

Morro Bay residents tend to be healthier than the average Californian. San Luis Obispo County as a whole is ranked highly for general health, quality of life, health behaviors, and clinical care. Like most of California, however, chronic disease and cancer continue to be the primary causes of death for residents, and obesity, lack of physical activity and fresh food, and mental health concerns are common issues. A combination of the physical environment, socioeconomic conditions, and personal behaviors contribute to these issues and can be improved through conscious planning and community improvement.

The demographic makeup of Morro Bay also requires consideration, as the relatively high number of residents over age 50 can have specific health concerns. Access to quality health care, food, and services, and the ability to respond to disasters become more important and less available as individuals age. Isolation and a lack of community involvement are also common and substantially detract from quality of life for both individuals and the community as a whole.

SOCIOECONOMIC CONDITIONS

Socioeconomic factors are among the best determinants for health and well-being in a person or community. Income level, housing quality, and employment status can dramatically affect a person's ability to care for their well-being and contribute to society in a meaningful way.

Morro Bay does not have any officially designated disadvantaged communities as described in state planning law, and the levels of both educational attainment and employment are higher in Morro Bay than in most of California. However, the median income is lower than the state average and more than half of residents pay at least 30 percent of their income toward housing. A strong household income, employment base, and education level will provide Morro Bay residents with the means to care for themselves and enjoy a high quality of life.

KEY ISSUES

Environmental Equity

Planning and land use decisions have the capacity to dramatically affect the lives of residents, with low-income and minority groups often the ones most impacted by air pollution, hazardous waste, and other undesirable or even dangerous environmental issues. In 2016, the California Legislature passed Senate Bill 1000 (SB 1000) requiring cities and counties to address the environmental equity concerns of any designated disadvantaged communities in the general plan. Morro Bay does not contain areas with significant environmental equity concerns, but the City will always consider the equity impacts of planning decisions, particularly while preparing neighborhoods and the city as a whole for the effects of climate change, including becoming more prone to flooding, landslides, and extreme heat events.

Quality of Life

The quality of life in a community involves a wide variety of economic and social factors. While measuring many of these factors directly is possible, a simpler way to evaluate a community's quality of life is by focusing on key indicators, including commute times to work, population turnover, housing costs, and crime rates. By identifying what drives these indicators and improving upon them, Morro Bay can continue to provide a high standard of living.

Table CW-1 lists the key indicators used to measure quality of life for Morro Bay residents. In general, Morro Bay residents are better off than or on par with residents throughout the state for each indicator; however, improving these indicators would positively affect the lives of the city's residents and increase their ability to achieve financial and social success and stability.

Table CW-1:
Quality of Life Indicators (2014)

	Morro Bay	California
Average Commute Time (minutes)	18.8	27.6
Percentage Commuting 30 or More Minutes per Day	27%	40%
Population Turnover		
Same House One Year Ago	82%	86%
Different House One Year Ago	18%	14%
Median Household Income	$50,914	$61,818
Housing Cost 30 Percent or More of Income		
Extremely Low Income	86%	Not available
Very Low Income	55%	Not available
Crime Rates per 100,000 Residents		
Violent	487	393
Property	2,282	3,459

Source: US Census Bureau 2014; California Department of Justice, 2014 Crime in California Report and CJSC Statistics Crimes and Clearances Database; California Association of Realtors 2015

The shorter commute times and slightly lower population turnover in Morro Bay can significantly improve quality of life, although the crime rate is marginally higher than the state average. The impact of housing costs on low-income residents, including seniors, has severe consequences on living stability and available income for other needs.

GOALS AND POLICIES

GOAL CW-1: Morro Bay residents enjoy a high quality of life that contributes to their mental, physical, and social well-being.

POLICY CW-1.1: Crime Prevention Through Environmental Design. Improve safety and the perception of safety by using the principles of Crime Prevention Through Environmental Design (CPTED), including use of adequate lighting, street visibility, and defensible space.

POLICY CW-1.2: **Family Enrichment Programs.** Partner with the San Luis Obispo County Public Health Department, local nonprofits, and schools to provide child and family enrichment programs and after-school educational programs that emphasize intellectual and emotional preparation, particularly in underserved communities.

POLICY CW-1.3: **Services for All.** Ensure the accessibility of facilities and services that meet the cultural, linguistic, gender, and sexual orientation needs of client populations.

POLICY CW-1.4: **Community Equity Training.** Provide training and tools to public staff to advance equity and social justice across all areas of service. Promote similar training and awareness throughout local and regional government.

Diverse, Multigenerational Community

Morro Bay has many residents who span older and younger generations and have specific needs and desires for their community. The community welcomes people from all generations, backgrounds, and lifestyles, and the City seeks to provide for that diversity.

GOALS AND POLICIES

GOAL CW-2: Morro Bay residents of all ages, cultures, and lifestyles enjoy a community that is inclusive, enjoyable, and meets all physical, emotional, and mental needs.

POLICY CW-2.1: **Health Service Awareness.** Partner with the County Public Health Department and local clinics and hospitals to promote public awareness of health and social services available in the area.

POLICY CW-2.2: **Preserve Diversity.** Protect and enhance the individuality and diversity of the community.

POLICY CW-2.3: **Community Involvement.** Promote and provide a variety of ways residents and visitors can be involved and connected to the community.

POLICY CW-2.4: **Multigenerational Housing.** Provide for multigenerational living spaces including housing for single parents, young families, and seniors, including aging-in-place communities.

POLICY CW-2.5: **Public Accessibility.** Improve the accessibility of public spaces.

POLICY CW-2.6: **Home Care Options.** Increase the availability of home care and assisted living opportunities for older and disabled adults.

Chronic Disease

Chronic disease is one of the leading health concerns in the country, and it represents a significant cause of death for Morro Bay residents. The primary concerns for residents in Morro Bay are obesity, heart disease, diabetes, and asthma, with heart disease the leading cause of death for San Luis Obispo County residents after cancer.

Many chronic diseases can be reduced or managed through proper diet, activity levels, and protection from environmental hazards such as air pollution. Morro Bay residents have many opportunities for an active lifestyle, including a highly walkable community and access to outdoor recreation. Access to healthy, fresh food in the city is low, however, and could be improved by providing for and incentivizing more opportunities for residential gardening, produce markets, healthy corner stores, a range of restaurant options, and full-service grocers.

GOALS AND POLICIES

GOAL CW-3: Residents and visitors in Morro Bay are healthy and have access to essential services.

POLICY CW-3.1: **Education Programming.** Partner with local agencies and organizations to offer health education programs and organized activities for residents and visitors.

POLICY CW-3.2: **Food Access.** Promote the availability of fresh food throughout the city, both at retail locations and in restaurants.

POLICY CW-3.3: **Local Food.** Support additional local and sustainable food providers such as farmers markets, community gardens, and urban agriculture.

POLICY CW-3.4: **Healthy Consumer Options.** Partner with the County Public Health Department to encourage stores and restaurants to offer affordable and healthy options.

POLICY CW-3.5: **Medical Access**. Ensure residents and visitors have convenient access to health and medical facilities.

Health Effects of Climate Change

The effects of climate change will intensify concerns for the well-being of the Morro Bay community. Increases in sea level, natural disasters, heat events, vector-borne disease, air pollution, and disruption to food and water distribution systems will exceed the capacity that most communities can handle. To prepare for these effects, Morro Bay needs a strong social structure and an established network of community partners working together to address health and social needs, economic weaknesses, and physical vulnerabilities. Particular attention to maintaining the needs of vulnerable populations such as seniors, pregnant women, children, the homeless, the mentally ill, people with chronic diseases, and outdoor workers will be critical to minimizing risk and disruption as these effects occur.

GOALS AND POLICIES

GOAL CW-4: Morro Bay recognizes and is prepared for increased health risks due to current and anticipated future climate change effects.

POLICY CW-4.1: Plan Updates. Recognize and address the health effects of climate change when updating local hazard mitigation plans, hazard emergency plans, specific plans, and other policies and ordinances.

POLICY CW-4.2: Vulnerable Populations. Identify populations more vulnerable to and exposed to potential health impacts. Develop targeted population-level mitigation and adaptation strategies, and prioritize the use of resources to benefit the most significantly impacted populations.

POLICY CW-4.3: Climate Change Response Plan. Prepare a response plan to be used in the implementation of Measure A-2 of the CAP to ensure the protection of vulnerable populations during times of high heat, extended drought, flooding, or other extreme weather events.

POLICY CW-4.4: Vectors and Infectious Diseases. Work with the County Public Health Department to monitor vector-borne and infectious diseases, such as West Nile virus and Lyme disease, reduce the risks of these diseases, and better understand the disease effects of climate change.

POLICY CW-4.5: Public Awareness. Increase public understanding of the impacts of climate change on health and ways to prepare for such changes. This policy should be implemented together with Measures E-4, TL-1, and TL-3 of the CAP.

POLICY CW-4.6: **Emergency Housing.** Expand and plan for additional emergency, transitional, and supportive housing services provided by the City and community organizations to prepare for loss of housing and exposure of homeless populations during extreme weather events.

POLICY CW-4.7: **Urban Greening.** Maximize urban greening and the use of green infrastructure to minimize the urban heat island effect, maintain and improve water quality, and contribute to the physical and social health of community members. This policy should be implemented together with Measure A-4 of the CAP.

IMPLEMENTATION STRATEGY

INTRODUCTION

Plan Morro Bay is a living document that serves as the City's blueprint for creating the future desired by the community. It is intended to guide decision-making in Morro Bay across a wide range of policy areas. The City's ability to achieve the vision expressed in *Plan Morro Bay* depends on its success in creating and carrying out an effective implementation strategy.

This implementation strategy provides a framework to coordinate citywide efforts to execute the policies identified throughout the plan, and provides a structure for monitoring, maintaining, and updating the document throughout the planning horizon. The strategy identifies a pathway from the broad, long-term goals and vision that underlie *Plan Morro Bay*, to the more specific policies in each chapter, to the day-to-day activities that guide change on the ground.

For some topics, newly adopted policies are sufficient to realize certain goals. However, most goals will require additional implementation actions to help achieve the community vision. This section ties together the goals and policies with implementation actions. Each implementation action is associated with a goal from the element it implements, as shown in the table. Some are onetime actions, such as creating an ordinance or updating a master plan, while others will need to take place more than once or be periodically evaluated.

Implementation will involve close coordination between City offices and departments, including the City Council, City boards and commissions, the City Manager's Office, Community Development Department, Public Works Department, and Police Department. It will also require coordination between the City and outside agencies, such as the Morro Bay National Estuary Program, Morro Bay Historical Society, Morro Bay Commercial Fishermen's Organization, the County of San Luis Obispo, the San Luis Obispo Council of Governments, the San Luis Obispo County Air Pollution Control District, and various other regional and state agencies. Depending on the type of implementation action, a funding source may need to be identified and secured before the action can be put into effect.

GENERAL PLAN MAINTENANCE AND MONITORING

Annual General Plan Implementation Report

State law requires that every city and county in California submit an annual report on the status of its general plan and progress in its implementation to the jurisdiction's legislative body, the Governor's Office of Planning and Research, and the California Department of Housing and Community Development. City staff typically prepares the Annual General Plan Implementation Report during the first quarter of each year and presents it to the City Council at a public hearing, which allows an opportunity for public review and comment. The annual report is then submitted to the state by April 1 of each year. The annual report informs City staff in multiple departments, elected officials, and community members about the status of the General Plan and progress toward achieving the vision, and helps prioritize work plan activities and budget needs for the upcoming year.

GENERAL PLAN UPDATES AND AMENDMENTS

The General Plan/LCP manages growth, change, and conservation efforts in Morro Bay over a long-term planning horizon. As such, the plan must be reviewed and monitored on a regular basis as well as updated periodically to remain current and to keep pace with changing times. In addition, the need arises from time to time for specific, targeted plan amendments—for example, in response to a current, pressing local issue; new requirements imposed by state legislation; or circumstances that necessitate a substantial change in the City's policy direction on a particular topic.

As deemed necessary, the City will conduct a comprehensive review of the General Plan/LCP and update it as needed. This periodic review and update will examine the plan in its entirety, including goals, policies, and implementation actions. The update process will consider successes and challenges in implementing the plan, as well as other factors such as changing demographics and economic conditions.

The City will also consider proposed focused amendments to the General Plan/LCP on an as-needed basis. Proposed amendments may include changes to the land use designations, maps contained in the plan, or the goals and policies. The City will evaluate the need for a proposed amendment and its potential benefits and impacts, as well as consistency with the overall vision of *Plan Morro Bay* and its implementing documents.

IMPLEMENTING ACTIONS AND TOOLS

Implementation actions are organized by *Plan Morro Bay* element. Each action is directly linked to one or more plan goals. For each action, this chapter also identifies responsible City departments or agencies, a potential funding source or sources, and a recommended time frame.

Implementation actions may be used as the basis to prepare the Annual General Plan Implementation Report to the City Council. Many actions may also serve as mitigation measures to reduce environmental impacts of implementing the plan, as identified in the *Plan Morro Bay* Environmental Impact Report. As a result, the annual report can help the City monitor implementation of mitigation measures, as required by the California Public Resources Code. To ensure that the actions remain useful and consistent with City policy, they should be reviewed and updated as needed at appropriate times. Actions should be assessed concurrently with the annual City budget process, and whenever the plan is amended or updated.

Work Program

The actions developed to implement *Plan Morro Bay* are organized by their corresponding element in the table on the following pages.

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#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
Land Use Element Implementation Actions									
LU-1	Land Use	Amend the Zoning Map to establish consistency between land use designations and zoning districts.	Zoning Code Update	Community Development	General Fund	Goal LU-1		Concurrent	
LU-2	Land Use	Establish zoning districts and development standards to correspond with land use designations and character areas.	Zoning Code Update	Community Development	General Fund	Goal LU-1		Concurrent	
LU-3	Land Use	Modify zoning and development standards to allow and facilitate tiny houses, co-housing, and intergenerational housing.	Zoning Code Update	Community Development	General Fund	Goal LU-1		Concurrent	
LU-4	Land Use	Designate base zones during the Zoning Code update for the Beach Street Specific Plan area which protect the existing unique mix of land uses.	Zoning Code Update	Community Development	General Fund	Goal LU-1		Concurrent	
LU-5	Land Use	When the city's population reaches 11,700, reopen public discussions about the Measure F 12,200-person limit and undertake a process to either affirm, amend, or repeal Measure F. At that time, consider exempting affordable housing projects from established population limits.	Process	City Council	General Fund	Goal LU-3		As Needed	
LU-6	Land Use	As part of the Zoning Code update, maintain land use and zoning that protects visitor-serving and coastal dependent uses, including commercial fishing.	Zoning Code Update	Community Development	General Fund	Goal LU-4		Concurrent	
LU-7	Land Use	Update the Fishing Community Sustainability Plan every five years.	Process	Harbor	General Fund; Grants	Goal LU-4		Periodic	
LU-8	Land Use	Modify zoning and development standards to allow interim uses in areas designated for coastal-dependent uses until the existing owners have an approved coastal-dependent development. The City considers this type of interim temporary use exempt from coastal development permits. Interim uses shall be limited to projects which a) have relocatable structures, b) are compatible with the character of surrounding areas, c) preserve established viewsheds, and d) are limited to the following uses: • Visitor access, paths, lookout points • Recreational vehicle parking • Automobile parking • Picnic areas • Community gardens • Campgrounds • Restrooms and service facilities • Playgrounds • Temporary boat storage • Temporary boat repair area • Ancillary uses for the above • Other uses serving visitors or commercial fishing which do not require permanent structures	Zoning Code Update	Community Development	General Fund	Goal LU-4		Concurrent	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
LU-9	Land Use	Perform a survey of all hotels and motels in the city every two years. The survey should include documentation of the number of accommodations (for 2-4 person occupancy) and their average costs. Upon completing the survey, use the established City threshold to determine what proportion of hotels and motels can be considered low cost visitor-serving accommodations. This process will be completed between January and April to capture realistic peak-season prices.	Process	Community Development	General Fund; TOT	Goal LU-6		Periodic	
LU-10	Land Use	New upscale hotel and motel projects that are developed on state-owned tidelands and do not have lower-cost accommodation options shall provide 25 percent of units at a lower-cost rate approved by the Coastal Commission.	Development Standards	Community Development	Development Fees	Goal LU-6		As Needed	
LU-11	Land Use	New mid-price hotel and motel projects that are developed on state-owned tidelands and do not have lower-cost accommodation options shall incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use. Such amenities may include public plazas and spaces, restaurants, retail units/shops, gardens, viewing areas, free Wi-Fi access, bike parking facilities, or other day-use features that may be used by the public at no or relatively low cost. The quality and quantity of amenities shall be considered in the Coastal Development Permit review process. This standard does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.	Development Standards	Community Development	Development Fees	Goal LU-6		As Needed	
LU-12	Land Use	Limit the number of new STVR permits available each year in residential zones, where STVRs have the greatest impact. Set the limit based on the ratio of STVRs to occupied housing units both citywide and by community character areas identified in *Plan Morro Bay* (e.g., 1 STVR to 5 occupied units). Neither ratio (citywide or by community character area) can be exceeded. Permits can either be issued as first-come-first-served or received during a set window and issued as part of a lottery.	Zoning Code Update	Community Development	General Fund	Goal LU-6		Concurrent	
LU-13	Land Use	Implement a waiting period (recommended one year minimum) from the time of sale of a unit (or other transfer of title) before that unit is eligible to apply for a STVR permit. Consider exempting from the waiting period STVR permits for new units in downtown and along the waterfront, condominiums, and units over 4,000 square feet in size.	Zoning Code Update	Community Development	General Fund	Goal LU-6		Concurrent	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
Low Cost Visitor Serving Accommodation (LCVSA) actions only required to be implemented when certain thresholds are reached (LU-14 through LU-17)									
LU-14	Land Use	Use fee revenues from new developments with the potential to directly displace existing lower- and mid-price accommodations to provide as-needed rehabilitation grants to LCVSAs to ensure the LCVSAs stay on the market at an affordable price point.	Program	Community Development	Development Fees	Goal LU-6		As Needed	
LU-15	Land Use	Require any new hotel or motel development that does not include lower-cost overnight accommodations (and that is not directly displacing lower-cost lodgings) to provide mitigation as a condition of approval of a Coastal Development Permit. Mitigation actions shall include a mitigation payment to provide funding for the establishment of lower-cost overnight visitor accommodations elsewhere in the city, including granting the state "rights-of-way" to expand or using fees for linear coastal park improvements.	Program	Community Development	Development Fees	Goal LU-6		As Needed	
LU-16	Land Use	Require that hotel or motel development projects in Morro Bay provide 25 percent of units at a lower-cost rate approved by the Coastal Commission if they directly displace either (a) existing lower-cost accommodations or (b) accommodations above the lower-cost threshold that include additional amenities or higher capacity.	Program	Community Development	Development Fees	Goal LU-6		As Needed	
LU-17	Land Use	Require new hotel and motel projects that do not have lower-cost accommodation options to incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use. Such amenities may include public plazas and spaces, restaurants, retail units, gardens, viewing areas, free Wi-Fi, bike parking facilities, or other day-use features that may be used by the public at no or relatively low cost. The quality and quantity of amenities shall be considered in the Coastal Development Permit review process. This standard does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.	Program	Community Development	Development Fees	Goal LU-6		As Needed	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
LU-18	Land Use	For new development (defined by the Coastal Act) adjacent to the bayfront or ocean, open and unobstructed public access shall be provided from the nearest public roadway to the shoreline and along the coast as required herein. A. Lateral Access Requirements. 1. Easements. For new developments on properties adjacent to the mean high-tide line, easements or offers of dedication for open and unobstructed public accessways along the shoreline between the mean high-tide line and the first line of vegetation shall be required, except as provided herein. 2. Lateral Public Access. Open and unobstructed lateral public access along the waterfront revetment (or shoreline, pursuant to subsection (A)(1) of this section if no revetment exists) shall be provided in all new development or additions on properties adjacent to the bayfront consistent with the provisions herein, and with public safety needs and the need to protect public rights, rights of private property held by leaseholders, and natural resource areas from overuse. Provision for continuous lateral access, pursuant to this section, along the bayfront portion of a parcel shall be required for any development or improvement which results in: a. Change in use: a change in land use designation, a change in intensity of use, or a change of use. b. Additional floor area or improvements: an increase of 10 percent or more of internal floor area of an existing structure or an additional improvement of 10 percent or less where an improvement to the structure has previously been undertaken. c. Increase in height: any increase in height by more than 10 percent of an existing structure. d. Significant nonattached structures: any significant nonattached structure such as garages, fences, shoreline protective works, or docks. 3. Lateral Access. Lateral access along the waterfront revetment may be achieved in the following manner: a. Walkways: in the form of open or enclosed unobstructed walkways, a minimum of 10 feet wide across the bayward side of the proposed development. b. Decking and/or boardwalks: open and unobstructed exterior decking and/or boardwalks extending bayward a minimum of 12 feet (minimum of 10 feet of walkway). c. Breezeways and/or walkways: designated open and unobstructed breezeways and/or walkways within the	Zoning Code Update	Community Development	Development Fees	Goal LU-7		Concurrent	

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		structure, provided such breezeways are located as close as possible to the bay and designed to provide the most direct, convenient connection between adjacent existing or potential lateral accessways. Exterior access is preferred over interior access. B. Vertical Access Requirements. 1. Minimum Links. Where feasible, a minimum of one every 300 feet and/or every street stub shall link the vertical accessways with lateral access provisions along the bayward sides of structures. 2. Parking. Parking shall be provided in conjunction with new or improved vertical accessways whenever feasible and consistent with the site constraints to ensure use of the accessway. The number of spaces shall be determined by the director, who shall consider the carrying capacity of the public recreation area to which access is provided, environmental constraints, and safety considerations. These requirements apply to areas of the city outside of the Embarcadero. C. Exceptions. 1. Lateral Access. The lateral access requirements specified in subsection A of this section may be waived in the following situations: a. When the applicant can demonstrate, based on an engineering analysis, that all or a portion of such access is physically infeasible and there are no design alternatives capable of overcoming topographical or site constraints that jeopardize public safety and fragile coastal resources. b. If continuous lateral access across the bayward portion of the parcel is found infeasible due to topographical or site constraints as defined in subsection (C)(1)(a) of this section, the contribution of an in-lieu fee, equivalent to the cost of construction of an accessway along the bayward edge of the structure proposed, shall be paid to the City. Fees shall be used to coordinate the bayfront lateral and vertical access program, and shall be used to link lateral access where feasible and to improve vertical access provisions. c. For coastal-dependent development where provisions of continuous lateral access would conflict with the day-to-day operations of the use, such lateral access may not be required; provided, however, that maximum provisions for public viewing areas and/or walkways are provided in suitable locations in the development.							

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		2. Vertical Access. The vertical access requirements specified in subsection B of this section may be waived in the following situations: a. The provisions of new accessways are inconsistent with public safety, military security needs, or the protection of fragile resources. b. Adequate access exists nearby. c. Agriculture would be adversely affected. D. Prescriptive Rights. Development shall not interfere with the public's right of access to the sea where required through use or legislative authorization. Such access shall be protected through permit conditions or permitted development including easements, dedications, or continued accessway maintenance by a private or public association. Existing identified trails or other access points shall not be required to remain open, provided that they are consolidated or relocated to allow public access on the same site and provide the same or comparable access benefits as existed before closure and meet all other applicable access requirements as provided in this section. E. Public Use and Posting. 1. Public Accessways. All public accessways shall be properly signed and conform to Coastal Conservancy/Coastal Commission access standards and guidelines. 2. Dedicated Accessways. Dedicated accessways shall not be required to be opened to public use until a public agency or private association approved by the City Council agrees to accept responsibility for maintenance and liability of the accessway.							
LU-19	Land Use	Continue to implement lateral access wayfinding and open access through enforcement of City design standards and sign regulations.	Code Enforcement	Community Development	General Fund; Development Fees	Goal LU-7		Ongoing	
LU-20	Land Use	Update the Waterfront Master Plan.	Process	Community Development	General Fund	Goal LU-8		Periodic	
LU-21	Land Use	Prepare and adopt the Downtown Waterfront Strategic Plan.	Process	City Manager	General Fund	Goal LU-8		Concurrent	
LU-22	Land Use	The bayside lateral access of at least eight lease sites between the 400 block and 1100 block of Embarcadero (lease site addresses are 451, 501, 699, 725, 801, 897, 1001, and 1185 Embarcadero) are expected to be affected by sea level rise by 2050. The City should evaluate whether any of the existing bayside lateral access in the 2050 inundation zone can be defended in that part of the Embarcadero. During lease renegotiations, raising of the bayside lateral access or installing floating access may be required in this area if the existing bayside access cannot be defended.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	

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LU-23	Land Use	All lease sites affected through 2050 will need to be monitored for additional sea level rise impacts to lateral accessways through 2100 due to lease site vulnerability. Significant attention should be paid to lease sites at 699 Embarcadero and 725 Embarcadero.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-24	Land Use	495 and 1205 Embarcadero will require floating or raised bayside lateral access due to sea level rise impacts through 2100.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-25	Land Use	Due to anticipated sea level rise impacts by 2050, bayside lateral access from 451 Embarcadero to 501 Embarcadero will need to be replaced with floating accessways or raised for accessibility.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-26	Land Use	Due to anticipated sea level rise impacts by 2050, bayside access from 601 Embarcadero to 699 Embarcadero will need to be raised for continuous access.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-27	Land Use	Due to anticipated sea level rise impacts by 2050, most bayside access in the 800 block of Embarcadero will need to be raised or floating for accessibility.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-28	Land Use	Due to anticipated sea level rise impacts by 2050, bayside access from 1185 Embarcadero to 1205 Embarcadero will require floating or raised access to accommodate sea level rise.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-29	Land Use	All lease sites affected by sea level rise through 2050 will need to be monitored for continual water inundation through 2100 due to the vulnerability of those sites.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-30	Land Use	Due to anticipated sea level rise impacts by 2100, bayside lateral access at Giovanni's at 1001 Front Street will need to be raised.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-31	Land Use	Upon the lease site approval or renewal, lease sites adjacent to the bayfront shall be required to relocate any underdeck utilities to a location above the sea level rise zone.	Program	Harbor; Public Works	General Fund; Grants	Goal LU-7		Ongoing	
LU-32	Land Use	When feasible, lease sites should be encouraged to implement floating bayside lateral accessways to improve design resiliency to sea level rise.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-33	Land Use	Decks, piers, and other immobile bayside lateral accessways should be raised or reconstructed to heights above the sea level rise inundation zone.	Program	Harbor; Community Development	General Fund; Grants	Goal LU-7		Ongoing	
LU-34	Land Use	At-risk storm drains should be redesigned or relocated to maintain full function and prevent flooding as tides continue to rise.	Program	Public Works	General Fund; Grants	Goal LU-7		Ongoing	

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LU-35	Land Use	In North Morro Bay, as a condition to the approval of any development permit on the Chevron U.S.S. property, the City shall require clear dedication of a lateral access easement along the sand area and under the pier. The lateral accessway shall be a minimum of 25 feet of dry sandy beach at all times of the year, or shall include the entire sandy beach area if the width of the beach is less than 25 feet.	Development Standards	Community Development	Development Fees	Goal LU-7		As Needed	
LU-36	Land Use	Name and brand the entire lateral accessway through the lateral access focus area and beyond (as applicable) as the Morro Bay Harborwalk. This should be reflected in all wayfinding and signage and city materials.	Program	Harbor; Community Development	General Fund	Goal LU-7		Ongoing	
Community Design Element Implementation Actions									
CD-1	Community Design	Develop design standards as part of the Zoning Code update tailored to each character area (as appropriate) and include regulations on building design, landscaping, amenities, and facilities.	Zoning Code Update	Community Development; Public Works	General Fund	Goals LU-1, CD-1		Once	
CD-2	Community Design	Develop citywide design guidelines with a focus on certain character areas. The guidelines for each character area should be sensitive to the design objectives and unique characteristics of each area. Those character areas include Downtown, the Embarcadero, North Morro Bay, Cloisters, North Embarcadero, and Highway 1 Commercial. Considerations for the guidelines will include allowing sufficient flexibility, use types generally allowed, building size and massing, and allowing for eclectic design features. Design standards should address senior housing that is accessible to public transit, health and community facilities, and services.	Process	Community Development	General Fund	Goal CD-1		Once	
CD-3	Community Design	Develop design guidelines for North Morro Bay that encourage building or expanding commercial centers to serve the neighborhood at identified locations in the area. Another objective is to make North Main Street more pedestrian friendly and aesthetically pleasing.	Process	Community Development	General Fund	Goal CD-1		Once	
CD-4	Community Design	In mixed-use areas, lateral accessways shall be provided according to the location of historically used portions of the site and projected future use by residents, and shall include provision of continuous lateral access across the site. Access easements may be located in view corridors.	Development Standards	Community Development	Development Fees	Goal CD-1		As Needed	
CD-5	Community Design	For the North Embarcadero character area, develop a master plan for the Dynegy properties and surrounding area which could include reuse of some of the existing buildings. Other objectives for the master plan include creating a better connection between the two sides of the Embarcadero at the Dynegy site and creating a pedestrian-friendly atmosphere along the site's Embarcadero street frontage.	Process	Community Development	General Fund; Development Fees	Goals CD-1, LU-5		Once	

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CD-6	Community Design	For the Cloisters character area, develop a master plan for the existing WWTP site (in anticipation of WRF relocation) and surrounding public parcels with specific objectives, needed improvements, and area-specific zoning. Plan objectives should include creating an environment more focused on pedestrians, in particular visitors and those using the area for recreation. Redesign for this area should take advantage of the proximity and connection to the beach and views of Morro Rock.	Process	Community Development	General Fund	Goal CD-1		Once	
CD-7	Community Design	Design guidelines for the Embarcadero character area should be crafted to maintain and improve lease site buildings and structures for visitors and waterfront commercial uses and to protect against sea level rise, create consistent wayfinding and signage, improve circulation for bicycles, pedestrians, and vehicles, and develop opportunity sites.	Process	Community Development	General Fund	Goal CD-1		Concurrent	
CD-8	Community Design	Design guidelines for the Downtown character area should include connecting Downtown with the waterfront through new buildings and activities, developing opportunity sites, maintaining and improving the pedestrian experience, and increasing office and residential opportunities on second stories.	Process	Community Development	General Fund	Goal CD-1		Concurrent	
CD-9	Community Design	Amend the Zoning Code to allow for features such as vegetative roofs, edible landscaping, gardening, and the keeping of specified small animals in appropriate residential and commercial zones.	Zoning Code Update	Community Development	General Fund	Goal CD-1		Concurrent	
CD-10	Community Design	All lateral access, both bayside and street side, shall have Coastal Commission compliant signage indicating that public pedestrian access is allowed 24 hours a day. The signage shall be compliant with the current Coastal Commission design requirements and shall be 2 feet in height and 2.5 feet in width. The required signage shall be installed when improvements occur or when an existing sign deteriorates and is no longer legible.	Development Standards	Harbor; Community Development	Paid for by Applicant	Goal CD-1		Upon lease renewal and as needed	
CD-11	Community Design	All floating public lateral accessways shall have uniform and compliant signage and shall maintain clearance and access. If clearance and access are temporarily unavailable for safety reasons, temporary signage shall indicate that.	Development Standards	Harbor; Community Development	Paid for by Applicant	Goal CD-1		Upon lease renewal and as needed	
CD-12	Community Design	Lateral access at lease sites with coastal-dependent uses that requires temporary closure for safety or other operational purposes shall be allowed when the use is not occurring or is occurring but safe to coexist with pedestrians.	Development Standards	Harbor; Community Development	General Fund	Goal CD-1		Review lease sites every five years	
CD-13	Community Design	Decking for bayside lateral access decks shall be made of metal slats when eelgrass shading is an issue. Decking shall be made of timber when eelgrass shading is not an issue. Railings for all bayside lateral access decks shall be made of metal.	Development Standards	Harbor; Community Development	Paid for by Applicant	Goal CD-1		Upon lease renewal and as needed	

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CD-14	Community Design	Install additional wayfinding along the Embarcadero that points the way to the lateral accessways. This wayfinding shall be in the form of icons in the pavement and directory signs. Directory signs should occur every two blocks or equivalent distance. Directory signs should include maps of the entire lateral access focus area and alignment with a "you are here" indicator and could include information about nearby amenities and interpretive information. The directory signs should be designed with a uniform theme, and should be large enough to not just be noticeable but to stand out to passersby. The lateral access pavement icon should also be included on the directory signs. It could be similar to the Morro Rock icon used in this document or another icon as determined by the City. The pavement icon shall be included in all new on-land pavement along the lateral access alignment in the lateral access focus area. If feasible, the icon should also be included on new or replaced sections of the Harborwalk by stamping or some other form of application.	Development Standards	Harbor; Community Development	Development Fees; General Fund	Goal CD-1		Upon lease renewal and as needed	
CD-15	Community Design	New or replacement sections of the Harborwalk boardwalk shall use the same type of materials as the existing Harborwalk sections. If feasible, the lateral access icon shall be included on the Harborwalk by stamping or some other form of application.	Development Standards	Harbor; Community Development	Development Fees; General Fund	Goal CD-1		Upon lease renewal and as needed	
CD-16	Community Design	On-land lateral accessways (except the public sidewalk) shall be made of paved stained brick and shall include the lateral access icon incorporated into the pavement.	Development Standards	Harbor; Community Development	Development Fees	Goal CD-1		Upon lease renewal and as needed	
CD-17	Community Design	Update the City's building code to incorporate resilient building design standards such as passive heating and cooling, redundant water and waste systems, and disaster-resilient building materials. Review the code periodically to ensure it incorporates emerging materials, technology, and best practices.	Municipal Code Update	Fire	General Fund	Goal CD-2		Periodic	
Economic Development Element Implementation Actions									
ED-1	Economic Development	Determine the types of buildings and spaces needed in Morro Bay to support economic growth. Identify the appropriate height and sizes of nonresidential buildings, along with any design considerations necessary for desired economic growth.	Zoning Code Update	Community Development	General Fund	Goal ED-1		Concurrent	
ED-2	Economic Development	Regularly review City policies and practices to ensure they allow new businesses to be easily established and enable existing businesses to easily grow, avoiding unnecessarily restrictive or financially burdensome regulations.	Process	City Manager	General Fund	Goal ED-1		Periodic	
ED-3	Economic Development	Maximize energy from renewable resources, and work to improve the affordability of energy and telecommunication resources.	Program	City Manager	General Fund; Grants	Goal ED-1		Ongoing	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
ED-4	Economic Development	Explore opportunities to establish Community Financing Districts and additional Business Improvement Districts.	Program	City Manager	General Fund; District Proceeds	Goal ED-1		Ongoing	
ED-5	Economic Development	Adopt, and ensure City staff is trained on, proper customer service techniques and practices when working with community members on permits, applications, and other processes.	Process	Community Development	General Fund	Goal ED-1		Ongoing	
ED-6	Economic Development	Review, and modify as needed, the development process to improve and streamline the review process, ensure proper communication between departments and the applicant, and provide support for businesses and homeowners.	Process	Community Development	General Fund	Goal ED-1		Periodic	
ED-7	Economic Development	Adopt and implement the Economic Development Strategic Plan.	Process	City Manager	General Fund	Goal ED-1		Ongoing	
ED-8	Economic Development	Be knowledgeable and present in local events, activities, and marketing with local businesses, recreation providers, and organizations to provide support and promotion, and to facilitate good relationships with the community.	Program	City Manager	General Fund	Goal ED-2		Ongoing	
ED-9	Economic Development	Strengthen partnerships with Cal Poly, the Economic Vitality Corporation, the County of San Luis Obispo, and the cities in the county to work together on regional tourism and marketing that highlights Morro Bay as a tourist destination and business-friendly location.	Program	City Manager	General Fund; TOT	Goal ED-2		Ongoing	
ED-10	Economic Development	Identify commercial areas in need of rejuvenation and work with property owners to identify funding sources and revitalization strategies to improve the appearance, sustainability, and longevity of buildings and amenities.	Program	City Manager	General Fund	Goal ED-2		Ongoing	
ED-11	Economic Development	Ensure that zoning and design standards along the Embarcadero, in downtown, along Main Street, and in other locations allow for new nonresidential development. Consider allowances for retail/residential and retail/office mixed-use buildings.	Process	Community Development	General Fund	Goal ED-3		Concurrent	
ED-12	Economic Development	Prioritize the location of businesses that will bring needed and diverse services, livable wages, and employment generation.	Program	City Manager	General Fund	Goal ED-3		Ongoing	
ED-13	Economic Development	Partner with Cal Poly and the Workforce Development Board, as well as other key agencies and organizations, to bring workforce programs, projects, and needed workers to Morro Bay.	Program	City Manager	General Fund	Goal ED-4		Ongoing	
ED-14	Economic Development	Provide incentives such as reduced development fees, expedited processing, or other benefits for businesses that will pay a living wage to employees.	Zoning Code Update	Community Development	General Fund	Goal ED-4		Ongoing	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
Circulation Element Implementation Actions									
CIR-1	Circulation	Review the Morro Bay Bicycle and Pedestrian Master Plan annually to identify opportunities for implementation and ensure consistency with existing local and regional plans.	Process	Community Development	General Fund	Goal CIR-1		Ongoing	
CIR-2	Circulation	Identify future funding and ways to remove permitting barriers to install fiber optic Internet or other similar communications infrastructure that will support the increase of smart transportation technology and connected vehicles.	Physical Improvement	Public Works	General Fund; Grants	Goal CIR-1		Once	
CIR-3	Circulation	Prioritize projects in the CIP that improve local and regional connectivity and mobility by increasing access and connecting to existing systems, including transit, sidewalks, bike lanes, and roadways.	Process	Public Works	General Fund; Grants	Goals LU-1, CIR-1, CW-2		Ongoing	
CIR-4	Circulation	Update the City's development impact fee program to provide funding for future circulation improvements including pedestrian, bicycle, and public transit facilities and amenities.	Process	Community Development	General Fund	Goal CIR-1		Periodic	
CIR-5	Circulation	Include the San Luis Obispo Bicycle Club, Bike SLO County, SLO Nexus, and other bicycling groups as key stakeholders in planning and transportation system projects to identify concerns and opportunities in the active transportation system.	Process	Community Development	General Fund	Goal CIR-1		Ongoing	
CIR-6	Circulation	Designate a representative to attend locally relevant meetings held by San Luis Obispo Regional Transit Authority, Caltrans, and other regional agencies to represent the interests of Morro Bay.	Process	Community Development	General Fund	Goal CIR-1		Ongoing	
CIR-7	Circulation	Work with business owners to streamline and integrate goods movement throughout Morro Bay in a way that improves loading, unloading, and transportation processes, while minimizing health, safety, and nuisance impacts.	Program	Community Development	General Fund	Goal CIR-1		Ongoing	
CIR-8	Circulation	Consider updating the Morro Bay Municipal Code Title 10 (Vehicles and Traffic) to incorporate recent best practices and local needs.	Municipal Code Update	Community Development	General Fund	Goal CIR-1		Once	
CIR-9	Circulation	Seek funding from sources such as Safe Routes to School and Complete Streets programs to improve sidewalk conditions and streetscapes, particularly in the downtown area.	Physical Improvement	Community Development	Grants	Goal CIR-1		Ongoing	
CIR-10	Circulation	Develop standards for bicycle, pedestrian, and trail improvements and amenities in new development and redevelopment projects. Include requirements for adequate, safe, and accessible bicycle parking, drinking fountains, public restrooms, benches, landscaping, and lighting. Require new development and redevelopment projects to be pedestrian and bicycle-friendly, and to provide adequate connections to the existing and proposed bicycle and pedestrian network.	Process	Community Development	General Fund	Goal CIR-2		Once	

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CIR-11	Circulation	Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state, and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) requirements.	Process	Community Development	General Fund	Goal CIR-2		Once	
CIR-12	Circulation	Design and install comprehensive wayfinding signage in key locations of the city that address all modes of travel including transit, trucks, bicycles, and cars. Excessive signs and other visually intrusive landscape features shall be avoided.	Program	Community Development	General Fund	Goal CIR-2		As Needed	
CIR-13	Circulation	Update the Morro Bay Zoning Code to allow for compact development and supporting active transportation amenities in key areas of the city. Standards to implement this policy could include bike parking requirements, pedestrian access requirements, and circulation requirements for commercial uses.	Zoning Code Update	Community Development	General Fund	Goal CIR-2		Concurrent	
CIR-14	Circulation	Require new developments or significant renovations to transportation facilities on private commercial or multifamily residential land to incorporate convenient active transportation facilities where possible.	Development Standards	Community Development	General Fund; Development Fees	Goal CIR-2		As Needed	
CIR-15	Circulation	Formally adopt level of service (LOS) and VMT as the standard for monitoring impacts to the complete transportation system, including standards for acceptable thresholds and mitigations.	Development Standards	Community Development	General Fund	Goal CIR-3		Concurrent	
CIR-16	Circulation	Monitor ongoing progress toward VMT and the transportation-related goals of the Morro Bay Climate Action Plan, and update guidelines for transportation impact analysis to maintain acceptable progress.	Process	Community Development	General Fund	Goal CIR-3		Ongoing	
CIR-17	Circulation	Implement the strategies in the Morro Bay Climate Action Plan to reduce VMT to below state-mandated levels.	Program	Community Development	General Fund; Grants	Goal CIR-3		Ongoing	
CIR-18	Circulation	Revise the Morro Bay Zoning Code to eliminate minimum parking requirements where appropriate in new or significantly renovated developments, and establish maximum parking standards.	Zoning Code Update	Community Development	General Fund	Goal CIR-4		Concurrent	
CIR-19	Circulation	Periodically conduct a citywide parking study to analyze the city's existing parking infrastructure in order to effectively address and manage current and future parking needs.	Program	Community Development; Public Works	General Fund; User Fees	Goal CIR-4		Periodic	
Noise Element Implementation Actions									
NOI-1	Noise	Use the noise and land use compatibility matrix (Table NOI-3) and Future Noise Contour Map (Figure NOI-3) as criteria to determine acceptability of a land use, including the improvement/construction of streets and highways. Do not permit new noise-sensitive uses – including residential development, schools, hospitals, churches, meeting halls, auditoriums, music halls, theaters, libraries, transient lodging (i.e., motels and hotels), playground/parks, and offices – where noise levels are "normally unacceptable" or higher, if alternative locations are available for the uses in the city.	Development Standards	Community Development	Development Fees	Goal NOI-1		As Needed	

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NOI-2	Noise	Mitigate noise created by new proposed stationary noise sources, or by existing stationary noise sources which undergo modifications that may increase noise levels, so as not to exceed the noise level standards of Table NOI-5 on lands designated for noise-sensitive land use.	Development Standards	Community Development	Development Fees	Goal NOI-1		As Needed	
NOI-3	Noise	Ensure that interior noise levels in new residential construction do not exceed 45 dBA Ldn, in accordance with the State of California's Noise Insulation Standards. For nonresidential construction, the acceptable interior noise levels should not exceed the interior noise levels in Table NOI-4.	Development Standards	Community Development	Development Fees	Goal NOI-1		As Needed	
NOI-4	Noise	Continue to enforce Title 25 insulation standards, including the interior noise level standards of 45 dBA Ldn in all habitable rooms for dwelling units.	Development Standards	Community Development	Development Fees	Goal NOI-1		As Needed	
NOI-5	Noise	Require acoustical studies for all discretionary development proposals that are likely to be exposed to existing or projected future noise levels that exceed the "normally acceptable" community noise exposure standard (Table NOI-3); and for projects that are likely to generate noise in excess of the community noise exposure standard (Table NOI-3); or as determined by the Community Development Director. For discretionary projects, acoustical analysis will be required at the time the application is accepted for processing. For development not subject to discretionary approval and/or environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of a building permit. An acoustical analysis prepared pursuant to the Noise Element shall: A. Be the financial responsibility of the applicant. B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics. C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions. Where actual field measurements cannot be conducted, all sources of information used for calculation purposes shall be fully described. When the use being studied is commercial or industrial use, all noise sources related to the service and maintenance of the facility shall be considered, including but not limited to parking lot and landscape maintenance, refuse collection, truck loading/unloading activities, amplified sound, outdoor sales and activities, and all other noise sources associated with operation, maintenance, and service. D. Estimate existing and projected (20 years) noise levels in terms of the descriptors used in Tables NOI-4 and NOI-5, and compare those levels to adopted policies of the Noise Element. Projected future noise levels shall take into account noise from planned streets, highways, and road connections.	Development Standards	Community Development	Development Fees	Goal NOI-1		As Needed	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
		E. Recommend appropriate mitigation to meet or exceed the policies and standards of the Noise Element, giving preference to site planning and design strategies over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses. F. Estimate noise exposure after the prescribed mitigation measures have been implemented. G. Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.							
NOI-6	Noise	Require the incorporation of mitigation measures for projects that could expose noise-sensitive land uses to excessive noise levels to reduce such impacts. Table NOI-3 specifies the maximum noise levels that are normally acceptable, conditionally acceptable, and unacceptable for new development.	Development Standards	Community Development	Development Fees	Goal NOI-1		As Needed	
NOI-7	Noise	When mitigation is required to satisfy the adopted policies and programs the following priorities for mitigation shall be observed where feasible: First: Setback/open space separation Second: Site layout/orientation/shielding of noise-sensitive uses with non-noise-sensitive uses Third: Construction of earthen berms Fourth: Structural measures, including acoustical treatment of buildings and noise barriers constructed of concrete, wood, or materials other than earth	Development Standards	Community Development	Development Fees	Goal NOI-1		As Needed	
NOI-8	Noise	Prepare a Noise Guidelines Manual based on the Acoustical Design Manual to ensure consistency with General Plan standards and policies and contemporary practices.	Process	Community Development; Public Works	General Fund	Goal NOI-1		Once	
NOI-9	Noise	Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit processes.	Program	Community Development	General Fund	Goal NOI-1		Once	
NOI-10	Noise	New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or future levels of noise from transportation noise sources which exceed 60 dBA Ldn or CNEL (70 Ldn/CNEL for playgrounds and neighborhood parks) unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to or below the levels specified for the given land use in Table NOI-4.	Development Standards	Community Development	Development Fees	Goal NOI-2		As Needed	
NOI-11	Noise	Noise created by new transportation sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table NOI-4, within the outdoor activity and interior spaces of existing noise-sensitive land uses.	Zoning Code Update	Community Development	General Fund	Goal NOI-2		Concurrent	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
NOI-12	Noise	Routes for use by heavy trucks will be located away from noise-sensitive land uses when feasible.	Municipal Code Update	Public Works	General Fund	Goal NOI-2		Once	
NOI-13	Noise	Encourage Caltrans and the County Engineer to incorporate noise reduction methods, including innovative noise reduction strategies, in the design of new and modified roads and highways.	Process	Public Works	General Fund	Goal NOI-2		Ongoing	
NOI-14	Noise	Seek funding for and implement alternative transportation improvements in an effort to reduce traffic-related noise in Morro Bay.	Program	Public Works	General Fund; Grants	Goal NOI-2		Periodic	
Conservation Element Implementation Actions									
C-1	Conservation	Establish 50-foot buffers for terrestrial environmentally sensitive habitat areas (ESHA). This width may be adjusted by the City as appropriate to protect the habitat value of the resource, but shall not be less than 25 feet unless the City determines that this would render a lot undevelopable. Such adjustment shall be made on the basis of a biological site assessment supported by evidence that includes but is not limited to: a. Sensitivity of the ESHA to disturbance. b. Habitat requirements of the ESHA, including the migratory patterns of affected species and tendency to return each season to the same nest site or breeding colony. c. Topography of the site. d. Movement of stormwater. e. Permeability of the soils and depth to water table. f. Vegetation present. g. Unique site conditions. h. Whether vegetative, natural topographic, or built features (e.g., roads, structures) provide a physical barrier between the proposed development and the ESHA. i. The likelihood of increased human activity and disturbance resulting from the project relative to existing development.	Zoning Code Update	Community Development	General Fund	Goal C-1		Concurrent	
C-2	Conservation	Work with local agencies and nonprofits to develop programs to purchase conservation easements, accept donations of land or conservation easements, use transfer of development rights, explore interagency agreements, and seek funding from state and federal agencies for natural resource and habitat protection.	Program	Community Development	General Fund; Grants; User Fees	Goal C-1		Ongoing	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
C-3	Conservation	Allow for passive recreational and educational uses and maintenance of existing utilities, as well as construction of roads and bridges in wetlands areas in the event alternative routes cannot avoid wetlands or would be more damaging. a. Where possible, buffers should be as follows: o As far from the wetland as feasible, provided other resources are not negatively impacted, with consideration for site terrain features that would minimize impacts. o A minimum of 50 feet from the edge of wetland. b. The buffer may be reduced per determination of City staff for sites on which the linear distance is not met but the proposed project is separated from ESHA by topography (e.g., downslope or on the opposite side of a ridge). c. Where the setbacks cannot be met due to lot size or shape, setback adjustments would be allowed (to within 10 feet of wetland) if: o Site is unusable for the principal purpose if the setback is not reduced. o Reduction is the minimum necessary that allows the use after all practical design modifications are evaluated. d. Where setback variances are granted, additional requirements apply: o Site drainage must be evaluated to ensure development does not cut off hydrology. o Stormwater from the development must be managed such that it does not contribute sediment or pollutants into the wetland. o Where feasible, and where native vegetation is not already present, native vegetation screening must be planted between the wetland and the development. e. Unavoidable impacts would require permits and mitigation.	Zoning Code Update	Community Development	General Fund	Goal C-1		Concurrent	
C-4	Conservation	Allow for passive recreational and educational uses, including trails, maintenance of existing utilities, and new structures such as bridges and culverts when other routes are infeasible or more damaging. Development adjacent to streams and riparian areas should be sited to retain the stream and riparian habitat. a. Where possible, buffers should be as follows: o As far from the riparian area or stream top of bank as feasible, provided other resources are not negatively impacted, with consideration for site terrain features that would minimize impacts.	Zoning Code Update	Community Development	General Fund	Goal C-1		Concurrent	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
		o Minimum of 50 feet from the edge of the stream or riparian area. b. The buffer may be reduced per determination of City staff for sites on which the linear distance is not met but the proposed project is separated from ESHA by topography (e.g., downslope or on the opposite side of a ridge). c. Ongoing maintenance of existing channelized features and storm drainage channels for flood control shall be allowed. d. Management of riparian vegetation to support public safety needs shall be allowed. e. Where the setbacks cannot be met due to lot size or shape, setback adjustments would be allowed (to within 10 feet of the top of bank) if: o Site is unusable for the principal purpose if the setback is not reduced. o Reduction is the minimum necessary that allows the use after all practical design modifications are evaluated. Alterations to streams and riparian areas from permitted uses must demonstrate that the necessary permits from USACE, CDFW, and RWQCB have been obtained. Such projects must demonstrate that the design incorporates preferred elements, such as natural bottom culverts, minimal disturbance to native vegetation, and appropriate management of drainage.							
C-5	Conservation	Regularly review and update the GIS database of ESHAs, wildlife habitat linkages, sensitive resource areas, and other natural resources of importance to consult when evaluating proposed projects.	Process	Community Development	General Fund	Goal C-1		Periodic	
C-6	Conservation	Maintain ongoing consultation from a biologist to evaluate and establish necessary buffers and mitigation strategies for peregrine falcon nesting sites, monarch overwintering sites, and rookeries.	Development Standards	Community Development	Development Fees	Goal C-1		As Needed	
C-7	Conservation	Require a biological resources study, including site-specific mapping of ESHA boundaries for development projects on sites that are mapped as containing ESHA, within 100 feet of ESHA, and all other sites with natural vegetation regardless of whether ESHA has been mapped. The biological resource study should be completed by a qualified biologist using industry-standard practices to classify and map resources and determine ESHA boundaries. If the site contains the potential for monarch overwintering or rookeries due to the presence of appropriately sized trees and groves, a seasonally timed survey appropriate for detecting the target species must be included in the study.	Development Standards	Community Development	Development Fees	Goal C-1		As Needed	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
C-8	Conservation	Use site-specific mapping to evaluate potential project effects on ESHA. The type of ESHA, quality of habitat that help buffer ESHA from the effects of project activities, site topography, and site drainage patterns should be evaluated when considering the effects of a project on adjacent ESHA. Linear distance from ESHA is less important on a site on which development is separated from ESHA by a topographic divide than a site with development proposed directly upslope of ESHA. Analysis of potential effects of development on ESHA should consider whether feasible alternatives exist that are farther from ESHA and would not result in other biological resource impacts. The analysis should also consider potential effects on off-site overwintering and nesting sites, if applicable.	Development Standards	Community Development	Development Fees	Goal C-1		As Needed	
C-9	Conservation	Regularly update the ESHA maps using GIS. Update the maps every time ESHA is further delineated due to a development application.	Process	Community Development	Development Fees	Goal C-1		As Needed	
C-10	Conservation	When an ESHA setback variance is granted, the following requirements shall apply: a. Site drainage must be evaluated to ensure development does not cut off hydrology. b. Stormwater from the development must be managed such that it does not contribute sediment or pollutants to the ESHA. c. Where feasible, and where native vegetation is not already present, native vegetation screening must be planted between the ESHA and the development.	Zoning Code Update	Community Development	General Fund	Goal C-1		Concurrent	
C-11	Conservation	When constructing trails within sensitive natural communities, a 25-foot buffer will be required to avoid impacts. The buffer may be reduced if the site terrain allows development to be sited downslope or topographically separated from these habitats, or if the lot size and shape makes the setback infeasible. Revegetation within 25 feet of these areas must use native plants. Disturbance footprints adjacent to these upland sensitive natural communities shall be clearly marked in the field with temporary fencing or rope lines. The adjacent habitat shall be identified by signage as sensitive habitat to be retained.	Development Standards	Community Development	Development Fees	Goal C-1		As Needed	
C-12	Conservation	Consider establishing an eelgrass mitigation bank.	Process	City Council	Development Fees	Goal C-1		Once	
C-13	Conservation	Include as a requirement of project approval that projects requiring grading, landscaping, and construction activities include a description of how dust disturbance will be minimized, including estimates of water usage and alternative methods of dust control.	Development Standards	Community Development	Development Fees	Goal C-2		As Needed	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
C-14	Conservation	Establish greenhouse gas emissions thresholds of significance and standardize potential mitigation measures for both discretionary and ministerial actions.	Process	Community Development	General Fund	Goal C-3		Once	
C-15	Conservation	Update the City's Climate Action Plan for consistency with SB 32.	Process	Community Development	General Fund	Goal C-3		Once	
C-16	Conservation	Regularly communicate with County, state, and federal departments and agencies, medical providers, and organizations regarding available grant funding, such as for active transportation and healthy communities, that can aid the City in reaching its emissions targets. Work with local homeowners, businesses, and organizations to take advantage of these grants.	Process	Community Development	Grants	Goal C-3		Ongoing	
C-17	Conservation	Study the economic and environmental feasibility of obtaining water from additional sources, including utilization of the desalination plant and rainwater harvesting and management. If a method is deemed feasible, develop a plan to incorporate it into the City's water management plan.	Process	Public Works	General Fund; User Fees	Goal C-4		Periodic	
C-18	Conservation	Identify and regulate point sources of pollution to protect riparian and marine areas.	Process	Public Works	General Fund; Grants	Goal C-4		Ongoing	
C-19	Conservation	Continue to promote and enforce water conservation efforts in Morro Bay through methods such as tiering of water pricing, water usage restrictions, and incentives or requirements for water-efficient building, landscaping, and street design.	Program	Public Works	General Fund; User Fees	Goal C-4		Ongoing	
C-20	Conservation	Develop, and update regularly, a database of low-cost and free programs for energy efficiency and weatherization for low-income homeowners, and create a process for reaching out to such residents when opportunities are available.	Program	Community Development	General Fund; Grants	Goal C-5		Ongoing	
C-21	Conservation	Participate in regional energy efficiency financing programs, such as low-interest revolving loans, the California Comprehensive Residential Building Retrofit Program, California First, and Property Assessed Clean Energy (PACE), that enable property owners to obtain low-interest financing for energy improvements.	Program	Community Development	General Fund; Grants	Goal C-6		Ongoing	
C-22	Conservation	Advocate for inclusion in a community choice aggregation program in collaboration with neighboring jurisdictions to expand the use of renewable energy in Morro Bay.	Program	City Council	General Fund	Goal C-6		Ongoing	
C-23	Conservation	Require water- and energy-efficient features in all new and significantly renovated development such as low-flow and energy-efficient appliances, drought-tolerant vegetation, rooftop solar, and passive heating and cooling features.	Municipal Code Update	Public Works	General Fund	Goal C-6		Once	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
C-24	Conservation	Continue to update Chapter 14.75 (Mandatory Construction and Demolition Debris Recycling Program) of the Morro Bay Municipal Code as higher diversion rates become feasible, necessary, or required.	Municipal Code Update	Community Development	General Fund	Goal C-7		As Needed	
C-25	Conservation	Work with local and state agencies and organizations such as CalRecycle and the San Luis Obispo Integrated Waste Management Authority to provide low-cost composting starter kits to residents interested in beginning a home composting bin.	Program	Public Works	Grants	Goal C-7		Ongoing	
C-26	Conservation	Designate a Zero Waste champion from City staff to work with CalRecycle, San Luis Obispo Integrated Waste Management Authority, local private waste management companies, residents, business owners, and multifamily housing landlords to teach and promote the zero waste goal and methods of attainment that are mutually beneficial.	Program	Public Works	General Fund	Goal C-7		Once	
C-27	Conservation	Require that all multifamily and commercial facilities provide an adequate number of attractive and convenient waste diversion receptacles, as well as clear and convenient instructions regarding recyclable and compostable materials.	Municipal Code Update	Public Works	General Fund	Goal C-7		As Needed	
C-28	Conservation	Create and adopt a Zero Waste Action Plan to reach 100% waste diversion.	Process	Public Works	General Fund; Grants	Goal C-7		Once	
C-29	Conservation	Implement Zoning Ordinance criteria identifying scenic viewpoints to be protected, and development review procedures for designing future projects to protect scenic viewpoints.	Zoning Code Update	Community Development	General Fund	Goal C-8		Concurrent	
C-30	Conservation	Work with key community groups to identify and map visually prominent ridgelines, both developed and undeveloped.	Process	Community Development	General Fund	Goal C-8		Once and ongoing	
C-31	Conservation	Amend Section 17.48.190 (Protection of visual resources and compatible design) of the Zoning Code to incorporate the viewpoints and scenic views described in Figures C-6 and C-7 of the General Plan and impose specific visual standards for projects that could potentially impact those viewpoints and views.	Zoning Code Update	Community Development	General Fund	Goal C-8		Concurrent	
C-32	Conservation	Review and update the Municipal Code, including sign standards, building requirements, and visual resources, to ensure standards remain consistent with updated design standards and the existing environment.	Municipal Code Update	Community Development	General Fund	Goal C-8		As Needed	
C-33	Conservation	Become a Certified Local Government (CLG) by developing a historic preservation ordinance, establishing a historic preservation committee, and maintaining a system to regularly update cultural resources.	Process	Community Development	General Fund; Grants	Goal C-10		Once	
C-34	Conservation	Conduct inventories of historic and cultural resources in Morro Bay. Update these inventories as needed to ensure up-to-date information.	Process	Community Development	General Fund; Grants	Goal C-10		Periodic	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
C-35	Conservation	Establish a local register that mimics requirements of the California Register of Historic Resources and the National Register of Historic Places, but focuses on locally important historic themes, such as Morro Bay's legacy as a fishing village.	Program	Community Development	General Fund; Grants	Goal C-10		Ongoing	
C-36	Conservation	Identify historical themes and develop a historic context statement that is used to identify significant historical themes within a community that are often represented in the built environment, such as houses and infrastructure.	Process	Community Development	General Fund; Grants	Goal C-10		Once	
Open Space Element Implementation Actions									
OS-1	Open Space	Install additional bicycle parking facilities and wayfinding signage near the beach, downtown, and the Embarcadero.	Physical Improvement	Public Works	General Fund; Grants	Goal OS-1		Once	
OS-2	Open Space	Partner with the school district, community groups, and neighboring communities to identify and apply for grant opportunities to maintain, enhance, and expand park and recreational opportunities.	Process	Recreation Services	Grants	Goal OS-1		Periodic	
OS-3	Open Space	Work with local businesses, organizations, and landowners to install temporary public uses on vacant lots, particularly in the downtown and Embarcadero areas. Such uses could include parklets, community gardens or markets, or other temporary recreational facilities.	Program	Recreation Services	General Fund; Grants	Goal OS-1		Ongoing	
OS-4	Open Space	Implement an incentive program for local waterfront businesses and leaseholders to encourage regular maintenance and upgrades of infrastructure at nearby trails or parks.	Program	Community Development	General Fund	Goal OS-1		Once	
OS-5	Open Space	Identify opportunities in existing and future parks and open space to include multigenerational recreational facilities and gathering spaces, and seek funding opportunities to install and upgrade such facilities.	Program	Recreation Services	Grants	Goal OS-2		Ongoing	
OS-6	Open Space	Complete a community recreational needs assessment that includes an evaluation of programs and events, access to parks and recreational uses, ability of residents of all ages and abilities to fully utilize these facilities, and ongoing maintenance needs. Use the assessment to determine budget allocation, program offerings, and needed projects and equipment, and consider incorporating into a Parks Master Plan.	Process	Recreation Services	General Fund; Grants	Goal OS-2		Periodic	
OS-7	Open Space	Review park needs annually to determine community needs in relation to the allocation of available resources.	Process	Recreation Services	General Fund	Goal OS-2		Periodic	
OS-8	Open Space	Partner with local organizations, schools, and regional agencies to collectively pursue funding opportunities, including grants and private sponsorships, to improve and maintain recreational areas and facilities in Morro Bay, and coordinate programming and amenities to maximize public access.	Process	Recreation Services	Grants	Goal OS-3		Periodic	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
OS-9	Open Space	Create a sponsorship program for parks and community programs that details the levels of sponsorship that a business or organization can provide, and any benefits or incentives the sponsor can receive in return. Allow for flexibility in the sponsorship program to accommodate the individual needs of the City and sponsor.	Program	Recreation Services	General Fund; Sponsorships	Goal OS-3		Once	
OS-10	Open Space	Develop park design guidelines that implement design techniques to decrease flood risk through floodwalls, foreshore structures or improvements, sea gates, and surge barriers.	Process	Recreation Services	General Fund; Grants	Goal OS-6		Once	
OS-11	Open Space	Formally identify park structures and features that will require protection from or adaptation to sea level rise and changing climatic events, and seek funding to implement the identified adaptation strategies.	Process	Recreation Services	General Fund; Grants	Goal OS-6		Periodic	
OS-12	Open Space	When approving development in areas near agricultural zones in the Planning Area, consider potential long-term impacts and require mitigation as part of development approval.	Development Standards	Community Development	Development Fees	Goal OS-7		As Needed	
Public Safety Element Implementation Actions									
PS-1	Public Safety	Create a multifaceted emergency communications plan that details multiple methods of warning and communication systems, emergency response, and evacuation assistance. This could include identification of "resiliency hubs." Such a plan should include social media, traditional news outlets, available apps, and "Amber Alert" style SMS messaging to residents, and identify the persons responsible for each role in the emergency communications plan. The plan should include coordination with the County and other regional emergency response agencies.	Process	Police	General Fund; Grants	Goals PS-1, PS-5		Ongoing	
PS-2	Public Safety	Inventory unreinforced brick masonry, soft-story, and other seismically vulnerable private buildings. Identify potential funding sources to assist with seismic retrofits.	Process	Community Development	General Fund; Grants	Goal PS-2		Once and Periodic	
PS-3	Public Safety	Ensure that soils reports are prepared by a licensed civil engineer with expertise in soils and geology. Prior to acceptance, require soils reports by a certified engineering geologist when developing in the following areas: a. Zone F, subzones 2 and 3 b. All areas having fill material on property c. Where there are known or suspected geologic, soils, or hydrologic problems in the immediate vicinity	Development Standards	Community Development	Development Fees	Goal PS-2		As Needed	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
PS-4	Public Safety	Require new development projects involving grading to have landscape plans prepared that include the following provisions: • Plantings shall be of native, drought-tolerant plant species, and blend with the existing natural vegetation and natural habitats on the site, except as noted below. • Invasive plant species that tend to supplant native species and natural habitats shall be prohibited. • Noninvasive ornamental plants and lawn may be permitted in combination with native, drought-tolerant species in the irrigated zone(s) required for fuel modification nearest approved residential structures. • Landscaping or revegetation shall provide 90% coverage within five years.	Development Standards	Community Development	Development Fees	Goal PS-2		As Needed	
PS-5	Public Safety	Establish a program to inform owners of real estate in the Sea Level Rise Hazard Overlay Zone about coastal hazards or property vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise.	Program	Community Development	General Fund; Grants	Goals PS-3, PS-4		Ongoing	
PS-6	Public Safety	Amend the Municipal Code to require sellers of real estate in the Sea Level Rise Hazard Overlay Zone to disclose permit conditions related to coastal hazards or property defects or vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise, to prospective buyers prior to closing escrow.	Municipal Code Update and Process	Community Development	Development Fees	Goals PS-3, PS-4		As Needed	
PS-7	Public Safety	Develop timing triggers for actions to address sea level rise impacts for each character area in Morro Bay based on sea level rise adaptation studies, sea level rise modeling, best available science, and the vision for each character area.	Process	Community Development	General Fund	Goal PS-3		Once	
PS-8	Public Safety	Monitor beach widths to track change and keep current on amount of sea level rise. Establish a program to monitor beach widths on a regular basis and document storm events through photographs and field notes. This would assist in the validation of the numerical modeling and track the frequency of the storm events.	Program	Recreation Services	General Fund	Goal PS-3		Ongoing	
PS-9	Public Safety	Work with property and business owners whose assets are exposed to flooding from sea level rise to adapt to the anticipated hazards in the 50-year time horizon. If an asset cannot be sufficiently protected from coastal flooding, establish a timeline for relocation. Ensure that the timeline includes the following activities: • Securing land for the relocated asset, either an infill site or a suitable undeveloped location. • Permitting and environmental review activities. • Deconstruction and reconstruction.	Program	Public Works	General Fund; Grants	Goal PS-3		As Needed	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
PS-10	Public Safety	Identify and retrofit critical facilities that are vulnerable to flooding.	Physical Improvement	Public Works; City Manager	Capital Improvements; Grants	Goal PS-3		Ongoing	
PS-11	Public Safety	Monitor and repair existing seawalls and revetments along the Embarcadero.	Physical Improvement	Public Works	General Fund; development fees	Goal PS-3		As Needed	
PS-12	Public Safety	Shoreline protective devices shall be required to mitigate impacts to shoreline sand supply, public access and recreation, and any other relevant coastal resource impacts in 20-year increments, starting with the building permit completion certification date. Permittees shall apply for a coastal permit amendment prior to expiration of each 20-year mitigation period, proposing mitigation for coastal resource impacts associated with retention of the shoreline protective device beyond the preceding 20-year mitigation period; such application shall include consideration of alternative feasible mitigation measures in which the permittee can modify the shoreline protective device to lessen its impacts on coastal resources.	Process	Public Works; Harbor	Development Fees	Goal PS-3		Periodic	
PS-13	Public Safety	Prepare a Shoreline Management Plan for approval by the Coastal Commission as an amendment to the Local Coastal Program. The plan shall function as a tool to help implement coastal protections, maximize public access, and protect coastal resources along the City's shoreline. The Shoreline Management Plan will build upon the city Adaptation Strategy Report. The plan shall be prepared in coordination with relevant local, regional, and/or state agencies for the purpose of protecting coastal resources, as well as coastal circulation and utility infrastructure. The sea level rise adaptation program shall address the need to protect coastal resources, maximize public access, and maintain adequate evacuation routes. The Shoreline Management Plan may be amended from time to time, as appropriate, by the City Council, and adopted by the Coastal Commission through the Local Coastal Program amendment process.	Process	Community Development; Harbor	General Fund; Grants	Goal PS-3		Periodic	
PS-14	Public Safety	Establish a Sea Level Rise Hazard Overlay Zone as part of the Zoning Code update. The boundary should be based on Figure PS-8.	Zoning Code Update	Community Development	General Fund	Goal PS-4		Once	
PS-15	Public Safety	In areas located in the Sea Level Rise Hazard Overlay Zone, revise residential building standards to prohibit habitable space at elevations subject to wave/flood risk. Specifically address potential impacts of basements on long-range adaptation options such as landward relocation or removal.	Zoning Code Update	Community Development	General Fund	Goal PS-4		Concurrent	
PS-16	Public Safety	During Development Review, determine if any structures meant for human habitation are to be constructed within the 100-year floodplain or in the Sea Level Rise Hazard Overlay Zone depicted in Figure PS-8. If necessary, evaluate each structure's safety from flood and sea level rise related hazards, and recommend remedial actions.	Development Standards	Community Development	General Fund; Development Fees	Goal PS-4		Ongoing	

#	Element	Action	Type of Action	Responsibility	Funding Source	Relevant Goals	EIR Mitigation?	Time	Coastal Issue
PS-17	Public Safety	Include funding to address impacts of sea level rise in the City budgeting process.	Process	City Manager	General Fund	Goal PS-4		Ongoing	
PS-18	Public Safety	Require new development in the Sea Level Rise Hazard Overlay Zone to evaluate potential impacts to adjacent or nearby properties from all proposed structural flood protection measures to ensure that these measures will not create adverse direct and/or cumulative on-site or off-site impacts.	Development Standards	Community Development	Development Fees	Goal PS-4		As Needed	
Community Well-being Element Implementation Actions									
CW-1	Community Well-being	Annually, meet with San Luis Obispo County Public Health and other potential partners to work to provide enrichment programs for families and children, including after-school programs.	Program	Recreation Services	General Fund; Grants	Goal CW-1		Periodic	
CW-2	Community Well-being	Offer community equity training to City staff either through the City or in partnership with other agencies or groups in the region. If possible, make the training available to government staff throughout the region and to the broader community.	Program	City Council	General Fund	Goal CW-1		Ongoing	
CW-3	Community Well-being	Work with community organizations and local and regional agencies to develop brochures, web content, and other materials to promote public awareness of health and social services available in the area.	Program	Community Development	General Fund; Grants	Goal CW-2		Ongoing	
CW-4	Community Well-being	Work with medical providers, transit agencies, private transit providers, and community representatives to develop an access plan that can provide service to major medical facilities in the region. Include recommendations for locating future medical facilities close to public transit.	Process	Recreation Services	General Fund	Goals CW-2, CW-3		Once	
CW-5	Community Well-being	Promote local food sourcing through procurement preferences and policies at local government facilities, schools, businesses, and institutions. Continue to promote marketing and distribution initiatives that connect local agriculture to new markets such as retailers, restaurants, schools, food banks, and other businesses.	Program	Community Development	General Fund; Grants	Goals CW-3, LU-2		Periodic	
CW-6	Community Well-being	Update the Morro Bay Community Vulnerability and Resilience Assessment every 10 years to include updated modeling and projections. This will allow the City to identify current priorities for vulnerable assets, populations, and environmental features.	Process	Community Development	General Fund; Grants	Goals CW-4, PS-4		Periodic	

GLOSSARY AND ACRONYMS

ACRONYMS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADR	Average Daily Rate
ADT	Average Daily Traffic
BID	Business Improvement District
CAP	Climate Action Plan
CBC	California Building Code
CCT	California Coastal Trail
CDBG	Community Development Block Grant
CEQA	California Environmental Quality Act
CIR	Circulation
CNEL	Community Noise Equivalent Level
CPI	Consumer Price Index
dB	Decibels
dBA	A-weighted Sound Pressure Level
DWSP	Downtown Waterfront Strategic Plan
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ESHA	Environmentally Sensitive Habitat Area
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	Greenhouse Gas
GPAC	General Plan Advisory Committee
HCD	Housing and Community Development Department of the State of California

Glossary and Acronyms

HUD	U.S. Department of Housing and Urban Development
LAFCO	Local Agency Formation Commission
LCP	Local Coastal Plan
LCVSA	Low-Cost Visitor-Serving Accommodations
Leq	Equivalent Noise Level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LUP	Land Use Plan
MCR	Mixed Commercial and Residential
MMLOS	Multimodal Level of Service
NEPA	National Environmental Policy Act
PG&E	Pacific Gas and Electric Company
RTA	Regional Transit Authority
RTP	Regional Transportation Plan
SB	Senate Bill
SCS	Sustainable Communities Strategy
SLOCOG	San Luis Obispo Council of Governments
SLR	Sea Level Rise
SMA	Subdivision Map Act
SR	State Route
SRA	State Responsibility Area
STR	Smith Travel Research
STVR	Short-Term Vacation Rentals
TDR	Transfer of Development Rights
TOT	Transient Occupancy Tax
UBC	Uniform Building Code
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled

GLOSSARY

The following glossary provides definitions of common planning terms. The definitions shown in this glossary may be used to interpret policies in the General Plan, but shall not be interpreted as policies, standards, thresholds, guidelines, etc.

100-Year Flood

A flood that has 1 percent likelihood of occurring in any given year.

100-Year Floodplain

The areas that have a 1-in-100 chance of flooding in any given year using criteria consistent with, or developed by, the Federal Emergency Management Agency.

200-Year Floodplain

The areas that have a 1-in-200 chance of flooding in any given year using criteria consistent with, or developed by, the Department of Water Resources.

500-Year Floodplain

The areas that have a 1-in-500 chance of flooding in any given year using criteria consistent with, or developed by, the Department of Water Resources.

Access

The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Acres, Gross

The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Adaptability

The ability, competency, or capacity of a system to adapt to (to alter to better suit) climatic stimuli (essentially synonymous with adaptive capacity).

Administrative (Ministerial) Decision

An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Glossary and Acronyms

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income for housing and utilities.

Agency

The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pastureland.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Airport-related Use

A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alquist-Priolo Special Studies Zone Act, Earthquake Fault Zone

A state-designated seismic hazard zone along traces of potentially and recently active faults, in which specialized geologic investigations must be prepared prior to approval of certain types of new development.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Analysis

The examination of a subject, particularly its component parts and their interrelationships.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose.

(2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Appropriate

Suitable for a particular person, place, or condition.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Area Plan

See "Specific Plan."

Arterials

Roadways that balance mobility and access by carrying moderate volumes at lower speeds and serving abutting land uses. They can be divided to be principal or minor arterials, with principal arterials serving more vehicles and having wider shoulders.

At-risk Area

An area of land that is vulnerable to impacts associated with hazards and, specifically, climate change.

Attainment

Compliance with state and federal ambient air quality standards within an air basin. *See "Non-attainment."*

Auto-oriented Use

A use of a retail area that depends on exposure to continuous auto traffic.

Average Daily Traffic (ADT)

The total volume of traffic carried by a roadway segment in an average 24-hour period *or* the average number of vehicle trips generated by a project or projects in a 24-hour period.

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles, delineated by painted stripes and other identifying features.

Bicycle Path (Class I facility)

Off-road bicycle routes located along designated multiuse trails or vacated rail lines, and separated from streets.

Bicycle Route (Class III facility)

A facility shared with motorists and identified only by signs. A bicycle route has no pavement markings or lane stripes.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biological Community

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Bioswale

Long, channeled trenches or drains that catch rainwater runoff with vegetation and organic matter to delay water infiltration and filter pollutants.

Blueprint

The framework for development decisions identifying the role of land use and circulation planning in support of resource conservation and sustainability that will affect the physical, economic, and social climate in Morro Bay.

Buffer Zone

An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building

Any structure used or intended for supporting or sheltering any use or occupancy.

Buildout; Build-out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Business Improvement District (BID)

A defined area within which services, activities, and programs are paid for through a special assessment which is charged to all members within the district in order to equitably distribute the benefits received and the costs incurred to provide agreed-upon services, activities, and programs.

California Building Code (CBC)

A document serving as the basis for design and construction of buildings in California and authorized by California Building Standards Law to administer the many processes related to the development, adoption, approval, publication, and implementation of the standards. This document determines minimal construction requirements for all of California and ensures structure safety.

California Coastal Trail (CCT)

An environmental project by the California Coastal Conservancy to enhance coastal resources and promote access to the shore by designing a trail to connect the entire coast of California by forming an extensive hiking trail.

California Environmental Quality Act (CEQA)

A state law requiring state and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General plans require the preparation of a program EIR.

California Department of Transportation (Caltrans)

The owner and operator of California's federal and state highway system which provides intercity rail services, assists local airports, and provides other programs such as transportation safety.

California Pacific Bike Route

The Class II bike lane that follows Highway 1 from Vancouver, British Columbia, south to Imperial Beach, California.

California Register of Historical Resources

A California state government program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. This document is the authoritative guide to the state's significant historical and archaeological resources.

Carbon Dioxide

A colorless, odorless, nonpoisonous gas that is a normal part of the atmosphere.

Carbon Monoxide

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Census

The official decennial enumeration of the population conducted by the federal government.

Character

Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation System

A network of transit, automobile, bicycle and pedestrian rights-of-way that connect origins and destinations.

City

City with a capital "C" refers to the City of Morro Bay as the incorporated government agency (e.g., "The *City* will enact ordinances."). City with a lower case "c" refers to the geographical area of a city (e.g., "There are parks in the *city*.")

Climate Action Plan

A document adopted by the City to guide the reduction of greenhouse gas emissions in accordance with Assembly Bill 32 to achieve a goal of 15 percent below the 2005 baseline emissions.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Coastal Access, lateral

The contiguous accessibility to the coast running parallel to the shore without interference or hindrance of any kind.

Coastal Access, vertical

Accessibility to the coast by trails running perpendicular to the shoreline to serve as a corridor between the public coastline and inland public spaces.

Coastal Act

California state law enacted in 1976 establishing a set of policies, coastal zone boundary line, and permitting process to direct development within the Coastal Zone. It provides the transfer of permitting authority, with certain limitations reserved for the state, to local governments through the adoption and certification of Local Coastal Programs by the Coastal Commission.

Coastal Hazard

Including, but not limited to, episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunami, coastal flooding, landslides, bluff and geologic instability, and the interaction of same, and all as impacted by sea level rise.

Coastal Zone

The area of land designated by the California Coastal Commission that extends from the state's outer limit of jurisdiction, and extending inland for a distance from the mean high tide line of between a few hundred feet in urban areas to up to five miles in rural areas.

Co-benefits

Positive benefits of climate change mitigation related to the reduction of greenhouse gases.

Collectors

Roadways that gather traffic from local roads, tie into the arterial roadway network, and often pass through residential areas.

Community (Urban) Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, and by the state Department of Housing and Community Development for nonentitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Financing District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et seq.), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)

The 24-hour average noise level with a penalty of 5 dBA added for noise between 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occuring from 10 p.m. to 7 a.m.

Compatible

Capable of existing together without conflict or ill effects.

Complete Streets

A transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.

Concurrency

Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

Conservation

The management of natural resources to prevent waste, destruction, or degradation.

Consistency, Consistent, Consistent With

Free from significant variation or contradiction. California state law requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning code.

County

County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area. In this General Plan, “County” generally refers to the County of San Luis Opispo, either as a governmental agency or as a geographic area.

Criterion

A standard upon which a judgment or decision may be based. *See "Standards."*

Cumulative Impact

As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Day Care

A service or facility where care is provided or development programs are conducted for children, adults, or other dependents.

dB

Decibel; a unit used to express the relative intensity of a sound. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

dBA

The "A-weighted" scale for measuring sound in decibels; adjusts the effects of low and high frequencies in order to simulate human hearing.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in this General Plan may be expressed in units per gross acre. *See "Acres, Gross."*

Developable Land

Land that is suitable as a location for structures and that can be developed free of hazards to, without disruption of, or significant impact on natural resource areas.

Developer

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities).

Development Capacity

The distribution of land uses with density and intensity standards and the resulting residential and nonresidential levels of development that can be expected from the implementation of land use policies.

Development Proposal

A plan for an area or tract of land submitted to the City for review and approval.

Disadvantaged Unincorporated Community

An area of inhabited territory located within an unincorporated area of a county with 10 or more dwelling units in close proximity in which the annual median household income is less than 80 percent of the statewide median household income.

Discourage

To advise or persuade to refrain from.

Discretionary

A project or action which requires the exercise of judgement or deliberation when the public agency or body discusses a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations.

Discretionary Approval

As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement

Usually, the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation

A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the landowner may devote the land in the future.)

Ecosystem

An interacting system formed by a biotic community and its physical environment.

Elderly

Persons age 62 and older. *See "Seniors."*

Emission Standard

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species

A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Enhance

To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance." *See "California Environmental Quality Act."*

Environmental Impact Report (EIR)

A report required by CEQA and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action or project. *See "California Environmental Quality Act."*

Environmental Impact Statement (EIS)

Under NEPA, a statement on the effect of development proposals and other major actions that significantly affect the environment. *See "National Environmental Policy Act."*

Environmentally Sensitive Habitat Areas (ESHA)

A designated protective area within the Coastal Zone of California in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystems and which could be easily disturbed by human activities and developments.

Equivalent Noise Level (Leq)

A noise metric that considers both the duration and sound power level as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time.

Erosion

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water.

(2) The gradual wearing away of the upper layers of earth.

Event

As used in the Public Safety Element of this General Plan, an event is an accidental release of a substance, material, or energy from a facility that may cause a hazardous physical effect beyond the exterior boundary of the facility. An event may occur as the end result of a series of related circumstances or actions; the individual circumstances or actions are not themselves considered to be events for the purposes of implementation of Safety Element policies.

Expressways

High-volume and high-speed roadways with access via controlled at-grade intersections to emphasize mobility and not serve abutting land uses.

Family

An individual or a group of persons living together in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house, or institution of any kind.

Farmland

Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible, Economically

Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Feasible, Technically

Capable of being implemented because the industrial, mechanical, or application technology exists.

Finding(s)

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Flood Hazard Zone

An area that, due to the topography and geography of the land and surrounding area, FEMA has defined to have a specific level of flood risk.

Flood Insurance Rate Map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. *See "100-Year Floodplain."*

Floor Area, Gross

The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than six feet. Some cities exclude specific kinds of space (e.g., elevator shafts, parking decks) from the calculation of gross floor area.

Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a FAR of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 square feet of floor area; a FAR of 2.0 would allow 20,000 square feet; and a FAR of 0.5 would allow only 5,000 square feet.

Footprint; Building Footprint

The outline of a building at all of those points where it meets the ground.

Freeways

Roadways intended to carry high volumes and high-speed traffic by maximizing mobility without serving abutting land uses.

Gateway

A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

General Plan

A document required by California law for each city and county and containing a minimum of the following seven state-mandated elements: land use, open space, conservation, housing, circulation, noise, and safety. The guidelines must contain development policies and maps setting forth goals and policies as a comprehensive current and long-term plan for the physical development of the jurisdiction.

General Plan Advisory Committee

A group of community members representing various interests in Morro Bay appointed by the City Council to provide input and guidance to City staff during the planning process and the creation of the updated General Plan.

Geological

Pertaining to rock or solid matter.

Grasslands

Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Gas Emissions (GHG)

Gas by-products of fossil fuel combustion, waste disposal, energy use, land use changes, and a variety of other human activities. Major GHGs include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O).

Greenprint

The framework for conservation and resource management identifying the roles of open space, conservation, public safety, and community well-being in support of a resilient and sustainable community that will affect the physical, economic, and social climate in Morro Bay.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water holding rocks that provide underground storage ("aquifers").

Guidelines

General statements of policy direction around which specific details may be later established.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic; Historical

A historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, the restoration and rehabilitation of the building(s) to a former condition.

Household

All those persons—related or unrelated—who occupy a single housing unit. *See "Family."*

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD)

The state agency with the principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multifamily dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under state law. A housing unit has, at minimum, cooking facilities, a bathroom, and a place to sleep. *See "Dwelling Unit," "Family," and "Household."*

Image

The mental picture or impression of a city or place taken from memory and held in common by members of the community.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 et seq. specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface

Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Improvement

The addition of one or more structures or utilities on a parcel of land.

Incident

See "Event."

Incorporation

Creation of a new city.

Industrial

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial Park; Office Park

A planned assemblage of buildings designed for workplace use.

Infill Development

Development of vacant land (usually individual lots or leftover properties) within areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage disposal systems, water supply systems, other utility systems, and roads.

Institutional Uses

(1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges.

(2) Churches and other religious organizations.

(3) Other nonprofit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. *See "Public and Quasi-public Facilities."*

Intensity, Building

For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For nonresidential uses, the actual or the maximum permitted floor area ratios.

Intermittent Basins

A water basin that normally holds water for at least 30 days after the last major rain of the season and is dry a large part of the year.

Intermittent Stream

A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Jobs/Housing Balance; Jobs/Housing Ratio

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Landscaping

Planting including trees, shrubs, and ground covers suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Designation

The label for a type of community development pattern on an identified area of land to promote efficient use of public infrastructure and provide the best development potential through the establishment of allowable uses.

Land Use Plan

The management framework for the scientific, aesthetic, and orderly distribution of land, resources, facilities, and services with a goal of securing the physical, economic and social efficiency, health, and well-being of urban and rural communities.

Land Use Regulation

A term encompassing the regulation of land in general and often used to mean those regulations incorporated in the General Plan, as distinct from zoning regulations (which are more specific).

Lease

A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Level of Service (LOS) Standard

A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic)

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. Although various measures of traffic are used, the following are commonly accepted descriptions:

Level of Service A - Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B - Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C - Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D - Designates the level where traffic nears an unstable flow, intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E - Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F - Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Lmax

The maximum instantaneous noise level experienced during a given period of time.

Local Agency Formation Commission (LAFCo)

A five- or seven-member commission in each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

Local Coastal Program (LCP)

Consists of the City's Land Use Plan, Local Implementation Plan, Zoning Code, land use and zoning maps, and implementing actions. As a package, these documents implement the Coastal Act at the local level and form the legal standard of review for issuance of coastal development permits within the city's Coastal Zone.

Local Implementation Plan (LIP)

The ordinances, regulations, or programs which implement either the provisions of the certified Local Coastal Program or the policies of this division and which are submitted pursuant to Public Resources Code Section 30502 [Designation of sensitive coastal resource areas].

Local Responsibility Area (LRA)

Area where the local jurisdiction (Morro Bay) is responsible for fire prevention and suppression.

Local Roads

Roadways that provide access to abutting land uses and connect to the collector and arterial streets. These are typically the largest percentage of roadways in terms of mileage.

Lot

See "Site."

Maintain

To keep in an existing state. *See "Preserve."*

Map, Parcel

For residential subdivisions, a map created pursuant to the Subdivision Map Act (SMA) which contains four or fewer lots. Parcel maps created for commercial property may include more than four lots, as provided in the SMA.

Map, Tract

A subdivision map for residential development which includes five or more lots.

Marsh

An area periodically or permanently covered with shallow water, either fresh or saline.

May

That which is permissible.

Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize

To reduce or lessen, but not necessarily to eliminate.

Mining

The act or process of extracting resources, such as oil, minerals, or sand and gravel, from the earth.

Mitigate

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed Use, Horizontal

A land use zone that combines single-use buildings on distinct parcels in a range of land uses within one block to achieve the goal of placemaking by bringing together complementary uses in one place.

Mixed Use, Vertical

A land use zone that combines different uses in the same building where lower floors should have more public uses with more private uses on the upper floors to allow multiple uses in one place.

Mixed Use Development

A development with multiple functions within the same building or development area through the superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by warrant. These projects may include any combiantion of housing, office, retail, medical, recreational, commerical, or industrial components.

Morro Bay Retail Trade Area

The trade or market area in Morro Bay encompassing approximately a 24-mile stretch from Cambria (north) to Los Osos (south) used to estimate retail sales potential, average expenditures, consumer demographics, and purchasing behavior for the city.

Multigenerational Housing

Living spaces that accommodate housing for single parents, young families, and seniors within the same unit or complex.

Multimodal Level of Service

A scale that measures the speed and flow of traffic, but incorporates all modes of travel into the analysis using a variety of indicators including a roadway volume-to-capacity ratio, walkability, bikeability, and public transit effectiveness.

Multimodal Transportation

The consideration of various modes (walking, cycling, automobile, public transit, etc.) and connections among modes so each can fill its optimal role in the overall transportation system without necessarily including a holistic or integrated approach.

Multiple Family Building

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Must

That which is mandatory.

National Ambient Air Quality Standards

The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)

An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program

A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Native Plant or Animal

A plant or animal species that originates from a particular area.

Natural State

The condition existing prior to development.

Necessary

Essential or required.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise-Sensitive Land Uses

Land uses that are more sensitive to noise than others because the noise levels prevent the designated land use activities from occurring, or when the noise endangers the public health and safety and disrupts certain human activities on the designated land use.

Non-attainment

The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. *See "Attainment."*

Office Use

The use of land by general business offices, medical and professional offices, or administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space Land

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of:

(1) the preservation of natural resources;

(2) the managed production of resources;

(3) outdoor recreation; or

(4) public health and safety.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Ordinary High Water Mark

The line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parcel Map

See "Map, Parcel."

Park Land, Parkland

Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open space for public use.

Parklet

A small seating area or green space created as a public amenity on or alongside a sidewalk or transportation corridor in a place where current parks are lacking or where the existing sidewalk width is not large enough to accommodate vibrant street life activities.

Parks

Open space lands whose primary purpose is recreation. *See "Open Space Land."*

Parks, Community-Based

Developed open space lands located in neighborhoods and commercial areas to create opportunities for visitors and residents to gather, play, and relax for recreation.

Parks, Resource-Based

Unimproved open space that perserves natural habitats while providing scenic and passive uses for residents and visitors.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Under some conditions, the "peak hour" may stretch into a "peak period" of several hours in duration.

Planning Area

The area directly addressed by the General Plan and Local Coastal Plan. A city's planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Planning Commission

A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) that requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body. The Morro Bay Planning Commission contains five members appointed by the City Council.

Policy

A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow in order to meet its goals and objectives before undertaking an action program. *See "Program."*

Pollutant

Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point

Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff.

Pollution, Point

In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Ponding

Areas that experience an inundation of water during heavy rain events that impact the ability of the area to manage flooding.

Preservation

As used in historic preservation, the process of sustaining the form and extent of a structure essentially as it exists. Preservation aims at halting further deterioration and providing structural stability but does not contemplate significant rebuilding. *See "Historic Preservation."*

Preserve

An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (*See "Protect."*)

Preserve

To keep safe from destruction or decay; to maintain or keep intact. *See "Maintain."*

Prime Agricultural Land

(1) Land used actively in the production of food, fiber, or livestock.

(2) All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use compatibility classifications.

(3) Land which qualifies for rating 80 through 100 in the Storie Index Rating. *See "Prime Farmland."*

Prime Farmland

Land which has the best combination of physical and chemical characteristics for the production of crops. Prime farmland must have been used for the production of irrigated crops within the last three years. Prime farmland does not include publicly owned lands for which there is an adopted policy preventing agricultural use. *See "Prime Agricultural Land."*

Private Road/Private Street

Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion.

Professional Offices

A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how," and "when" for carrying out the "what" and "where" of goals and objectives.

Protect

To maintain and preserve beneficial uses in their present condition as nearly as possible. *See "Enhance."*

Public and Quasi-public Facilities

Institutional, academic, governmental, and community service uses, either owned publicly or operated by nonprofit organizations, including private hospitals and cemeteries. (*See "Institutional Uses."*)

Public Services

Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

Quimby Act

Act passed in 1975 in the state of California (California Government Code Section §66477) authorizing cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements to mitigate impacts of property improvements and ensure adequate open space acreage in jurisdictions.

Rare or Endangered Species

A species of animal or plant listed in Title 14, California Code of Regulations, Sections 670.2 or 670.5; or Title 50, Code of Federal Regulations, Sections 17.11 or 17.12, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Recognize

To officially (or by official action) identify or perceive a given situation.

Recreation, Active

A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts, and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity that does not require the use of organized play areas.

Recycle

The process of extraction and reuse of materials from waste products.

Redevelopment

A structure shall be considered redeveloped, whereby the structure is no longer considered an existing structure and instead the entire structure and all development on the site must be made to conform with all applicable LCP policies, when such development consists of:

(1) Alteration (including interior and/or exterior remodeling and renovations, demolition or partial demolition, etc.) of 50% or more of the major structural components (including exterior walls, floor and roof structure, and foundation) of such development.

(2) Additions and alterations to such development that lead to more than a 50% increase in floor area for the development.

Changes to floor area and individual major structural components are measured cumulatively over time from January 1, 1977.

Regional

Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Rehabilitation

The repair, preservation, and/or improvement of substandard housing.

Resilience Hub

Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities; utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal; and communications and transportation facilities.

Resiliency

The capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.

Restore

To renew, rebuild, or reconstruct to a former state.

Restrict

To check, bound, or decrease the range, scope, or incidence of a particular condition, as in a land use.

Retail Leakage

Occurs when local people spend more for goods than local businesses acquire because there is an unsatisfied demand within the trading area that is not provided locally.

Retail Surplus

Occurs when the local trade area is securing the local market and attracting nonlocal customers.

Retrofit

To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. For example, buildings can be retrofitted to use solar energy or to strengthen their ability to withstand earthquakes.

Rezoning

An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Rideshare

A travel mode other than driving alone; modes include buses, rail transit, carpools, and vanpools.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Area

Riparian areas are composed of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater sources.

Risk

The danger or degree of hazard or potential loss.

Runoff

That portion of rain or other precipitation that does not percolate into the ground and is discharged into streams or drainage facilities instead.

Sanitary Sewer

A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). *See "Septic System."*

Sea Level Rise

The change in sea level, both globally and locally, due to (a) changes in the shape of ocean basins, (b) changes in the total mass of water, and (c) changes in water density. Factors leading to sea level rise under global warming include both increases in the total mass of water from the melting of land-based snow and ice, and changes in water density from an increase in ocean water temperatures and salinity changes. Relative sea level rise occurs when there is a local increase in the level of the ocean relative to the land, which could be due to ocean rise and/or land level subsidence.

Sea Level Rise Inundation Area

A geographic area of land that is subject to temporary or long-term flooding due to local and regional tidal variability and hydrological connectivity.

Seiche

An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic

Caused by or subject to earthquakes or earth vibrations.

Seniors

Persons age 62 and older. *(See "Elderly.")*

Septic System

A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. *See "Sanitary Sewer."*

Setback

The horizontal distance between the property line and any structure.

Sewage

See "Wastewater."

Shall

That which is obligatory; an unequivocal direction.

Shopping Center

A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Shoreline Protective Device

A broad term for constructed features such as seawalls, revetments, riprap, earthen berms, cave fills, deep piers/caissons, and bulkheads that block the landward retreat of the shoreline and are used to protect structures or other features from erosion and other hazards.

Short-Term Vacation Rentals

Accommodations with the rental of the structure or any portion of any structure for occupancy for dwelling, lodging, or sleeping purposes for 30 consecutive calendar days or less in duration, including detached single-family residences, condominiums, duplexes, twinplexes, townhomes, and multiple-family dwellings.

Should

Signifies a directive to be honored if at all possible; a less rigid directive than "shall," to be honored in the absence of compelling or contravening considerations.

Sign

Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to any structure, vehicle, or feature of the natural or man-made landscape.

Significant Effect

A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Site

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street; a lot.

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Solid Waste Disposal Facility

An existing or planned public, semi-public, or private solid nonhazardous waste disposal facility.

Specific Plan

A legal tool authorized by Article 8 of the Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence

The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

Stakeholder

A person or organization with a specific interest or concern with one or many aspects of the future of Morro Bay.

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The California Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" that the plan hopes to attain.

(2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions, for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

State Responsibility Area (SRA)

Area where the state of California holds primary financial responsibility of preventing and suppressing fires.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Structural Components, Major

The components that hold a structure upright, including the foundation, floor framing, exterior wall framing, and roof framing of a structure.

Structure

Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Subdivision Map Act

Title 7, Division 2 (Sections 66410 et seq.) of the California Government Code; this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (*See "Subdivision."*)

Substantial

Considerable in importance, value, degree, or amount.

Sustainability

The ability of a development to meet the needs of the present without compromising the provision of the needs in the future.

Threshold of Significance

The level of effect, defined by CEQA, for a given environmental impact above which the lead agency will consider impacts to be significant, and below which it will consider impacts to be less than significant.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Tract Map

See "Map, Tract."

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various nonresidential land uses. *See "Trip."*

Transient Occupancy Tax (TOT)

A tax imposed on travelers when they rent short-term accommodations within city limits.

Transfer of Development Rights

A zoning program that allows landowners to sell development rights from their at-risk land to an interested party and transfer the rights to parcels with less vulnerability or hazards.

Transit

The conveyance of persons or goods from one place to another by means of a local public transportation system.

Transit, Public

A system of regularly scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "mass transit."

Transit Corridor

A geographic area that accommodates travel or potential travel.

Trees, Street

Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Tribal Resource

(1) A site feature, place, cultural landscape, sacred place, or object, which is of cultural value to a tribe.

(2) On or eligible for the California Register of Historical Resources or a local historic register.

(3) The lead agency, at its discretion, chooses to treat the resources as a tribal resource.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin—often from home, but not always) and one "attraction end" (destination). *See "Traffic Model."*

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Uniform Building Code (UBC)

A national, standard building code that sets forth minimum standards for construction, published by the International Conference of Building Officials.

Urban Greening

The use of green infrastructure to minimize the urban heat island effect, preserve water quality, and promote the physical and social health of community members.

Urban Land Use

Residential, commercial, or industrial land use in areas where urban services are available.

Urban Services

Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Use, Ancillary

An additional, assisting use allowed for a parcel of land in compliance with development standards.

Use, Coastal-Dependent

A land use designation that is focused on providing access to waterfront or harbor-related activities in compliance with development standards.

Use, Primary

The main, intended use for a parcel of land in compliance with development standards.

Vacancy Rate

Percentage of available units in the housing market that are unoccupied or vacant at a particular time.

Vacant

Lands or buildings that are not actively used for any purpose.

Vehicle Miles Traveled

A measurement of miles traveled by vehicles within a specified region for a specified time period.

Vibration Decibels (VdB)

A measure of vibration caused by ground motion as particle velocity in inches per second.

Visitor-Serving Accommodation

Accommodations of a variety of price points and types located in and near the coastal zone. All accommodation units shall be for transient use only (i.e., occupancy of such units shall be for a period not to exceed 30 days).

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity.

Vulnerability

Degree to which a system is susceptible to injury, damage, or harm (one part—the problematic or detrimental part—of sensitivity).

Walkability

A measure of how pedestrian friendly an area or neighborhood is with the goal to encourage the health, economic, and environmental benefits of walking.

Wastewater

Liquid and water-carried industrial wastes and sewage from residential dwellings, commercial buildings, industrial and manufacturing facilities, and institutions, whether treated or untreated.

Water-efficient Landscaping

Landscaping designed to minimize water use and maximize energy efficiency.

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils."

Wildlife

Animals or plants existing in their natural habitat.

Will

That which is expected or may be expected. Expresses intent or purpose. *See "Shall" and "Should."*

Williamson Act

A California state law that provides the relief of property tax to owners of farmland and open-space land in exchange for a ten-year agreement that the land will not be developed or otherwise converted to another use.

Woodlands

Lands covered with woods or trees.

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning

The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

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