



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, February 4, 2020
Veteran's Memorial Building – 6:00 P.M.
209 Surf Street, Morro Bay, CA**

Vice-Chairperson Michael Lucas
Commissioner Jesse Barron

Chairperson Gerald Luhr

Commissioner Joseph Ingrassia
Commissioner Susan Stewart

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

ELECTION OF CHAIR AND VICE CHAIR

PUBLIC COMMENT PERIOD

Members of the audience wishing to address the Commission on City business matters not on the agenda may do so at this time. For those desiring to speak on items on the agenda, but unable to stay for the item, may also address the Commission at this time.

Public comment is an opportunity for members of the public to provide input to the governing body. To increase the effectiveness of the Public Comment Period, the Commission respectfully requests the following guidelines and expectations be followed:

- When recognized by the Chair, please come forward to the podium to speak. Though not required, it is helpful if you state your name, city of residence and whether you represent a business or group. Unless otherwise established by the Chair, comments are to be limited to three minutes.
- All remarks should be addressed to 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 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 Planning Commission to carry out its meeting will not be permitted and offenders will be requested to leave the meeting.
- Your participation in Planning Commission meetings is welcome and your courtesy will be appreciated.
- The Commission in turn agrees to abide by its best practices of civility and civil discourse according to Resolution No. 07-19.

PRESENTATIONS

A. CONSENT CALENDAR

- A-1** Current and Advanced Planning Processing List
Staff Recommendation: Receive and file.
- A-2** Approval of minutes from the Planning Commission meeting of December 3, 2019.
Staff Recommendation: Approve minutes as submitted.
- A-3** Approval of minutes from the Planning Commission meeting of December 17, 2019.
Staff Recommendation: Approve minutes as submitted.

B. PUBLIC HEARINGS

- B-1 Case No.:** CDP19-039 / CUP19-13 / LTM19-06
Site Location: 295 Atascadero Road, Morro Bay, CA
Project Description: Coastal Development Permit (CDP19-039), Conditional Use Permit (CUP19-13), and Lot Merger (LTM19-06) for new construction of a 56,358square foot 83-guest room hotel with indoor pool, fitness room, a meeting room, interior dining and lounge areas, and on-site parking, including 92 vehicle spaces and 19 bicycle parking spaces on a vacant 2 acre lot. The hotel would be 3 stories in height at 35.41 feet above average natural grade and require a modification under the Planned Development Overlay (MBMC 17.40.030) where 30 feet is the requirement in the C-VS base zone district. The Lot Merger action would merge five underlying lots into one lot. The project was previously reviewed as a conceptual review by the Planning Commission on January 15, 2019 and formerly addressed as 233 Atascadero Road. The project is in the Commercial Visitor-Serving (C-VS/PD) zoning district and is located in the Coastal Commission Appeals Jurisdiction.
CEQA Determination: Mitigated Negative Declaration, SCH #2019129078
Staff Recommendation: Forward to City Council a favorable recommendation to Adopt the MND and conditionally approve the project
Staff Contact: Cindy Jacinth, Senior Planner, (805) 772-6577

C. NEW BUSINESS

D. UNFINISHED BUSINESS

E. PLANNING COMMISSIONER COMMENTS/FUTURE AGENDA ITEMS

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 February 18, 2020 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, 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 within 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.

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.



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.

Agenda No: A-1
 Meeting Date February 4, 2020

Approved projects are deleted on next version of log.

| # | Applicant/ Property Owner | Project Address | Application 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 | Patel | 295 Atascadero | 6/13/18 | CP0-581/UP0-533 | CDP and CUP for New 83 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. Project currently overheight and does not meet parking requirements. Story poles erected on 1/3/19 and scheduled for Conceptual Review by PC to evaluate height, parking, and findings of significant public benefit as allowed under the Planned Development (PD) overlay zone. PC comments provided to Applicant after 1-15-19 meeting. Applicant considering project revisions. Environmental review in progress. MND routed to State Clearinghouse 12/23/19. Scheduled for PC review 2/4/2020. | | | | cj |
| 2 | Angelucci | 953 Pacific | 8/20/19 | CUP19-10 | 459 sf 2nd story addition, new 246 sf detached garage with auto lift, 167 sf 2nd story deck, and 87 sf 2nd story view deck off of garage. | Submittal under review. Correction letter sent 9/19/19. Resubmittal under review. Discussed issues with garage setback with Applicant. Letter from soils engineer under review. Resubmittal 12/5/19 under review. Deemed complete. Project requires additional environmental review. Scheduled for continuation at 1/21/19 PC Meeting. Pending Historical Evaluation submittal. | | PN- Conditionally Approved 9/10/2018 | | wu |
| 3 | Meyer | 205 Bradley | 10/31/19 | LTM19-07 | Lot merger from three separate lots to a single parcel | Submittal reviewed and disapproved. Resubmitted 1-2-20, Approved, signed LTM document provided to owner for recording 1-24-20 | | | | nh |
| 3 | Sadowski | 490 Java | 11/21/19 | CDP19-042 | Admin Coastal Development Permit | Under review. Deemed complete. Noticing began 1/22, Admin action to occur on or after 2/4. | Fire cond. Approved 11-26-19. mv | | | wu |
| 4 | Le Bris | 516 Shasta Ave | 8/15/19 | CDP19-031 | New ADU partially over existing garage, storage space below. | Submittal is under review. Deemed incomplete 8-29-19. Resubmittal received 12/30/19, deemed complete. Public notice being prepared. | | | | nh |
| 30 -Day Review, Incomplete or Additional Submittal Review Projects: | | | | | | | | | | |
| 5 | Borges | 1930 Main Street | 4/11/19 | CDP19-009 | Conditional Use Permit for new mobile home park with mixed vacation rentals and long term rentals, with managers dwelling unit (permanent construction) | Deemed incomplete 5/13/19. Resubmittal received 12/5/19, under review. Comment letter sent 12/13/19. Resubmittal received Jan 16, 2020, under review. | | | | nh |
| 6 | Morro Bay Recovery | 2460 Main Street | 12/2/19 | CDP19-043 | Small addition to lobby, ADA improvements | Deemed incomplete 12/21/19. Resubmittal received 1/9/20, under review. | | PN-Disapproved 6/21/2019 | | nh |

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| 7 | Shorey | 1110 Marengo | 12/20/19 | CDP19-048 | Coastal Development Permit for a new 2-story home behind an existing home which will be expanded by 450 sf. | Project deemed incomplete, comment letter sent January 7, 2020 | | | | nh |
| 8 | Bean | Unaddressed Main Street (AKA 199 Sandpiper Court) | 12/19/19 | CUP19-20, CDP19-047 | CUP/CDP for new home on triangular small parcel on the bluff. Proposed home is 526 sf 2-stories with access easement to Main Street | Project deemed incomplete, comment letter sent January 7, 2020 | | | | nh |
| 9 | Cleath | 2790 Main Street | 12/5/19 | CUP19-17 / CDP19-044 | CDP and CUP for New 8 unit hotel | Correction letter sent December 20, 2019. Resubmittal received January 9 2020, under review. | | | | nh |
| 10 | Novick | 2820 Greenwood | 12/31/19 | CUP19-21 | Enclosing access to upstairs on 2nd floor | Under review. Correction letter sent 1/17/20. Awaiting resubmittal. | | | | wu |
| 11 | Santojanni | 675 Paula Street | 1/22/20 | PAR20-01 | Tentative Parcel Map | Under review. | | | | wu |
| 12 | Santojanni | 675 Paula Street | 12/19/19 | CDP19-046 | CDP for Demolition of an SFR | Under review. Correction letter sent 1/15/20. | | | | wu |
| 13 | Vistra | 1290 Embarcadero | 11/12/19 | CDP19-041/CUP19-14 | Coastal Development Permit and Conditional Use Permit for Battery Energy Storage System Project (BESS). | Under review. Incomplete Letter sent 12/11/19. | | | | cj |
| 14 | Lawrence | 2590 Hemlock Ave | 10/25/19 | CDP19-040 | Admin CDP for Demo of existing residence, rebuild new with ADU. | Submittal under review. Correction letter sent 11/25/19. | | | | wu |
| 15 | Gambriel | 571 Embarcadero | 10/14/19 | MAJ19-006 | Major Modification to CUP Amendment for proposed public access improvements, dock and gangway realignment, conversion of 2nd floor to hotel units and request for 1st floor ADA accessible hotel unit | CUP Amendment reviewed by PC on 12/18/18. Major Modification Request under review. Submitted correction response letter 11/13/19. cj | | PN-Conditionally Approved 10/16/2019 | | cj |
| 16 | HASLO | 405 Atascadero Road | 9/24/19 | CUP19-12/ PKG19-05/ CDP | Conceptual review of a proposed 35 unit affordable housing project, with community space | Scheduled for Planning Commission for conceptual review 11/5/19. PC provided input, waiting for resubmittal. MND update in process. Resubmitted Jan 17, 2020, under review. | | PN-Conditionally Approved 10/10/2019 | | NH |
| 17 | Rhine LP/Morro 94 | 3300 Panorama | 8/20/19 | MAJ 19-005 | After the fact permit application for removal of 3 sheds and possible siding treatment for transformer building. | Submittal is under review. Deemed incomplete 8-29-19. Waiting for resubmittal | | | | nh |
| 18 | Boyko | 2670 Laurel Ave | 7/26/19 | CDP19-027 | CDP for New SFR - 2135 sf living, 505 sf garage, 160 sf lower balcony and 160 sf upper balcony | Submittal under review. Incomplete letter sent 8/19/19. Awaiting resubmittal. Second correction letter sent 10/24/19. Awaiting issue with driveway slope to be resolved with the Fire Department. Awaiting resubmittal. | | | | wu |
| 20 | Morro Bay Recovery | 2460 Main Street | 5/28/19 | MUP19-04 | Minor Use Permit for Change in use from hotel/motel to recovery center | Submittal is under review. Deemed incomplete 6-25-19. Resubmitted 12/9/19, under review. Deemed complete on 1/2/20, noticing scheduled for 1/9/20. Noticing cancelled - Effective January 9, 2020, Applicant has withdrawn this application. | | PN-Disapproved 6/21/2019 | | nh |
| 21 | Cleary | 1282 and 1290 Embarcadero Road | 5/23/19 | CDP19-016 | CDP for removal of major vegetation. | Submittal is under review. Correction letter sent 6/10. Awaiting resubmittal. | | | | wu |

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| 22 | Eisemann | 535 Atascadero Road | 3/7/19 | PAR19-01 | Final Parcel map | Submittal is under review. Planning disapproved 3/14/19. Resubmittal disapproved on May 14, 2019. Resubmittal received , review comments provided 6-5-19. Disapproved 11-5-19. nh | | PN- Disapproved 11-6-2019 | | nh |
| 23 | Najarian | 1339 Berwick | 11/30/18 | CDP 18-014 | Admin CDP for new construction of SFR and ADU with attached garage | Application deemed incomplete, comments sent to applicant on 12/27/18. | | | | nh |
| 24 | 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 | | | | nh |
| 25 | 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. Resubmittal received 5-10-19 - comments returned 5-28-19 | | PN- Conditionally Approved 7/17/2018 | | cj |
| 26 | T-Mobiile | 1478 Quintana | 2/26/18 | A00-056 | Modification to UP0-052/CP0-073 for upgrade to existing wireless site | Under initial review. Correction Letter sent 3/30. Unauthorized work completed by owner. Spoke with the agent 11/5 about process moving forward. Spoke with agent again 2/7. Resubmittal 2/26. Correction letter sent 3/13. Awaiting resubmittal. Update: Project determined to only require building permit. | | JW approved | | wu |
| 27 | 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 |
| Projects Appealed to Planning Commission or PC Continued projects: | | | | | | | | | | |
| 28 | 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. Continued to date uncertain by PC on 12/18/18. Applicant to provide additional information. | | PN- Approved 9/4/2018 | | nh |

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| 29 | 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: | | | | | | | | | | |
| 30 | 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 | | | | | | | | | | |
| 31 | 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 | | | | | | | | | | |
| Projects requiring coordination with another jurisdiction: | | | | | | | | | | |

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| 32 | 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 | | |
| 33 | 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. | | |

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| Projects going forward to Coastal Commission for review (Pending LCP Amendments) / or State Department of Housing: | | | | | | | | | | |
| 34 | 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 2019. Public draft of combined General Plan/ LCP released May 2018 for review. Working with Coastal staff on CCC input. | | | | |
| 35 | 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: | | | | | | | | | | |
| 36 | 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 | | ig |
| Grants | | | | | | | | | | |
| 37 | 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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| 38 | 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 administration. 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 |
| 39 | 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 | Coghlan | 3009 | Beachcomber | 12/2/19 | B19-0259 | Remodel of existing 1 story, single family residence, adding 375 sf. And upgrades for code requirements. | Approved 12/6/19 | Bldg - Approved 12/20/19 | | | nh |
| 2 | LaPlante | 3093 | Beachcomber | 4/29/17 | B-31487 | New SFR: 3,495 sf w/ 500 sf garage on vacant land. No activity on this project. Remains in plan check. | Approved 8-9-18. cj. Requested permit extension. | Ready to issue | PN - Approved 6/21/2018 | Emailed comments on 10-20-17. | cj |
| 3 | Alierbach | 3200 | Beachcomber | 12/30/19 | B19-0277 | Convert 100 sf of enclosed sun-room area to living space and add 67 sq ft of new living area. Demo kitchens and add 3 beams, new windows, siding, update electrical, water heater and forced air unit, misc, clean up. | Disapproved Jan 14, 2020, pending redesign or submittal of a CDP for an addition between 10 and 25% of existing home. | Plancheck | | | nh |
| 4 | Zine | 1309 | Berwick Dr | 7/3/19 | B19-0139 | New SFR, 2871 sf living, 628 sf attached garage, & 189 sq deck. | Project on hold until planning permit obtained. Planning Permit approved 12/20/19. Pending meeting of a Planning Condition prior to approval of Building Permit. | Bldg - Approved 12/16/19 | | | wu |
| 5 | Jones | 1362 | Berwick Dr | 8/5/19 | B19-0169 | Interior remodel, remove existing roof over existing garage and replace with 352 sf deck. | Disapproved 9/11/19. Awaiting resubmittal. | Bldg - Disapproved 9/4/19 | | | wu |
| 6 | Talvey | 572 | Dawson | 1/13/20 | B20-0009 | Repair entry deck joist. Repair driveway ramp to garage. Replace lower deck joist and decking w/Trex. Remove staircase on lower deck. adding on exterior door on existing landing for egress. | Under review. | Bldg - Approved 1/14/20 | | | wu |
| 7 | Diaz | 365 | Driftwood | 1/6/20 | B19-0280 | 328 sq ft addition to master bedroom and bath on second flr. Convert covered patio to living space 50 sq ft enclosed covered porch 30 sq ft interior | Under review. | Bldg - Disapproved 1/15/20 | | | wu |
| 8 | Brebes | 495 | Driftwood | 12/20/19 | B19-0269 | New 3778 sf duplex homes including garages on lot with existing SFH | Pending approval of planning permits | Plancheck | | | nh |
| 9 | McClish | 2465 | Elm | 12/20/19 | B19-0273 | New detached ADU with decks | Under review. Approved 1/6/20. | Bldg - Disapproved 1/14/20 | | | wu |

| # | Applicant/ Property Owner | Project Address | | Application 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 |
|----|---------------------------|-----------------|--------------|------------------|----------------|--|--|--|------------------------------------|---|-----------------|
| 10 | City of Morro Bay | 595 | Embaracadero | 12/31/19 | B19-0278 | Commercial T.I. to former Aquarium building to meet accessibility requirements, remove asbestos from 1st floor, update electrical, mechanical and plumbing, new structural shear wall, repair concrete columns, new raised deck, stairs & railing for tasking room & brewery (Three stacks & A Rock Brewing Company. | Approved. Cj. | Plancheck | | | sg |
| 11 | Monie | 2577 | Greenwood | 1/7/20 | B20-0002 | 109 sq ft deck replacment and deck expansion on 34 sq ft. Total new deck size shall be 149 sq ft. The project shall include a 49 sq ft staircase off the deck. | | Plancheck | | | sg |
| 12 | John & Andrea Eavgall | 580 | Harbor | 10/24/19 | B19-0236 | Existing commerical building alteration of a 61 sq ft concrete accessible ramp to rear bldg entrance; including accessible parking striping and signage. | Approved 10-28-19. sg. | Bldg - Approved 12/9/19 | PN- Disapproved 10-31-2019 | | sg |
| 13 | Sadowski | 490 | Java | 11/14/19 | B19-0252 | Fire damage repair to existing SFR. Interior - new doors, windows, heating system, drywall, insulation, remodel 1st fir bath & laundry, relocate kitchen & create art studio, add kitchenette in garage for future ADU. Exterior - Hardie board siding, roofing, fasia, rafters & overhangs. | Disapproved 11-20-19. Needs CDP. | Bldg - Approved 1/2/20 | | | wu |
| 14 | Evans | 444 | Kings Ave. | 12/16/19 | B19-0265 | Interior Remodel - Enlarge existing Master bath into Master bdrm and install shower, install sink in laundry, remove wall and reconfigure kitchen. | Under review. Approved 1/6/20. | Bldg - Approved 12/20/19 | | | wu |
| 15 | Linker | 594 | Kings Ave. | 4/16/19 | B19-0068 | New two story SFR - 2996 sf living, 491 sf attached garage, 304 sf deck at front and 85 sf deck at rear. | Planning approved | Bldg - Ready to issue | | | nh |
| 16 | Richardson | 441 | LaJolla | 3/8/19 | B19-0040 | Kitchen, bathroom and laundry room remodel in existing dwelling. | Planning Approved 3/19/19 | Bldg - Disapproved 3/15/19 | | | nh |
| 17 | Wood | 361 | Main St | 12/30/19 | B19-0276 | 395 sf 2nd floor addition to existing SFR, with 183 sf of 2nd floor deck | Approved 1-2-20 | Plancheck | | | nh |
| 18 | Peter | 890 | Main St. | 2/13/19 | B19-0026 | ADA and parking lot improvements. ADA stall to be relocated closer to street and make van accessible. | Approved on 3/1/19 - sg | Bldg - Approved 2/27/19 Fire - Approved 2/26/19 | Disapproved on 3/14/19 | | sg |
| 19 | Sonic | 1840 | Main St. | 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 received and unaddressed corrections sent back 7-19-18. Project required to underground utilities. Utility plan and coordination with public utilities in process. cj. Requested permit extension. Awaiting resubmittal. Requested Permit Extension. | 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 | cj |

| # | Applicant/ Property Owner | Project Address | | Application 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 |
|----|---------------------------|-----------------|----------------|------------------|----------------|--|---|--------------------------------------|------------------------------------|-------------------------------------|-----------------|
| 20 | Shorey | 1110 | Marengo Dr | 12/20/19 | B19-0270 | 450 sq ft addition to guesthouse. | Disapproved pending approval of CDP19-048 | Bldg - Disapproved 1/14/20 | | | nh |
| 21 | Ladd | 157 | Mindoro | 12/19/19 | B19-0267 | Convert existing garage space to a bedroom/bath for the main residence | Planning disapproved pending modification of existing planning permits (see MIN19-016). | Bldg - Conditional 12-23-19 | | | nh |
| 22 | LifePoint Church | 615 | Monterey | 1/6/20 | B19-0279 | Remodel/upgrade current building | Under review. | Plancheck | | | wu |
| 23 | Davis | 780 | Monterey | 1/9/20 | B20-0004 | Tenant improvement, adding walls and re configuring lighting. Add 4 Solar tubes, paint, flooring, and insulation. | | Plancheck | | | sg |
| 24 | NHC-MB LLC. | 495 | Morro Bay Blvd | 12/31/19 | B19-0275 | Commercial remodel for Medical Cannabis dispensary | | Plancheck | | | sg |
| 25 | Elster | 530 | Morro Ave | 7/9/19 | B19-0142 | New SFR (three levels), 2613 sf living, 734 sf attached garage, 639 sf basement & bath, 846 sf of open decks, and 318 sf covered decking. The lower level will be recessed into the existing grade to contain garage, parking areas, and basement storage spaces. See B19-0143 for attached ADU with garage. | Disapproved 7/22/19. Awaiting Minor Modification approval/end of appeal period. | Bldg - Approved 12/16/19 | | | wu |
| 26 | Elster | 530-A | Morro Ave | 7/9/19 | B19-0143 | New 636 sf attached Accessory Dwelling Unit (ADU) with 258 sf garage. See B19-0142 for SFR permit. | Disapproved 7/22/19. Awaiting Minor Modification approval. | Bldg - Approved 12/16/19 | | | wu |
| 27 | Krupa | 845 | Morro Ave | 7/23/19 | B19-0157 | Barrier removal, remodel & 147 sf office addition. New accessible parking, remove steps & improve path of travel. Barrier removal & remodel guest room bath, remodel lobby & office addition. | Planning disapproved pending modification of existing planning permits (see MIN19-014). Planning approved 10-29-19 | Ready to issue | | | nh |
| 28 | Erb | 2630 | Nutmeg Ave | 2/14/19 | B19-0029 | Demo 195 sf third story deck at front of home and rebuild with 80 sf extension to allow for deck beam and column support. Remove 152 sf deck on south side of home, misc. construction to repair water damage. | Dissapproved 3/6/19. Disapproved 4/9. Variance application approved. Awaiting building permit resubmittal. | Bldg - Approved 3/27/19 | | | wu |
| 29 | Freisen | 196 | Panay St. | 3/15/19 | B19-0045 | Additional 1000 sf to SFR | Disapproved 4/3/19. CUP Approved by PC. Lot Merger and Easement Abandonment completed. Newest submittal under review. | Bldg - Arrpoved 12/11/19 | | | wu |
| 30 | Friesen | 196-A | Panay St. | 9/19/19 | B19-0212 | New 330 sq ft attached ADU | Disapproved 4/3/19. CUP Approved by PC. Lot Merger and Easement Abandonment completed. Newest submittal under review. | Bldg - Approved 12/11/19 | | | wu |
| 31 | Sinclair | 484 | Piney | 12/10/19 | B19-0262 | New construction of an SFR | Under review. Disapproved 1/2/20. Awaiting resubmittal. | Bldg - Disapproved 1/7/20 | | | wu |
| 32 | Tabrizi | 1000 | Quintana | 12/29/20 | B19-0274 | Commercial remodel for cannabis dispensary to include new interior walls, doors, ceilings, casework, mechanical, electrical and plumbing. | | Bldg - Disapproved 1/24/20 | | | sg |

| # | Applicant/ Property Owner | Project Address | | Application 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 |
|---|---------------------------|--------------------|---------------|------------------|---------------------|---|--|--------------------------------------|-------------------------------------|-------------------------------------|-----------------|
| 33 | Giannini | 750 | Radcliff Ave. | 7/22/19 | B19-0156 | Remove three existing panel antennas, three radio and replace with three radio intergrated antennas and assoicated cabling. Install equipment expansions to the top of existing cabinets (approx 1'2') with associated electrical wiring. | Approved 9/26/19. | Ready to issue | | | cj |
| 34 | Kennedy | 1130 | Scott Street | 12/20/19 | B19-0271 | New commercial project with residential security unit above | Conditionally approved 1/3/20 | Bldg - Disapproved 1/7/20 | | | nh |
| 35 | Anouck Ce Bris | 516 | Shasta | 12/9/19 | B19-0261 | 520 sf st ADU with studio below; addition to SFR | Planning disapproved pending approval of CDP19-031 | Bldg - Disapproved 12/26/19 | | | nh |
| 36 | Stanton | 351 | Trinidad | 3/26/19 | B19-0054 | Repairs to existing 200 sf rooftop deck. Replace all dry-rot structural members, install new waterproof membrane,, new copper drip edge flashing, replace plaster, replace guardrail if needed. | Disapproved 4/11/19. Awaiting resubmittal. | Bldg - Approved 3/27/19 | | | wu |
| 37 | Henry | 411 | Trinidad | 12/19/19 | B19-0268 | New 1512.5 sf SFH with attached 451.5 st garage and roof deck | Approved 12/31/19 | Bldg - Disapproved 12/31/19 | | | nh |
| 38 | Davis | 1149 | West Ave | 7/8/19 | B19-0145 | Construct lower level 360 sf enclosed patio (12' x 30') at rear of existing SFR. | Disapproved, proposed enclosed patio extended into the 25 foot bluff setback. Resubmitted 1-22-20, under review. | Bldg - Approved 7/10/19 | | | nh |
| 39 | Weaver | 448 | Yerba Buena | 1/10/20 | B20-0007 | Rebuild existing deck & add 48 sq ft existing deck-85 sq ft. New deck 48 sq ft. Total 133 sq ft. | | Plancheck | | | sg |
| Planning Projects & Permits with Final Action: | | | | | | | | | | | |
| 1 | Moss Lane Ventures, LLC | 839 Morro Bay Blvd | | 5/6/19 | CUP19-04/CDP 19-013 | CDP and CUP for Demo existing carwash, construct new 600 sf single sided drive up coffee shop. | Application received 5-6-19 and is under review. Submittal deemed incomplete, letter sent 5-30-19. Resubmitted 6-13-19. Deemed incomplete 6-27-19. Resubmittal received October 22, 2019. Deemed incomelte 11-12-19. Deemed complete, scheduled for Planning Commission January 21, 2020. Approved by PC, permit issued 1/23/20. | | PN-Conditionally Approved 5/16/2019 | | nh |

AGENDA ITEM: A-2

DATE: FEBRUARY 4, 2020

ACTION: DRAFT

ACTION MINUTES – MORRO BAY PLANNING COMMISSION
REGULAR MEETING – DECEMBER 3, 2019
VETERANS MEMORIAL BUILDING – 6:00 PM

| | | |
|----------|---|--|
| PRESENT: | Michael Lucas Susan Stewart Joe Ingraffia Jesse Barron | Vice-Chairperson Commissioner Commissioner Commissioner |
| ABSENT: | Gerald Luhr | Chairperson |
| STAFF: | Scot Graham | Community Development Director |

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

Vice-Chairperson Lucas thanked the Parks Department for planting new trees in Del Mar along the Right-of-Way and hoped everyone had a wonderful Thanksgiving.

PUBLIC COMMENT PERIOD

Vice-Chairperson Lucas opened the Public comment and seeing none, closed the Public Comment.

PRESENTATIONS – NONE

A. CONSENT CALENDAR

<https://youtu.be/h0nPR4I4ljM?t=1m47s>

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

A-2 Approval of minutes from the Planning Commission meeting of October 5, 2019.
Staff Recommendation: Approve minutes as submitted.

MOTION: Commissioner Stewart move to approve the Consent Calendar. Commissioner Barron seconded, and the motion passes 4-0.

<https://youtu.be/h0nPR4I4ljM?t=2m10s>

B. PUBLIC HEARINGS

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

<https://youtu.be/h0nPR4I4IjM?t=2m18s>

B-1 Case No.: Appeal of CDP19-035

Site Location: 450 Oahu Street, Morro Bay, CA

Project Description: Appeal of Administrative Coastal Development Permit (CDP19-035) for conversion of a 275 sf attached garage into a 213 sf. Accessory dwelling unit and a separate laundry area with exterior access for the primary residence at 450 Oahu Street. All proposed work is within the garage building footprint and there are no proposed changes to the existing primary residence. This project is located in an R-1/S.1 zone outside of the Coastal Commission appeals jurisdiction.

CEQA Determination: Categorically Exempt, Section 15303, Class 3a.

Staff Recommendation: Deny the appeal and uphold the Director's approval.

Staff Contact: Willow Urquidi, Assistant Planner (805) 772-6270

Graham requested a continuance for the project.

MOTION: Commissioner Ingraffia moved to continue the appeal for CDP19-035. Commissioner Barron seconded, and the motion passes 4-0.

<https://youtu.be/h0nPR4I4IjM?t=3m35s>

C. NEW BUSINESS

D. UNFINISHED BUSINESS

<https://youtu.be/h0nPR4I4IjM?t=4m19s>

Discussion between Commissioners and staff regarding the General Plan/LCP.

E. PLANNING COMMISSIONER COMMENTS/FUTURE AGENDA ITEMS

<https://youtu.be/h0nPR4I4IjM?t=8m17s>

Commissioner Barron spoke of items that were brought up in the last WRFCAC meeting.

Commissioner Stewart asked staff for status on wayfinding signage.

F. COMMUNITY DEVELOPMENT DIRECTOR COMMENT - NONE

<https://youtu.be/h0nPR4I4IjM?t=23m25s>

G. ADJOURNMENT

The meeting adjourned at 6:24 p.m. to the next special scheduled Planning Commission meeting at the Veteran's Memorial Building, 209 Surf Street, on December 17, 2019 at 6:00 p.m.

Gerald Luhr, Chairperson

ATTEST:

Scot Graham, Secretary

| |
|---------------------------------------|
| AGENDA ITEM: <u> A-3 </u> |
| DATE: <u> FEBRUARY 4, 2020 </u> |
| ACTION: <u> DRAFT </u> |

ACTION MINUTES – MORRO BAY PLANNING COMMISSION
REGULAR MEETING – DECEMBER 17, 2019
VETERANS MEMORIAL BUILDING – 6:00 PM

| | | |
|----------|--|---|
| PRESENT: | Gerald Luhr Michael Lucas Susan Stewart Joe Ingraffia Jesse Barron | Chairperson Vice-Chairperson Commissioner Commissioner Commissioner |
| STAFF: | Scot Graham Willow Urquidi Nancy Hubbard | Community Development Director Assistant Planner Contract Planner |

ESTABLISH QUORUM AND CALL TO ORDER
MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE
PLANNING COMMISSIONER ANNOUNCEMENTS – NONE

PUBLIC COMMENT PERIOD - NONE

PRESENTATIONS – NONE

A. CONSENT CALENDAR
<https://youtu.be/KAGovGz7oKM?t=2m10s>

Commissioner Stewart asked staff if the Vistra project will be presented to the Commission.

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

MOTION: Vice-Chairperson Lucas moved to approve the Consent Calendar. Commissioner Stewart seconded, and the motion passes 5-0.
<https://youtu.be/KAGovGz7oKM?t=2m55s>

B. PUBLIC HEARINGS

Public testimony given for Public Hearing items will adhere to the rules noted above under the Public Comment Period. In addition, speak about the proposal and not about individuals, focusing testimony on the important parts of the proposal; not repeating points made by others.
<https://youtu.be/KAGovGz7oKM?t=3m15s>

- B-1 Case No.:** Appeal of CDP19-035
Site Location: 450 Oahu Street, Morro Bay, CA
Project Description: A continued public hearing for appeal of Administrative Coastal Development Permit (CDP19-035) for conversion of a 275 sf attached garage into a 213 sf. accessory dwelling unit and a separate laundry area with exterior access for the primary residence at 450 Oahu Street. All proposed work is within the garage building footprint and there are no proposed changes to the existing primary residence. This project is located in an R-1/S.1 zone outside of the Coastal Commission appeals jurisdiction.
CEQA Determination: Categorically Exempt, Section 15303, Class 3a.
Staff Recommendation: Deny the appeal and uphold the Director's approval.
Staff Contact: Willow Urquidi, Assistant Planner (805) 772-6270

COMMISSIONERS DISCLOSURE OF EX PARTE COMMUNICATIONS –
Commissioner spoke with architect Chris Parker.

Urquidi presented the staff report.

The Commissioners presented their questions to staff.

Chairperson Luhr opened the Public Comment period.
<https://youtu.be/KAGovGz7oKM?t=17m18s>

Chris Barber stated he lives across from the project & stated his concerns regarding the project.

Ron Schmidt the applicant's property manager stated the owner's goal was to provide nice rentals for local families and appreciates the neighbors for their concerns. Schmidt stated the family who lives there will be paying for the extra unit and Schmidt would provide his contact information to the neighbors if they have questions.

Ray Zelenski, a Morro Bay resident who lives near the project provided the Commission with questions regarding the project.

Valerie Johnson stated she lives next door to the project, spoke to the Commission about her concerns about the project.

Chairperson Luhr closed the Public Comment period.
<https://youtu.be/KAGovGz7oKM?t=34m48s>

The Commission presented their questions to staff.

Comments from the Commissioners.

MOTION: Commissioner Barron moved to deny the appeal for the Administrative Coastal Development Permit CDP19-035 for the conversion of a 275 sf. attached garage into a 213 sf. accessory dwelling unit. Commissioner Stewart seconded, and the motion passes 5-0.
<https://youtu.be/KAGovGz7oKM?t=46m34s>

B-2 Case No.: CUP19-08/CDP19-032

Site Location: 1078 Monterey Ave, Morro Bay, CA

Project Description: Coastal Development Permit and Conditional Use Permit for the addition of a 526 square foot residential dwelling above an existing accessory building in a mobile home park. The new residential unit will include 2 covered parking spaces. The addition will meet all the development standards for the zone. This project is located in an R-4 zone and is not located in the Coastal Commission appeals jurisdiction.

CEQA Determination: Categorically Exempt, Section 15303, Class 3a.

Staff Recommendation: Approve with Conditions

Staff Contact: Nancy Hubbard, Contract Planner (805) 772-6211

<https://youtu.be/KAGovGz7oKM?t=47m50s>

COMMISSIONERS DISCLOSURE OF EX PARTE COMMUNICATIONS – NONE

Hubbard presented the staff report.

Chairperson Luhr opened the Public Comment period.

<https://youtu.be/KAGovGz7oKM?t=56m36s>

Jeff Borges, applicant stated they are building affordable homes and per City ordinance the unit does not require fire sprinklers.

The Commissioners presented their questions to the applicant.

Chairperson Luhr closed the Public Comment period.

<https://youtu.be/KAGovGz7oKM?t=1h7m32s>

Discussion between the Commissioners and staff.

MOTION: Commissioner Barron moved the Commission approve the application for the Conditional Use Permit CUP19-08 and Coastal Development Permit CDP19-032 for a proposed 526 square foot dwelling to be constructed as a second floor over an expanded existing accessory building with modification to fire condition # 3. Vice Chairperson Lucas seconded, and the motion passes 5-0.

<https://youtu.be/KAGovGz7oKM?t=1h16m29s>

C. NEW BUSINESS

<https://youtu.be/KAGovGz7oKM?t=1h18m6s>

Commissioner Barron requested to agendaize a discussion regarding fire sprinkler requirements.

Chairperson Luhr would like to have a discussion on unpermitted projects.

D. UNFINISHED BUSINESS

E. PLANNING COMMISSIONER COMMENTS/FUTURE AGENDA ITEMS

<https://youtu.be/KAGovGz7oKM?t=1h32m1s>

Commissioner Barron notified everyone the Water Reclamation Facility Citizen Advisory Committee (WRFCAC) has been dissolved & the tasks will be handed over to the Public Works Advisory Board (PWAB). Barron noted the PWAB is looking for new members.

Graham noted all openings for advisory boards are posed on the City's website, and the applications will go to the City Clerks office.

F. COMMUNITY DEVELOPMENT DIRECTOR COMMENT - NONE
<https://youtu.be/KAGovGz7oKM?t=1h33m4s>

Graham notified the Commissioners of the upcoming Planning Commissioners Academy in Sacramento on March 4th – 6th.

G. ADJOURNMENT

The meeting adjourned at 7:41 p.m. to the next special scheduled Planning Commission meeting at the Veteran's Memorial Building, 209 Surf Street, on January 7, 2020 at 6:00 p.m.

Gerald Luhr, Chairperson

ATTEST:

Scot Graham, Secretary



AGENDA NO: B-1

MEETING DATE: February 4, 2020

Staff Report

TO: Planning Commissioners

DATE: January 24, 2020

FROM: Cindy Jacinth, Senior Planner

SUBJECT: 295 Atascadero Road: Coastal Development Permit (CDP19-039) and Conditional Use Permit (CUP19-13), for a proposed new 83 guest-room 56,538sf hotel at 295 Atascadero Road in the C-VS/PD zone (formerly known as 233 Atascadero Road)

RECOMMENDATION:

Forward to Council a favorable recommendation for adoption of the Mitigated Negative Declaration (SCH#2019129078) with Mitigation and Monitoring Plan and conditional approval of the project by adopting a motion including the following action(s):

- Adopt Planning Commission Resolution 03-20 which includes the recommendation to Council and Findings and Conditions of Approval for the project depicted on site development plans dated January 9, 2020 (Exhibit F).

APPLICANT/AGENT:

Applicant/Owner: Escape Hospitality, LLC

Agent: Cathy Novak Consulting

Architect: Arris Architects

ASSESSOR PARCEL NUMBERS:

066-332-003, 065-182-003 & 004

PROJECT SUMMARY:

This project was previously reviewed as a Conceptual Review item by the Planning Commission on January 15, 2019. The project was brought forward to the Planning Commission to provide input and direction due to its visible location adjacent to Highway 1 and Atascadero Road and complexity under the Planned Development Overlay relative to height and parking. At that meeting, no action was taken, but Planning Commission did provide feedback to the Applicant on the design of the building, landscaping, and significant public benefit offered on the project.

Since the 2019 meeting, the Applicant has prepared revised plans to address Planning Commission input, completed environmental review, and is now seeking project approval. The Applicant is requesting approval for a Coastal Development Permit (CDP19-039) and Conditional Use Permit (CUP19-13) for new construction of a 56,358 square foot 83-guest room hotel with indoor pool, fitness room, meeting room, interior dining and lounge areas, and on-site parking, including 92 vehicle spaces and 19 bicycle parking spaces on a vacant 2 acre lot. The hotel would be 3 stories in height at 35.41 feet above average natural grade and requires a modification under the Planned Development Overlay (MBMC 17.40.030) to the 30 foot height limitation noted in the C-VS base zone district. The project is in the Commercial Visitor-Serving (C-VS/PD) zoning district and is located in the Coastal Commission Appeals Jurisdiction.



PROJECT BACKGROUND:

Planning Commission provided input at the January 15, 2019 Planning Commission (PC) meeting with those PC comments noted below. Applicant's response is paraphrased below followed by staff response. (See Exhibit B the applicant response letter for full comments):

1. Will growth canopy of proposed trees encroach into Caltrans right of way (ROW)?

Applicant Response: *Tree canopies will not encroach into Caltrans ROW as proposed with smaller tree canopies in the parking planter island areas.*

Staff Response: All trees shown on the Landscaping Plan are selected from City Street Tree list.

2. Commission discussion regarding undergrounding of utilities.

Applicant Response: *Applicant has been in contacted with PG&E but have not received final response.*

Staff Response: Since receipt of Applicant's response letter, Applicant has submitted an engineer's cost estimate for off-site utility undergrounding. The estimate is included as Exhibit G which is approximately \$449,000 which represents undergrounding cost only for the right of way along Highway 1. During the environmental review process, it was determined that undergrounding along the Hwy 1 side of the property would be both cost-prohibitive relative to the project and also likely provide little view improvement in the area because of the Monterey cypress trees in the background and the future construction of the hotel. As concluded in the environmental review process, undergrounding is required along the south end of the property where the majority of views are located.

3. Change architectural design of hotel to reflect character of Morro Bay. Looks like rendering is off and designed at flood height and not average natural grade.

Applicant Response: *Project has been redesigned per PC comments in the following ways:*

- *Roof design changed to a mix of sloping roof in combination with an extended vertical wall and parapet.*
- *The southern side of building roof line has changed to a sloped roof towards the porte cochere which provides visual interest, reduces building mass and is lower to improve line of sight from Hwy. 1 to Morro Rock.*
- *Architectural blade sign has been removed from revised plan to reduce overall height.*
- *New architectural design incorporates a more rustic "harbor" character/materials to the hotel. Materials added are corten metal siding, standing seam metal shed roofs, and heavy timber columns at the porte cochere.*

- *Rendering is representative of what will be built on site based on finish floor elevations.*

Staff Response: Staff agrees that the revised architectural design materials are more consistent with Morro Bay’s architectural character. The shed roof at the south side of the building improves important public views to the west. The revised design reduces the heavy look and massing of the previous design and improves articulation. A visual simulation of the original and revised designs are shown on the following page.

4. Discussion regarding proposed mechanical systems and whether height can be cut from the blade sign.

Applicant Response: *Blade sign has been removed from revised plans. Mechanical equipment system would be a VRF (Variable Refrigerant Flow) system and the unit will be on the roof and screened from view. Guestrooms will utilize PTAC (Packaged Terminal Air Conditioner) units.*

Staff Response: Plan sheet A-5 includes a roof plan which depicts the mechanical equipment located in center of roof. Also, solar panels proposed are also included on roof plan.

Original Design Presented at Conceptual Review 1-15-2019 PC meeting:



Revised Design Presented for Approval:

MORRO BAY HOTEL



5. Discussed consideration of a pitch roof design. Sloped roof could be a benefit. Building articulation and window placement gives a heavy look to the building. Commissioner Lucas liked the bioswale feature, bike path, and the large front setback.

Applicant Response: See comment to #3 above. Project redesigned in particular the roof design at the front of the building changed to a sloped roof to improve line of site from Hwy. 1 to Morro Rock.

Staff Response: As noted in #3 above, project design is much improved from the Conceptual Review meeting and overall more closely reflects Morro Bay character and design.

6. Commission discussion regarding agreement on needed design modification and stressed the importance of height.

Applicant Response: See response above under #3 and #5.

Staff Response: Although the overall height remains at 35.4 feet, the height of the building at the southern elevation has been reduced which improves line of sight from Hwy 1 to Morro Rock. Refer to plan sheet A-7 for outline of elevation change. This height reduction is where the most important views on the

property are as the row of mature Monterey cypress trees along the west side of the property end.

7. Revise Parking Shade Study to include all sources of shade and note tree heights.

Applicant Response: Parking shade study revised including landscape plan and finger islands. Finger islands (landscape rectangular planter areas) added to highway side of property with trees pulled into parking lot for more shade of parked cars. Trees in parking lot are 20-35 feet in height with street trees ranging from 25-40' in height.

Staff Response: The revised parking shade study is included in the plans as plan sheet L-3. The study shows 47% of the entire parking lot shaded with 59% of parking stalls shaded. It also illustrates the tree canopy at mature size.

8. Provide greater articulation of materials, such as trim materials instead of smooth stucco. Southeast corner has height problems. Chairperson Luhr discussed parapet and white banding having effect of a stronger appearance.

Applicant Response: See response above under #3 and #5.

Staff Response: Redesigned project includes greater articulation, varying exterior materials and addresses the south side of the building as discussed by Commission.

9. Height study should be revised to include blade height, not just parapet.

Applicant Response: Blade has been removed.

Staff Response: Noted.

10. Landscape palette not appropriate for a marine environment. Monterey Cypress and coastal oaks are preferred over flowering perfume trees.

Applicant Response: Perimeter of property includes existing Monterey cypress. Applicant can designate 5-8 trees as Live Oak that are currently on tree list and within larger planter areas only. These type of trees are too large for any other location on-site. These tree types would create problems if near Caltrans ROW.

Staff Response: Staff has worked with Applicant to increase the amount of landscaping for screening purposes and to address the Commission's

concerns. All trees are chosen from the 2010 City Council adopted Street Tree List. The architect has prepared a landscaping simulation which is shown on plan sheet A-0, A-13, and A-14. The revised landscaping reflects the constraints between planting landscaping tall enough to screen the property, but not encroach into Caltrans ROW and also not conflict with City water line easement that runs the length of the parking lot on the east side of the property.

11. More public benefit would be required for this type of height exception in order to offset view blockages.

Applicant Response: Public benefit includes 9 EV charging stations which includes two Level 3 “fast-charging” stations. More level 3 charging stations were not included due to increased cost for this type of station. Current code requirements do not require EV charging stations as part of a project. It is a penalty to the Applicant to discount this as a public benefit just because it is a future requirement. Public benefits should be counted if they go above and beyond City standards. The applicant has made several other modifications and additions and believes substantive public benefits have been offered to offset the height exception.

Staff Response: The applicant is correct, EV charging stations are not required of the project under the current ordinance and should be counted as public benefit toward the exceptions being requested. Staff, early on in project discussions with the applicant, suggested inclusion of the EV charging stations as part of their public benefit package based on the Planning Commission expressed desire and support to include EV charging station requirements in the draft zoning code. The combination of EV charging stations, extension of Class 1 bike path and other green project features provide for benefits that are timely with City goals towards sustainability. In addition, the project’s proximity to a main transportation corridor (Hwy 1 and Hwy 41) will provide for easy access for the public to make use of the EV charging stations. (Planning condition 11).

12. Commission discussed public benefit ideas: more environmental benefits for City in terms of green building, GHG reductions, contacting High School to dialog with them on input, etc.

Applicant Response: The proposed project offers several public benefits with the full list included on Plan Sheet A-1. The list of benefits include solar on roof, bike share, net zero energy consumption goal, water conserving plumbing, fixtures, key card controlled electrical within the guest rooms, LED lighting, recycled content building materials, reflective roofing, permeable pavers,

recycling bins in guest rooms, excess bathroom product recycling program, high performance glazing systems, and bike share. Also, Applicant has reached out to the High School about potential hospitality intern programs but the School District does not have specific programs, other than the Just One Program which is noted as an attachment to Exhibit B. Furthermore, the Applicant states that the City should give economic consideration of significant TOT revenue as a benefit to the City. This revenue source is critical to sustain City services for residents and tourists.

Staff Response: Staff has also met with Morro Bay High School students and staff to answer questions and address concerns related to the project. In addition, the Applicant makes a fair point regarding consideration of economic benefit to the City as the hotel project directly aligns with the number “1” City Council adopted goal for the 2019-2020 goal period: “Achieve Economic and Fiscal Sustainability”.

PROJECT SETTING:

The project site is located on Atascadero Road just west of the Hwy 1 southbound off ramp. The approx. 2-acre vacant lot is comprised of five underlying lots and is mostly level. Surrounding uses include Morro Bay High School to the west and north, hotel uses to the south, Highway 1 to the immediate east with primarily mixed commercial/residential uses immediately east of Highway 1.

| <u>Adjacent Zoning/Land Use</u> | | | |
|--|--|--------|--|
| North: | SCH (School zoning) Morro Bay High School | South: | C-VS/ PD Motel 6 Hotel |
| East: | Hwy 1 Commercial | West: | SCH and C-VS/PD Morro Bay High School |

| <u>Site Characteristics</u> | |
|------------------------------------|--|
| Lot Size | 2.02 acres (5 underlying lots) |
| Existing Use | vacant |
| Terrain | Level. |
| Vegetation | Minimal.. Monterey Cypress trees along north & west border |
| Access | Atascadero Road |

| Development Standards (C-VS Zoning District) | | | |
|---|--|---|--|
| | Standards | Proposed | Change from 2019 Conceptual Review? |
| Front-Yard Setback | 10 feet | 96 feet 8 inches | No change |
| Side-Yard Setback | 0 feet | 38 feet 2 inches on North side 39 feet on South side | No change |
| Rear-Yard Setback | 0 feet | 34 feet 3 inches | No change |
| Lot Coverage | 60% allowed | Approx. 22% | No change |
| Maximum Height (see discussion below) | 30 feet | 35.4 feet (35 feet 5 inches) | Roof line changed at southern end of building to sloped roof to open up views to Morro Rock. Overall height unchanged on remainder of building |
| Parking (see discussion below) | 1 per guestroom 1 per 10 rooms 2 per manager's unit Total: 92 (w/ no mgr. unit) | 67 standard 20 compact 5 ADA accessible Total: 92 | Parking spaces increased from 90 to 92. |
| Landscape Areas Planter | Parking Landscape Planter area every after every 5 stalls | Planter areas provided along east side of property. The south side of the building proposes alternative planter area of tree diamonds in order to preserve parking count. | Rectangular Planter areas added |
| Landscaping Requirement | Minimum 5% | 18% Proposed | No change |
| Bike Parking | 1 space required/ 5 parking spaces | 19 bike parking spaces | No change |

General Plan, Zoning Ordinance & Local Coastal Plan Designations

| | |
|--|--|
| General Plan/Coastal Plan Land Use Designation | Visitor serving; LCP Planning Area 5: Morro Rock |
| Base Zone District | C-VS: commercial visitor-serving |
| Zoning Overlay District | PD: Planned Development overlay |
| Coastal Zone | Located inside the coastal appeals jurisdiction |

Planned Development Overlay (MBMC 17.40.030)

As noted in the project statistics table above, the property is located within the C-VS base zoning district and in a Planned Development (PD) overlay zone. The visitor serving commercial- zoning district allows hotels as a conditionally permitted use and the development standards are listed in the above table.

Pursuant to MBMC section 17.40.030, the purpose of Planned Development, (PD) overlay zone is to provide for detailed and substantial analysis of development on parcels which, because of location, size or public ownership, warrant special review. This overlay zone is also intended to allow for the modification of or exemption from the development standards of the primary zone which would otherwise apply if such action would result in better design or other public benefit. A finding of greater than normal public benefit is required by the Planning Commission to allow such modifications.

Public Benefit: The Applicant has proposed the following project components as public benefit:

1. Nine electric vehicle (EV) charging stations open to the public. This includes seven level-2 charging stations and two level-3 charging stations to be located at the front of the site adjacent to Atascadero Road. This includes one of the EV charging stations as an ADA accessible also. Currently, there are no Level 3 charging stations along the county’s Highway 1 north coast corridor according to the County of SLO Air Pollution Control District staff.
2. Extension of the Class 1 bike lane across the property frontage to provide a safe path of travel for bicyclists and students passing by the property from the Highway 1 intersection to the High School.
3. Proposes a dedication of a stub portion of the southwest property to be dedicated to the Morro Bay High School for use as extension of their bike lane adjacent to their eastern most vehicular entrance.
4. Various green measures such as net zero energy goal, bike share, recycled content building materials, LED lighting, reflective roofing, permeable pavers,

high performance glazing system, etc. See Sheet A-1 of the plan set for a full list of green measures.

Building Height: The C-VS zone district allows for a maximum building height of 30 feet above average natural grade. The building height as measured from average natural grade is currently at 35.4 feet (35 feet 5 inches). The building is located in a flood plain which typically requires structures to be built 2 feet above base flood elevation unless otherwise floodproofed. Review by the City Engineer determined that the project could be built 1 foot below base flood elevation with the first 3 feet floodproofed. This allows the building height impacts to be mitigated to have less of an overall height impact as it reduces overall height to 35.4' from what would otherwise be a 38.5' height building

Information regarding the height challenges was presented at the 2019 PC meeting. This information has been updated and is shown on Plan sheet A-11. This building height exhibit depicts three different height measurement scenarios to help explain the difficulties encountered with developing in the floodplain. See explanation of the three diagrams below:

1. Standard Average Natural Grade Requirement: Height measured from average natural grade for the proposed hotel without taking into account the floodplain. Height = 32'8" above Avg. Natural Grade (ANG).
2. FEMA Standards for BFE: Height measured from average natural grade taking into account the floodplain and requirement to raise the finish floor 2' above the base flood elevation (BFE) of 24.5'. City requirement is 2' above BFE. Height = 38' 5" above avg. nat. grade.
3. Floodproofed Structure Requirement: *Current project proposal establishing finish floor 1 foot below BFE and flood proofing the first 3 feet of the building (Allowed per City Muni. Code). Height = 35.4' (35' 5") above avg. nat. grade.*

GENERAL PLAN/ COASTAL LAND USE PLAN CONSISTENCY

Viewshed Analysis: The project is located in Planning Area 5- Morro Rock of the General Plan Land Use Element/ LCP Coastal Land Use Plan which acknowledges potential for increase in commercial visitor-serving uses. Coastal Act policies require that permitted development be sited and designed to protect views to and along the ocean and scenic coastal areas, and to minimize the alteration of natural land forms to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas.

Highway 1 is shown in Figure 30 of the LCP (Chapter XIII) as a street providing scenic views. Views toward the ocean across the project site are visible from Highway 1 although mostly interrupted by rows of Monterey Cypress trees which border the north

and west property lines. To assist with the evaluation of view impacts of the proposed project, five story poles were erected on-site on January 3, 2019 with string lines connecting the poles. A story pole exhibit was prepared on plan sheet EX1.0 (Exhibit F), and presented at the January 15, 2019 Planning Commission conceptual review meeting. This exhibit is included in the current plan set and depicts the story poles located at each building corner with a fifth pole located in the center point of the building. The height of the story poles indicated the building height with the top of the poles painted orange to reflect the portion of the building that is proposed over the maximum building height.

A view of the site's story poles showed no visual impact to those traveling on northbound Highway 1. However, on southbound Highway 1, despite the elevation of the property situated below Highway 1, there is a small portion of the building where view blockage of Morro Rock occurs along the southern portion of the property.

Views of Morro Rock and the ocean are not visible at the northern portion of the property due to the stand of Monterey Cypress trees present. On plan sheet A-10 a building height study and line of sight from highway was prepared to illustrate this difference in elevation between the highway and the property. This difference in elevation means that a motorist's view of the property lines up at approximately the second floor of the structure which also mitigates the height impact in that the entirety of the 3 story structure will not be at same level as Highway 1. Visual simulations both from Highway 1 and a street simulation from Atascadero Road are shown on plan sheet A-13 (Exhibit F).

PROJECT DISCUSSION:

Landscaping Screening and Visual Simulations

As discussed at the January 2019 Planning Commission meeting, and as evaluated in the Mitigated Negative Declaration (see Environmental discussion below), effective landscape screening was discussed in order to protect visual resources and aesthetics. As part of the revised plans, the Landscape Architect submitted a letter dated November 7, 2019 (Exhibit D) addressing the landscape screening measures with the goal to include broader, faster-growing species. As stated in the environmental mitigations, the project would be required to provide a minimum of 50% coverage at 10 years along the east building frontage after building occupancy is issued. The Landscape Architect's letter provides a detailed itemization of proposed trees including planting sizes, growth rate, and anticipated height and spread in 10 years. The below picture shown on plan sheet A-13 provides a simulation of landscaping along the east elevation. A more conceptual depiction of the landscaping was also prepared by the Landscape Architect (Exhibit D).

Revised Visual Simulation from south bound off ramp



VIEW FROM SOUTH BOUND OFF RAMP

Visual Simulation from Atascadero Road (Plan sheet A-13)





PROPOSED FENCE ALONG OFF RAMP

Parking Spaces: As re-designed, the project now meets the minimum parking requirements of 92 parking spaces whereas the Conceptual Review submittal proposed 90 parking spaces. Included within the proposed parking lot are 9 electrical vehicle (EV) charging stations, seven which are Level 2, two which are Level 3 fast chargers, with one of seven EV charging stations dedicated to ADA EV.

Parking Design Standards: In addition, the previous design did not include parking lot planter areas which are required in the City's parking ordinance design standards. Planter areas are required after each five parking spaces in any row and at the ends of each row of parking spaces to encourage the use of trees in parking areas. An average of at least one tree of a minimum 15 gallon size shall be planted for every 5 single-row parking stalls or ever 10 double-row parking stalls in the lot..."

The Applicant's proposal now includes rectangular planter areas along the east side of the property which increases the screening of the building. Along the south side of the building, the applicant is proposing tree diamonds in order to preserve the required parking count of 92 spaces. The effect of providing tree diamonds along the south

side of the property also helps with preserving the view corridor across the property from the Highway east toward the Rock. To illustrate this, the previous parking shade study has been updated to show the location of rectangular planter areas and parking diamond planter areas while also indicating shaded and unshaded portions of the parking lot.

According to the City’s parking ordinance, the diamond shape planter areas are a deviation from the required rectangular planter area but can be approved through the PD overlay process if the modification results in a better design than would otherwise be achieved by strictly adhering to the rectangular designed landscape planter areas. By including the rectangular areas on the northeast to east side of the property and the diamond planter areas on the south side of the property, the result of the revised parking landscape design is a better design than would otherwise be achieved because it allows for the full required number of parking spaces to be preserved while also maintaining parking lot shading.

Architectural Style: The project architect has provided an exhibit detailing resolutions to the PC Conceptual Review comments received (Exhibit C). This exhibit describes the architectural changes made to the building height, elevations, massing and articulation, parking changes, trees, and public benefit. The proposed material and color changes make use of more earth tones and neutral colors while also reducing the use of the smooth white plaster finish. Additionally, the white color (Sherwin Williams 7028 incredible White) is a more muted white than is depicted on the color renderings. Staff will have the color board available at the meeting so the Commission can review the actual white color sample. Most notable is the more rustic or harbor style character with corten metal siding, standing seam metal shed roofs, and heavy timber columns at the porte cochere.

For comparison purposes, the below images show the original proposed east elevation (highway side), followed by the revised plans depicting changes to the roof design, façade, and exterior material choices.

Original overall East Elevation:



Revised overall East Elevation:



Color and Materials Board (Plan sheet A-12)



ENVIRONMENTAL:

Pursuant to the California Environmental Quality Act (CEQA), an initial study was prepared which resulted in a Mitigated Negative Declaration (MND) (Exhibit E). The MND was circulated to the State Clearinghouse (SCH #2019129078) for the required 30-day review period which commenced December 23, 2019 and ended January 24, 2020. Impacts related to aesthetics, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, land use and planning, transportation, and tribal cultural resources were identified, and mitigation is proposed to reduce these impacts to a level less than significant.

Specifically, aesthetics mitigations are included to reduce the perceived large mass and rectilinear character of the hotel building. Proposed mitigation requires additional tree planting by complying with the Landscape Letter dated 11/7/2019 by the Landscape Architect and also requires under-grounding of overhead utilities along the southern (Atascadero Road) frontage to improve aesthetics.

Mitigations in all impact areas have been incorporated as conditions of approval on the project (PC Resolution, Exhibit A) and are summarized in the Mitigation and Monitoring Program (MMP) (Exhibit E), which is attached to the MND.

During the 30-day review period, two public comment letters were received on the project. The first letter received on January 23, 2020 was from the San Luis Obispo County Air Pollution Control District that included project comments related to the Air Quality and Greenhouse Gas Emissions (GHG) impact sections of the MND. The APCD is recommending that several mitigations be added to the project for Air Quality, most of which are already included in the MND document. For the GHG section, the APCD referenced new State legislation limiting GHG emissions and although they agreed with the adequacy of the City's GHG mitigations and support the project, they are recommending further mitigation be added to reduce VMT and associated GHG emissions

The second letter was received on January 24, 2020 from Caltrans. Their letter stated that they support the project and noted that some of the proposed improvements are partially within Caltrans right of way which would require an encroachment permit.

A response to comments was prepared by SWCA Environmental Consultants dated January 27, 2020 (Exhibit H). Those mitigations not included in the MND that was circulated to the State Clearinghouse have been added to the document and are noted in track change formatting in Exhibit E as a final Mitigated Negative Declaration.

Signage

The Applicant's previous conceptual proposal included a blade sign on the front elevation which exceeded the height of the roof plane of the building. Elevation pages on the revised plans show the blade sign feature removed. Proposed signs now include one wall sign are on the south and east elevations at 55 sf each plus one monument sign at 45 sf for a total of 155 sf of signage. Under the city's sign ordinance, the maximum allowable sign square footage is based on building frontage. Corner lots with more than one public right of way are allowed to count half of the building frontage for the second public right of way per MBMC 17.68.110.C8. For this proposed project, that equals a maximum allowed sign square footage of 337.5 sf which far exceeds the requested sign square footage proposed by the project. Current

plans submitted do not show the sign copy or detail of the sign and a condition of approval (Planning Condition #9) has been added to the project to require sign program detail prior to City Council approval of the project. An updated sign plan page and sign statistics shown on the plan title sheet page was received on 1/28/2020 and is attached as Exhibit K. This will be included with the full size plans for City Council.

Lot Merger

The property consists of five underlying lots. As part of the proposed development application, the Applicant has applied for a voluntary lot merger to merge the five lots into one. A condition of approval (Planning Condition #10) has been added to complete the lot merger application prior to issuance of a building permit.

Public Noticing:

Notice of a public hearing of this item was published in the San Luis Obispo Tribune newspaper on January 24, 2020, and all property owners of record and occupants within 500 feet of the subject site were mailed notification of public hearing and invited to comment. In addition, the site was visibly posted on January 24, 2020

Conclusion:

In May 2019, City Council adopted major City goals for 2019-2020 which include Goal #1: Achieve Economic and Fiscal Sustainability. The action items around this goal include efforts to boost economic activity. This project is consistent with this City Council major goal on promoting economic development. The Goals and Objectives along with the detailed action items are available online at the below link:

<http://www.morrobayca.gov/DocumentCenter/View/13493/FY-2019-2020-City-Council-Goals--Objectives?bidId=>.

The Planning Commission has previously provided input on the project and the Applicant's revised project addresses these concerns. The project as proposed does not meet the building height limits for hotels in the C-VS zoning district nor does it fully meet requirements for parking lot planter areas. However, due to its location within the Planned Development overlay, modification of development standards is allowed by the Planning Commission with finding of public benefit or if such action would result in better design. The project's location in a flood plain on a lot adjacent and below Highway 1, warrants consideration for a height exception under the Planned Development Permit section of the Zoning Code. The public benefit offered by the applicant supports the requested exception to height and parking lot landscape planter design, while also providing a design that is otherwise better than could be designed if adhering strictly to the applicable development standards. Overall, the PD Overlay allows the project to be designed in a manner that better fits the existing site constraints.

As analyzed in this staff report and presented, along with the project plans and proposal, the Planning Commission can make findings to forward a favorable recommendation to the City Council for a height and parking lot planter design modification with a finding of greater than normal benefit and recommend conditional approval of the project.

EXHIBITS:

- Exhibit A – PC Resolution 03-20
- Exhibit B – Applicant Response to After Action Letter, 5/17/2019
- Exhibit C – Architect Response to After Action Letter, 3/4/2019
- Exhibit D – Landscape Architect Letter dated November 7, 2019
- Exhibit E – Final Mitigated Negative Declaration (SCH#2019129078), December 2019
- Exhibit F – 11” x 17” reduced plan set dated 1/9/2020
- Exhibit G – Walsh Engineering, Off-Site Utility Underground Estimate, 12/5/2019
- Exhibit H – Response to Agency Comments dated 1/27/2020 by SWCA Environmental Consultants
- Exhibit I – San Luis Obispo County Air Pollution Control District (APCD) Comment Letter dated 1/23/2020
- Exhibit J – Caltrans letter dated 1/24/2020
- Exhibit K – Sign Plan and Updated Sign Statistics received 1/28/2020

Full size plans are included in the Commissioner packets and available for review at the Community Development Dept. at 955 Shasta Avenue.

Online links:

1-15-2019 Planning Commission staff report and attachments
<http://morrobayca.gov/ArchiveCenter/ViewFile/Item/4881>

RESOLUTION NO. PC 03-20

A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION FORWARDING A FAVORABLE RECOMMENDATION TO CITY COUNCIL TO ADOPT A MITIGATED NEGATIVE DECLARATION (SCH#2019129078) WITH MITIGATION AND MONITORING PROGRAM (MMP) AND CONDITIONALLY APPROVE CONCEPT /PRECISE PLAN APPROVAL OF COASTAL DEVELOPMENT PERMIT (CDP19-039) AND CONDITIONAL USE PERMIT (CUP19-13) FOR NEW CONSTRUCTION OF 56,538SF 83 GUEST-ROOM HOTEL LOCATED AT 295 ATASCADERO ROAD, MORRO BAY HOTEL

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 February 4, 2020, for the purpose of considering approval of Coastal Development Permit #CDP19-039 and Conditional Use Permit #CUP19-13 for the Morro Bay Hotel project located at 295 Atascadero Road in an area located in the Coastal Commission appeals jurisdiction; 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. CDP19-039/CUP19-13/LTM19-06 is subject to a Mitigated Negative Declaration based upon potentially significant impacts to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Land Use and Planning, Transportation, and Tribal Cultural Resources. Any impacts associated with the proposed development will be brought to a less than significant level through the Mitigate Negative Declaration (MND). Additional mitigation has been added as a result of review during the 30-day comment period by the County of San Luis Obispo Air Pollution Control District (APCD) and has been added to the Mitigation and Monitoring Plan (MMP). The addition of APCD mitigation did not result in any additional impacts that would require re-circulation and all impacts have been reduced to a level less than significant.
- B. That the Mitigation and Monitoring program attached to the Mitigated Negative Declaration has been reviewed and determined to be adequate in mitigating or avoiding potentially significant environmental effects.

COASTAL DEVELOPMENT PERMIT FINDINGS

- A. The project as proposed is consistent with the applicable provisions of the certified Local Coastal Plan. The Local Coastal Plan is consistent with the General Plan and the project is an allowable use in its zoning district.
- B. The Planning Commission finds that the project is consistent with and in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act. The Morro Bay Hotel project is proposed to provide publicly available electric vehicle charging stations as public benefit which facilitates public access as further described in the staff report presented to the Planning Commission at its February 4, 2020 meeting.

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 new construction of the hotel project has been designed with a large front setback and development pushed to the rear of the lot. The project provides for public benefit of extension of the Class 1 bike path to facilitate pedestrians and passers-by and that the proposed hotel project at 295 Atascadero is a permitted use 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 hotel use will provide a visitor-serving commercial use with public benefit consistent with the character of the surrounding area.

Planned Development Overlay Finding

- A. The Planning Commission finds that the project as conditioned with the provision of 9 electric vehicle charging stations, extension of the Class 1 bike lane across the property frontage to provide a safe path of travel for bicyclists and pedestrians passing by the property; the dedication of a stub portion of the southwest property to be dedicated to Morro Bay High School for use as extension of their bike lane adjacent to their eastern most vehicular entrance, and various green measures such as net zero energy goal, bike share, recycled content building materials, LED lighting, reflective roofing, permeable pavers, high performance glazing system, etc. consist of greater than normal public benefits and results in a project with improved site design which warrants modification of the height standard to allow an increase in height from 30 feet to 35.4 feet.
- B. The project also provides for 92 parking spaces with a mix of rectangular landscape parking planter areas and diamond landscape parking planter areas. This design modification improves the site design that would otherwise result because it maintains the required 92 parking spaces while also allowing for parking lot tree shading.

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.

Section 2. Action. The Planning Commission does hereby forward a favorable recommendation for City Council approval of Coastal Development Permit #CDP19-039 and Conditional Use Permit #CUP19-13 subject to the following conditions:

STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report dated January 24, 2020, for the project at 295 Atascadero depicted on plans dated January 9, 2020, 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 plans submitted for CDP19-039/CUP19-13, 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 Manager (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.
8. Conditions of Approval: The Findings and Conditions of Approval shall be included as a full-size sheet in the Building Plans.

BUILDING CONDITIONS:

A. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

BUILDING DIVISION:

1. 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.
2. 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.
3. 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 defined in Section 220. 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.
4. The owner shall comply with the City's Special Inspection Program. Special inspections will 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.

5. Mitigation measures for natural occurring asbestos require approval from San Luis Obispo County Air Pollution Control District.
6. A soils investigation performed by a qualified professional shall be required for this project. All cut and fill slopes shall be provided with subsurface drainage as necessary for stability; details shall be provided.
8. Fire sprinklers, shall be required by City Codes.
9. **BUILDING PERMIT APPLICATION.** To apply for building permits submit three (3) sets of construction plans to the Building Division.
10. 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 2019 California Building Code (CBC), 2019 California Residential Code (CRC), 2019 California Fire Code (IFC), 2019 California Mechanical Code (CMC), 2019 California Plumbing Code (CPC), 2019 California Electrical Code (CEC), 2019 California Energy Code, 2019 California Green Code (CGBC), 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.)

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. Certification of compliance with the soils report shall be submitted to the Building Division prior to foundation approvals. A final report certifying compliance with the soils report or grading plans shall be submitted to the Building Division prior to final approvals.
3. A licensed surveyor or engineer shall verify pad elevations, setbacks, prior to foundation inspection, and building height prior to framing inspection when determined necessary by the Planning Division.

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 divisions 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.

Fire Department Conditions:

1. Demolition Site Plan, General Notes. Provide the following notation: Fire Safety During Construction and Demolition shall be in accordance with 2019 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. Fire Protection Systems and Equipment. An approved automatic fire sprinkler system shall be provided throughout this project, pursuant to Morro Bay Municipal Code, Section 14.60.200.

Submit all plans and specification sheets for the required automatic fire sprinkler system to the Building Department for review and approval prior to installation. Sprinkler plans shall be submitted prior to issuance of a Building Permit. The sprinkler system shall be in accordance with NFPA Standard 13.
3. Fire Alarms. Plans and specifications for the automatic fire sprinkler system and fire alarm system shall be submitted to Public Services Division for review and approval. (CFC 1001.3 and 1001.4) The fire sprinkler and alarm systems shall be supervised by a central station and constructed in accordance with NFPA 72.
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. 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.
6. 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)

7. Required water supply. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction (CFC 507.1). Provide the required fire-flow requirement as contained in CFC Table B105.1(2).
8. Fire hydrant where required. Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official. (CFC 507.5.1)
9. Minimum number of fire hydrants for a building. The number of fire hydrants available to a building shall not be less than the minimum specified in Table C102.1. (CFC C102.1)
10. Elevator Car to Accommodate Ambulance Stretcher. Where elevators are provided, at least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretched 24-inches by 84-inches with not less than 5-inch radius corners, in the horizontal, open position and shall be identified by the international symbol for emergency medical services (star of life). The symbol shall not be less than 3-inches high and shall be placed inside on both sides of the hoist way door frame. (MBMC 14.08.090)
11. Dumpsters and containers with an individual capacity of 1.5 cubic yards or more shall not be stored in buildings or placed within 5 feet of combustible walls, openings or combustible roof eave lines. (CFC 304.3.3)
12. Key Boxes. Where access to or within a structure or an area is restricted because of secured openings or where immediate access is necessary for life-saving or fire-fighting purposes, the fire code official.

Provide a Knox Key Box for installation to the exterior of the structure. Obtain a Knox Application from Morro Bay Fire Department during business hours.
13. Obstruction and Locations. Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants. (CFC 507.5.4)

Provide location of the sprinkler riser, backflow double check device, fire hydrants and fire protection equipment at site.
14. Standpipe systems shall be installed throughout buildings where the floor level of the highest story is located more than 30 feet (9144 mm) above the lowest level of fire department vehicle access, or where the floor level of the lowest story is located more than 30 feet (9144 mm) below the highest level of fire department vehicle access.”

15. Fire Lanes. Access roads and fire lanes shall be provided and identified by approved signage to read: "Fire Lane, No Parking" stenciled over red-painted curbs and signage.

Public Works Conditions:

The following Public Works conditions shall be satisfied prior to Building Plan submittal:

1. Existing 40' Right of Way Conversion to 20' Wide Public Utility Easement: The 66th Street Right of Way (ref. 2 MB 15), will need to be abandoned and a 20' wide public utility easement be dedicated to the City (centered on the existing 18" sewer main). Since this project is required to merge the underlying lots, use of a parcel map to finalize merger and effectuate the abandonment may be appropriate.
2. Private Sewer Lines and Easements: Per the attached "Existing Utilities" information, we have identified two separate sewer services which connect to the existing 18" sewer main and extend to the south across Atascadero Road. Show these on the plans. Also demonstrate that these private sewer lines will not conflict with the proposed underground infiltration facilities.
3. Frontage Improvements, Public Improvements and Signage and Striping Plan: Please revise the roadway "half-section" per the attached "Atascadero Road Street Section Exhibit". Please include a separate "Public Improvements Plan" at a larger scale (e.g. 1" = 10"), so that existing features and required frontage improvements can be identified and checked against the proposed design. This shall also include a "Signage and Striping Plan" at an acceptable scale that identifies all existing and proposed signage and striping features with appropriate dimensions.
4. Driveways: All driveway approaches used for 2-way traffic shall be a minimum of 24 feet wide.
5. City 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. (See attached ex. utilities exhibit).
6. Water Meter: Indicate and label new water meter on plans.
7. Water Backflow Prevention Device: Verify and label all proposed water backflow preventers. Devices are required for all water line connections, including fire water systems, irrigation systems on a dedicated water meter, or any plumbing system which has potential for 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. 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).
9. Sewer Impact: The City's "OneWater Plan" which is available at the following link; <https://www.morro-bay.ca.us/DocumentCenter/View/12500/OneWater-Plan-Final>

identifies existing flow in the 18" sewer main adjacent to and downstream of the proposed project exceeding capacity during Peak Wet Weather Flow (PWWF). The City has defined "exceeding capacity" when the water surface elevation in the system during PWWF is above the elevation defined as three feet below the manhole rim. The applicant shall work with the City's consultant (Carollo Engineers-Fresno Office) to model the additional flow from this proposed project into this under capacity line to verify that the resultant elevations in wastewater depth do not exceed any manhole rim elevation downstream of the project. Additionally, the applicant shall replace the existing 18" sewer main with a 27" sewer main in its current alignment through the project site, or delay development of this portion of the site until the City constructs said improvements.

10. Flood Zone Requirements: This proposed project is located within an AE Special Flood Hazard Area (SFHA). A Flood Hazard Development Permit is required. The City's Flood Hazard Prevention Ordinance (MBMC Chapter 14.72) describes the requirements to obtain this permit. Pertinent requirements include, but are **not** limited to:
 - a) Submit a FEMA Elevation Certificate which will indicate the base flood elevation to be used with the proposed construction drawings. (Prior to Final Sign-off, submit an Elevation Certificate to indicate the finish elevations of the completed building.)
 - b) Submit a FEMA "Floodproofing Certificate for Non-Residential Structures" which will indicate the base flood elevation to be used with the proposed construction drawings. (Prior to Final Sign-off, submit an Elevation Certificate to indicate the finish elevations of the completed building.)
11. Stormwater Management: The City has adopted Low Impact Development (LID) and Post Construction requirements to protect water quality and control runoff flow from new and redevelopment projects. The requirements can be found in the Stormwater management guidance manual on the City's website www.morro-bay.ca.us/mainmanual. Projects with more than 2,500sf of new or redeveloped impervious area are subject to these requirements. This project appears to require Performance Requirement No. 1, 2, 3, and 4. Provide the completed "Appendix A - SFR Performance Requirement Determination Form" and other required performance requirement certification forms as required.
12. Detailed Erosion and Sediment Control Plan: Required for sites greater than 1/2 acre, or for building or other site disturbance proposed on slopes over 15%, or for projects located within critical areas. 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. It must include a written narrative, detailed site plan, typical drawing and details. The City of Morro Bay "Erosion and Sedimentation Control Plan Manual" which is available on the City website at the following link: <https://www.morro-bay.ca.us/689/Construction-Sites>
13. Stormwater Pollution Prevention Plan (SWPPP): The SWPPP is required for all sites over 1 acre. Prior to issuance of a building permit, the owner shall submit a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) and develop a SWPPP according to the requirements of a Construction General Permit. Incorporate City of Morro Bay Post Construction requirements to SWPPP. A copy of the SWPPP with the reference WDID shall be submitted to the City.

14. Traffic Impact Assessment: The applicant has provided a “Draft Transportation Impact Study”. This study shall be used to further analyze the traffic flows at the intersection of “Main/Hwy 41 (Atascadero Rd.)/Hwy 1”. The City has initiated a project of proposed improvements at this location. The current estimated cost of the improvements are \$7,550,000. The applicant is conditioned to pay a pro rata fee proportional to increased traffic at this location. At peak hour the project contributes 30 additional trips or 1.01% of the traffic to the subject intersection. This calculates to \$76,255.00 as being this proposed project’s share of the intersection improvements.
15. Caltrans: Submit all comments from Caltrans regarding project requirements. Submit copy of Caltrans encroachment permit prior to building permit issuance from the City of Morro Bay.
16. Encroachment Permits: A standard encroachment permit shall be required for the proposed driveway; the driveway shall comply with B-9 (Driveway Ramps: Size & Location). An underground encroachment permit shall be required for installation of a sewer lateral within the City right-of-way or within a utility easement.

Additional Notes - Add the following notes to the plans. These are required for Building Permit Approval.

1. Any damage, as a result of construction operations for this project, to City facilities, i.e. pavement surface, sidewalk, curb/berm, street, sewer line, water line, or any public improvements shall be repaired at no cost to the City of Morro Bay.
2. 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. Archaeology: In the event of the unforeseen encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading or excavation shall immediately cease in the immediate area, and the find should be left untouched until a qualified professional archaeologist or paleontologist, whichever is appropriate, is contacted and called in to evaluate and make recommendations as to disposition, mitigation and/or salvage. The developer shall be liable for costs associated with the professional investigation and monitoring. The archaeological monitoring program as outlined in the Mitigation and Monitoring Report in the Mitigated Negative Declaration.
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. Dust Control: That prior to issuance of a grading permit, a method of control to prevent dust and wind blow earth problems shall be submitted for review and approval by the Building Official.
4. Architecture: Building color and materials shall be as shown on plans approved by the Planning Commission and specifically called out on the plans submitted for a Building Permit to the satisfaction of the Community Development Director.
5. Boundaries and Setbacks: The property owner is responsible for verification of lot boundaries. Prior to requesting foundation inspection, a licensed land surveyor shall verify lot boundaries and building setbacks to the satisfaction of the Community Development Director. A copy of the surveyor's *Form Certification* based on a boundary survey shall be submitted with the request for foundation inspection.
6. Building Height Verification: Prior to foundation inspection, a licensed land surveyor shall measure and inspect the forms and submit a letter to the Community Development Director certifying that the tops of the forms are in compliance with the finish floor elevations as shown on approved plans. Prior to either roof nail or framing inspection, a licensed surveyor shall submit a letter to the building inspector certifying that the height of the structures is in accordance with the approved plans and complies with the maximum height requirements as approved for this project.
7. Inspection: The applicant shall comply with all City conditions of approval and obtain final inspection clearance from the Planning Division at the necessary time in order to ensure all conditions have been met.
8. All overhead utilities along the Atascadero Road frontage shall be undergrounded.
9. A sign program including sign design and materials specifications shall be submitted prior to City Council approval of the project.
10. A complete Lot Merger application shall be approved and recorded prior to issuance of the building permit.
11. The 9 electric vehicle charging stations shall be made available for general public use and signed indicating for public use.
12. The Mitigation and Monitoring Program included in the Mitigated Negative Declaration and attached to this Resolution 03-20 as Attachment A are hereby incorporated as conditions of approval.

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on this 4th day of February, 2020 on the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Chairperson Gerald Luhr

ATTEST

Scot Graham, Secretary

The foregoing resolution was passed and adopted this 4th day of February, 2020.

CATHY • NOVAK

consulting

RECEIVED

MAY 17 2019

City of Morro Bay
Community Development Dept.

May 17, 2019

Ms. Cindy Jacinth
 City of Morro Bay Community Development Department
 955 Shasta Street
 Morro Bay, CA 93442

RE: Coastal Development Permit CP0-581 & Conditional Use Permit UP0-533
 Morro Bay Hotel project, 233 Atascadero Road

Dear Cindy,

This letter is in response to the letter dated July 13, 2018 for the request for additional information regarding the above mentioned project. I am responding in the same order as the letter for ease of review and consistency. I have also attached the individual project Team responses for additional information.

1. **Growth canopy of the proposed trees encroach into the Caltrans right of way:**
 The tree canopies will not encroach into Caltrans ROW as proposed with smaller tree canopies in the finger islands.
2. **Underground of utilities – 15 kv line:** The applicant has been in contact with PG&E however, we have not received a final response as of now. PG&E is extremely back logged with work but it appears that they will relocate the line rather than undergrounding.
3. **Change in architectural design for better character of Morro Bay & design at flood height and not average natural grade?:** Please see comments below under items #5, #6 & #8 for architectural design modifications. As for the flood height and average natural grade, the rendering is representative of what will actually be built on the site based on the finished floor elevation as shown in the plans.
4. **Height for mechanical systems and blade sign:** First, the architectural blade has been removed from the revised plan. Second, the mechanical equipment/system would be a VRF system and the unit will be on the roof and screened from view. The guestrooms will utilize PTAC units.
5. **Roof design, facade and materials.** The project has been modified to address the Commission's comments regarding the overall design. In particular the roof design has been changed to a mix of a sloping roof in combination with an extended vertical wall and parapet. The southern side of the building roof line has changed to a sloped roof towards the porte cochere which provides visual interest, reduces the building mass and is lower to improve the line of sight from Hwy. 1 to Morro Rock (see sheet

GOVERNMENTAL & COMMUNITY RELATIONS • PLANNING

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PC@CATHYNOVAKCONSULTING.COM | CHARTER.NET

A-7, elevation shows building reduction). Second the architectural blade has been removed from the revised plan reducing the overall height. Third, the new design incorporates a more rustic or "harbor" type character/materials to the hotel. Materials added are corten metal siding, standing seam metal shed roofs, and heavy timber columns at the porte cochere.

6. **Design modifications for height:** Please see response under #5.
7. **Parking shade study:** The parking shade study has been revised. The landscape plan and finger islands has been revised as well. Finger islands were added along the highway side with trees pulled into the parking lot for more shade of the parked cars. The proposed trees in parking lot area are generally 20' to 35' with planters and street trees ranging a little higher at 25' to 40'.
8. **Provide greater articulation of materials:** The plans have modified to incorporate the Commission comments. Please see previous comments above for details.
9. **Height study to include blade:** As mentioned, the blade has been removed from the revised plan.
10. **Landscape palette not appropriate for a marine environment:** First, there are plenty of Monterey Cypress retained around perimeter currently. Second, the applicant can designate 5-8 trees as Live Oak that are currently on the tree list and within the larger planter areas only. These type of trees are too large for any other location on-site. In addition, the use of Cypress / Oak near the Highway 1 perimeter would create problems for Caltrans. Please note that proposed trees are from the City of Morro Bay Master Tree list.
11. **Public benefits for height exception:** The proposed project has offered a total of 9 EV charging stations that will be open to the public. Two of the 9 stations will be the fast charging, level 3 units and the balance level 2. Respectfully, the applicant cannot at this time provide any further level 3 charging stations due to the increased cost for this type of station. Furthermore, the current code does not have any requirements to provide EV charging stations as part of a project. By discounting this offer as a public benefit because it is going to be included in the future zoning ordinance is simply a penalty against the applicant. Public benefits are to be items that are not currently a City standard but go above and beyond that is required which, this proposal does so therefore the EV chargers should absolutely be considered a public benefit. The applicant has made several other modifications and additions to the overall revised project so we believe there are substantive public benefits offered to offset the height exception.

12. **Public benefits:** The proposed project has offered several public benefits to date and include more with this submission. The following is a list of benefits: Solar on roof, bike share, net zero energy consumption goal, water conserving plumbing fixtures, key card controlled electrical within the guest rooms, led lighting, recycled content building materials, reflective roofing, permeable pavers, recycling bins in guest rooms, excess bathroom product recycling program, high performance glazing systems, and bike share. The list is also included on Sheet A-1.

In addition, the Commission had inquired about a hospitality intern program for the high school kids. We talked with MBHS about potential programs of this nature however, they did not have anything to offer specifically. The MBHS does have a special program called Just One which is a career opportunity program that is usually offered in April each year. A Just One FAQ sheet is attached. The applicant can check into this program and see if there is any interest generated by the request and potential acceptance into the annual program.

Last, there should be an economic consideration as a benefit to the City in the way of TOT. This revenue source is critical to the City in order to sustain the level of services that the City offers its residents and tourists.

13. **Other modifications/comments not a part of the City letter:** The previous plans had a deficit in the number of required parking spaces and the revised plan has shifted the parking around so the project now provides the required 92 parking spaces.

With this, the proposed project is requesting two exceptions to the City standards which are the building height and landscape planter standards. I have discussed the building heights above. As for the landscape planters, the parking lot has been redesigned to incorporate a mix of finger islands and diamonds that provide the shade to reduce the heat island effect along with providing sufficient parking lot area to meet the 92 parking spaces required. We believe this modification incorporates the concern in meeting the standard, and is mitigated with public benefits for the exception.

Thank you for your time and assistance. Please let me know if you have any further questions.

Regards,



Cathy Novak

cc: Mr. Hemant Patel & Mr. Pradeep Patel
Mr. Thom Jess

Encl:
Revised plans & Just One FAQ sheet

What is the Just 1 Career Opportunity Program?

Just 1 is a program that partners businesses with education. It's a community service opportunity between businesses and schools to provide students experience with job interviews. Businesses interview with the intention of offering just one student a career opportunity or internship.

Will I be expected to offer a student a career opportunity at the event?

You are under no obligation to offer a student a career opportunity if you don't find a good fit for your business. Some possible opportunities are: a one-day job shadow, an industry mentor, a paid or unpaid week internship, or a paid part-time job. The opportunity can be tailored to your needs.

What time will the event take place?

The event will take place during school hours. The time varies by school location and typically lasts for two hours.

What is the pay rate for the student?

If the job is a part-time paid position, the student will be paid at least minimum wage.

What other additional partnerships are available?

There is also an opportunity for a Cuesta College internship by cooperating with Cuesta Community College Work Experience Program. The internship can be paid or unpaid and students could earn community college credit. Businesses may also offer a stipend for the student who interns.

What kind of schedule will the student work?

You decide on the number of hours per week and actual length of employment or internship for the student as your needs require.

What is the age group of students attending the event?

Students have been told they must be at least 16 years old to participate in the event.

Will I be responsible for workers compensation and withholdings?

As with any paid employee, you will be responsible for workers compensation withholding etc. Students interning through their high school class are covered through the school district.

What information will be provided for me before attending the event?

We will provide you with details prior to the event which will include a school map with site location and a check-in time/place. Please feel free to contact us with any questions.

What can I expect at the event?

We will be providing you with a table, a business sign, and a sheet to interview students. You are welcome to bring any promotional items to hand out or to display.

Learn more about our partnerships and/or sign up at slopartners.org
(805) 782-7282 info@slopartners.org

Conceptual Hearing Resolutions

Building Height:

| | |
|--------------|---|
| Concerns: | Over 30 feet height limit - Commissioners may be supportive if concessions made by applicant |
| Resolutions: | Changed roof line to a sloped roof on the south side to reduce perception of building height |
| | Lowered the southwest corner of the building to improve line of sight with Morro Rock from hwy 1. |

Elevations:

| | |
|--------------|---|
| Concerns: | Roof Line impacts view of rock on south side |
| | Look of building doesn't fit with the "look of Morro Bay" |
| | Commissioners do not like white horizontal band at top of elevation - too boxy |
| | Reduce recessed windows and add more building projections |
| Resolutions: | Changed roof line on south side to a sloped roof |
| | Revised elevations to incorporate more of a Morro Bay vernacular |
| | Incorporated more rustic or "harbor" type character/materials to the hotel. Added corten metal siding, standing seam metal shed roofs, and heavy timber columns at the porte cochere. |

Parking:

| | |
|--------------|--|
| Concerns: | Not meeting required parking count of 92 spaces |
| Resolutions: | We shifted the parking around and brought the parking count up to 92 spaces so we comply with the parking requirement. |

Exhibit C - Architect Response

Trees:

| | |
|--------------|---|
| Concerns: | The Commissioners would like to see the existing Cypress trees preserved along the perimeter of the site. |
| | The Commissioners would like to see more trees proposed to shade the parking lot. |
| | Prefer finger islands to landscape diamonds. |
| Resolutions: | Show existing cypress trees in landscape shading diagram Cypress trees along property line to be preserved. Finger islands added along hwy side with trees pulled out into the parking lot for more shade of parked cars. |

Public Benefit:

| | |
|--------------|---|
| Concerns: | Commissioners didn't think the level 2 EV chargers were a significant Public Benefit |
| Resolutions: | Class 1 bike lane to connect the high school to the adjacent intersection. |
| | Dedication of the southwest corner where the existing bike path enters the property of Morro Bay High School. |
| | Additional Green Measures: solar panels on the roof, net zero energy consumption goal, recycled content building materials, bike share, water conserving plumbing fixtures, key card controlled electrical within the guest rooms, LED lighting, reflective roofing, permeable pavers, recycling bins in guest rooms, excess bathroom product recycling program, high performance glazing systems |
| | Proposal of (2) level-3 EV chargers |

Environmental Elements:

| | |
|--------------|---|
| Concerns: | Reduce environmental footprint |
| Resolutions: | A clear list of all the green measures that are being incorporated to demonstrate our commitment to lessening the impact on the environment |
| | Solar on roof, bike share, net zero energy consumption goal, water conserving plumbing fixtures, key card controlled electrical within the guest rooms, led lighting, recycled content building materials, reflective roofing, permeable pavers, recycling bins in guest rooms, excess bathroom product recycling program, high performance glazing systems, etc. |



RECEIVED

JAN 21 2019

City of Morro Bay
Community Development Dept.

November 7, 2019

To: Heather Wiebe, Arris Studio Architects
From: Jim Burrows

**Re: Landscape screening (UPDATE) Morro Bay Hotel
JBLA Job No. 18-101**

Dear Heather,

Below is outlined the landscape screening measures proposed in the Conceptual Landscape Plan for the Morro Bay Hotel. This letter has been updated from my previous letter, dated October 15, 2019, to include broader, faster-growing species selection per the Planning Department request:

1. At 10 year maturity, landscape screen trees are anticipated to provide a minimum of 50% coverage of the east building frontage facing Highway 1, calculated as follows:

Fifteen (15) trees are proposed between the east building frontage and Highway 1:

- a. Finger island trees, East side of parking lot (7 trees): *Ulmus parvifolia* 'Drake' (Drake Evergreen Elm).
Trees will be 24" box at time of planting, approximately 9-10' tall with 6' spread. Anticipated growth rate is 36" per year (see description in Appendix A). Trees are anticipated to be over 40' tall with 30' spread in 10 years.
- b. Finger island , West side of parking lot (4 trees): *Melaleuca quinquinervia* (Cajeput Tree).
Trees will be 24" box at time of planting, approximately 8' tall with 5' spread. Anticipated growth rate is 24" per year (see description in Appendix A). Trees are anticipated to be 28' tall with 20' spread in 10 years.
- c. Trees in planter between building and parking lot (4 trees): *Tristania conferta* (Brisbane Box).
Trees will be 24" box at time of planting, approximately 8' tall with 5' spread. Anticipated growth rate is 24" to 36" per year (see description in Appendix A). Trees are anticipated to be 28' to 35' tall with 18' to 25' spread in 10 years.

Note that *Tristania* was added to the proposed tree list to increase the parking lot shading area, but is not on city approved tree list, and has moderate water usage. However, a substitute tree could be *Arbutus* 'Marina'. This tree is on city list, is drought tolerant and mature height will meet or exceed building height. This tree has a moderate growth rate, 2' per year which, means 25'-30' height in approximately 10 years. Additionally, the spread can reach 20' or more which will help to meet or exceed 50% screening at maturity.



CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT
955 SHASTA AVENUE ♦ MORRO BAY, CA 93442
805-772-6261

MITIGATED NEGATIVE DECLARATION

CEQA: CALIFORNIA ENVIRONMENTAL QUALITY ACT

CITY OF MORRO BAY
955 Shasta Avenue
Morro Bay, California 93442
805-772-6261

December 16, 2019

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

CASE NO.: CUP19-13 / CDP19-039 / LTM19-06

PROJECT TITLE: 295 Atascadero Road, Morro Bay Hotel

APPLICANT / PROJECT SPONSOR:

Owner/Applicant:

Agent:

Escape Hospitality, LLC
590 Morro Avenue
Morro Bay, CA 93442
T 805-801-1224

Cathy Novak Consulting
PO Box 296
Morro Bay, CA 93442
T 805-772-9499
novakconsulting@charter.net

PREPARED BY:



1422 Monterey Street, Suite B200
San Luis Obispo, CA 93401
T 805-543-7095

SUMMARY PROJECT DESCRIPTION

Escape Hospitality, LLC (owner/applicant) proposes to construct and operate a new 56,358-square-foot hotel located at 295 Atascadero Road in Morro Bay, San Luis Obispo County, California. The hotel would provide 83 guest rooms, an indoor pool, a fitness room, a meeting room, interior dining and lounge areas, and on-site parking, including 92 vehicle parking spaces and 19 bicycle parking spaces. The hotel would be three stories in height and would require a modification pursuant to the Planned Development overlay standards in the City of Morro Bay (City) Title 17 Zoning Ordinance (MBMC 17.40.030) to allow a proposed height of 35.5 feet above average natural grade (ANG), 5.5 feet above the 30-foot ANG height limit.

The project is anticipated to require some level of disturbance over the entire 2.02-acre (88,025-square-foot) site and would require earthwork of approximately 1,650 cubic yards of cut and 3,500 cubic yards of fill. Project construction is expected to require 14–16 months to complete.

PROJECT LOCATION

The project site is located at 295 Atascadero Road, at the northwest corner of the State Route (SR-) 1 and SR-41 intersection, adjacent to Morro Bay High School. The project site is located within the C-VS (Visitor Serving Commercial/Planned Development) zoning district and designated by the City's General Plan and Coastal Land Use Plan (CLUP) as Visitor Serving Commercial. The project site is located in the Coastal Zone and is within the appealable jurisdiction of the California Coastal Commission.

FINDINGS OF THE ENVIRONMENTAL COORDINATOR

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



CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT
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805-772-6261

INITIAL STUDY AND CHECKLIST

I. PROJECT INFORMATION

Project Title: 295 Atascadero Road, Morro Bay Hotel Project

Project Location: 295 Atascadero Road (APN 066-332-003, 065-182-003, 065-182-004)

Case Number: Coastal Development Permit #CDP19-039, Conditional Use Permit # CUP19-13, Lot Merger # LTM19-06

Lead Agency: City of Morro Bay **Phone:** (805) 772-6577
955 Shasta Ave. **Email:** cjacinth@morrobayca.gov
Morro Bay, CA 93442
Contact: Cindy Jacinth

Project Applicant/Agent: Hemant and Pradeep Patel **Phone:** (805) 801-1224
Escape Hospitality, LLC **Email:** hemant96@yahoo.com
590 Morro Avenue
Morro Bay, CA 93442

Project Landowner: Hemant and Pradeep Patel **Phone:** (805) 801-1224
Escape Hospitality, LLC **Email:** hemant96@yahoo.com
590 Morro Avenue
Morro Bay, CA 93442

General Plan Designation: Visitor Serving Commercial

Zoning Designation: C-VS/PD (Visitor Serving Commercial/Planned Development)

PROJECT LOCATION

The 2.02-acre project site is located at 295 Atascadero Road, at the northwest corner of the Highway 1 and Highway 41 intersection, within the city of Morro Bay (Figures 1 and 2). The project site is adjacent to Morro Bay High School and is surrounded by the high school to the north and west, Highway 1 to the east, and Atascadero Road to the south. The site is currently and has historically been vacant and undeveloped and is located within the C-VS/PD (Visitor Serving Commercial/Planned Development) zoning district and designated by the City of Morro Bay General Plan and Coastal Land Use Plan (CLUP) of the Local Coastal Plan (LCP) as Visitor Serving Commercial. The project site is located within the Coastal Zone boundary and is within the appealable jurisdiction of the California Coastal Commission. The topography at the project site is nearly level, with elevation ranging from approximately 20 feet above mean sea level (msl) in the northern portion of the site to approximately 22 feet above msl in the southern portion of the site near Atascadero Road.

Figure 1. Project vicinity map.



Figure 2. Project location map.



PROJECT BACKGROUND

The City of Morro Bay (City) originally received an application for the 295 Atascadero Road, Morro Bay Hotel project from Escape Hospitality, LLC (owner/applicant) on June 13, 2018. The original project was very similar to the proposed project, except that it was seeking additional height, requesting a reduction of parking, and proposing a contemporary-modern architectural style. The original project was introduced at the City Planning Commission Hearing on January 15, 2019, for a conceptual review (no action). Between the conceptual Planning Commission review on January 15, 2019, and the revised application submittal on May 17, 2019, the applicant made several changes to the project in response to initial Planning Commission feedback, including a reduction in overall height of the hotel structure, refinement of the landscaping plan, and modification of the architectural design.

The following supporting information and technical studies were prepared for the project and are included as appendices to this Initial Study/Mitigated Negative Declaration (IS/MND):

- Attachment B: *Air Quality & Greenhouse Gas Impact Study for the Proposed Morro Bay Hotel Project, Morro Bay, CA* (AMBIENT Air Quality and Noise Consulting, August 2019a)
- Attachment C: *Biological Resources Assessment for the Atascadero Road Hotel Project* (Kevin Merk Associates, LLC, May 23, 2018)
- Attachment D: *Energy Impact Study for the Proposed Morro Bay Hotel Project, Morro Bay, CA* (AMBIENT Air Quality and Noise Consulting, August 2019b)
- Attachment E: *Geotechnical Engineering Report* (Earth Systems Pacific, January 29, 2018)
- Attachment F: *Phase I Environmental Site Assessment* (Haro Environmental, December 7, 2017)
- Attachment G: *Acoustics Assessment of Atascadero Road Hotel Morro Bay, CA* (45dB Acoustics, May 3, 2018)
- Attachment H: *Transportation Impact Study* (Central Coast Transportation Consulting, March 2018)

A *Phase I Archaeological Survey* prepared by SWCA Environmental Consultants (March 2018) was also prepared for the project. The findings of the survey are summarized in this document; however, the report is not included in the technical appendix due to the confidential locational information of archaeological resources included therein.

PROJECT DESCRIPTION

Escape Hospitality, LLC (owner/applicant) proposes to construct and operate a new 56,358-square-foot hotel located at 295 Atascadero Road in Morro Bay, California. The hotel would provide 83 guest rooms within three floors—18 rooms on the first floor, 30 rooms on the second floor, and 35 rooms on the third floor. An indoor pool, fitness room, meeting room, interior dining and lounge areas, and ancillary operational areas would also be provided on the first floor. On-site parking would include 92 vehicle parking spaces and 19 bicycle parking spaces (Figure 3). Of the 92 vehicle parking spaces, 67 would be standard-sized spaces, 20 would be compact-sized spaces, and five would be Americans with Disabilities Act (ADA)-accessible spaces. The 92 vehicle parking spaces would include nine electric vehicle (EV) charging stations (see Public Benefit, below).

The project is anticipated to require some level of disturbance over the entire 2.02-acre (88,025-square-foot) site and would require earthwork of 1,650 cubic yards of cut and 3,500 cubic yards of fill. Project construction is expected to require 14–16 months to complete.

Planned Development

As noted above, the project is located in a Planned Development (PD) zoning overlay. Pursuant to the City of Morro Bay Municipal Code Section 17.40.030, the purpose of the PD overlay zone is to provide for detailed and substantial analysis of development on parcels which, because of location, size, or public ownership, warrant special review. This overlay zone is also intended to allow for the modification of or exemption from the development standards of the primary zone that would otherwise apply if such action would result in better design or other public benefit. The applicant is seeking project approval with modifications to several development standards in exchange for several public benefits (see Public Benefit, below).

Building Height. The hotel would be three stories in height and would require a modification from the City's allowed height limit to allow for a finished height of 35.5 feet above average natural grade (ANG). The City's C-VS zoning allows for a maximum building height of 30.0 feet above ANG, which means the project would exceed the height limit by 5.5 feet. The project site is nearly level and ranges in elevation from 20 to 22 feet above msl. The ANG of the site is 20.74 feet above msl. However, the project is within a floodplain and the base flood elevation is located at 24.5 feet above msl, 3.76 feet above the ANG of the site. Federal Emergency Management Agency (FEMA) standards require that structures be constructed with the finished floor at least 1 foot above the base flood elevation. The City requires structures be constructed with the finished floor at least 2-feet above the base flood elevation but allows structures to be constructed with a finished floor at 1 foot below the base floodplain as long as the first 3 feet of the structure are floodproofed. Because the applicant is not able to construct the structure at ANG without further height exception request, they are proposing to construct the hotel at 1 foot below the base floodplain elevation and floodproof the first 3 feet of the building, per City standards. This will require the finished floor to be located 2.76 feet above ANG (Figure 4). The hotel would be 32.67 feet tall and would therefore have a finished height of 35.5 feet above ANG.

Parking Lot Design. Onsite parking would be provided and would include 92 vehicle parking spaces and 19 bicycle parking spaces. as previously stated, of the 92 vehicle parking spaces, 67 would be standard-sized spaces, 20 would be compact-sized spaces, and five would be ADA-accessible spaces. The 92 vehicle parking spaces would include nine EV charging stations. In addition, the applicant is seeking a modification of the parking lot landscape design standard that requires trees to be planted in rectangular planter boxes after every five parking stalls (finger islands). Instead, the applicant is proposing to provide diamond-shaped tree planters, which would not be located after every five parking stalls in some areas of the parking lot. Finger islands after every five parking stalls are included along the east side of the parking lot. A shade study was provided by the applicant which showed the alternative planter locations would provide shaded cover for up to 59% of the parking stall area.

Public Benefit

In order to allow for the modification of development standards (see Planned Development, above), the applicant is proposing the following public benefits.

EV Charging Stations. The applicant is proposing to install nine EV charging stations that would be incorporated into the 92 vehicle parking spaces. These charging stations would be located closest to Atascadero Road and would be available to both hotel guests and the general public. Of the nine charging stations seven would be Level 2 (240 volt) and two would be Level 3 (direct current [DC] fast charge, 480 volt). One of the charging stations would be dedicated for ADA-accessible use.

Class I Bike Lane. The applicant is proposing to construct a Class I bike path along the street frontage of the project (Atascadero Road) to Morro Bay High School (see Figure 3). An existing Class I bike path runs along the east side of the high school, across the north side of the project site, and adjacent to and across the west side of the project site to Atascadero Road. The new bike path would be located along the south side of the project site, along Atascadero Road in the right-of-way, and would provide access from the Highway 1 southbound offramp to the

high school. The new Class I bike path would replace an existing Class II on-street striped bike lane along this portion of Atascadero Road.

Offer of Dedication to the High School. The existing bike path that runs along a portion of the western property boundary would be offered for dedication to Morro Bay High School (see Figure 3).

Other “Green” Measures. The applicant is proposing several measures that would help reduce the environmental impact of the project including:

- Solar panels on the roof (117-kilowatt [KW] system consisting of 300 390-watt panels)
- Net zero energy consumption goal for the building (does not include vehicle trips)
- Bike share program
- Recycled content building materials
- Water conserving plumbing fixtures
- Key card controlled electrical within the guest rooms
- Light-Emitting Diode (LED) lighting
- Reflective roofing
- Permeable pavers
- Recycling bins in guest rooms
- Excess bathroom product recycling program
- High performance glazing systems

Lot Merger

The project site is comprised of five underlying parcels which are proposed to be combined into a single parcel as part of project implementation.

PROJECT ENTITLEMENTS REQUESTED

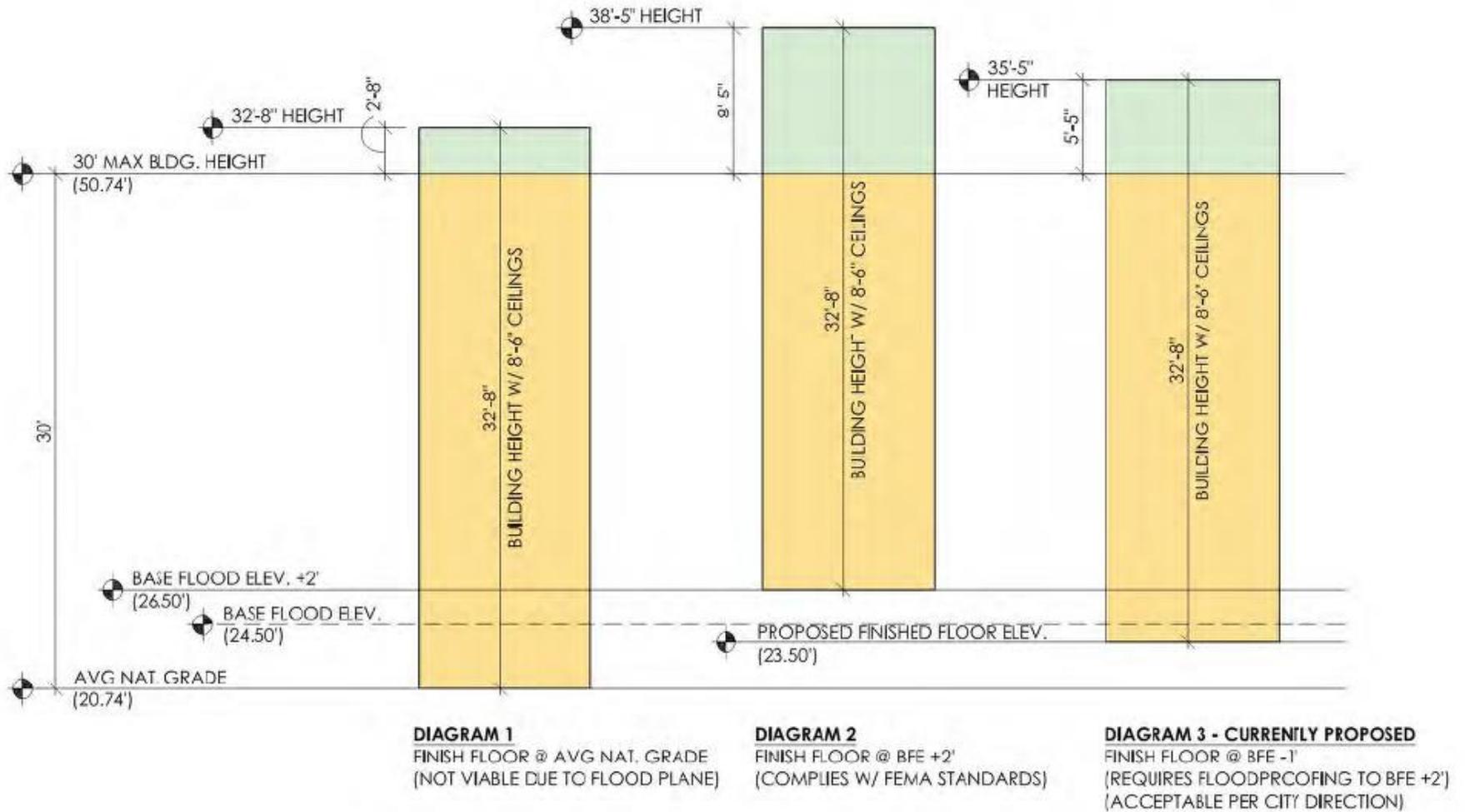
City approvals for a Coastal Development Permit (CDP), Conditional Use Permit (CUP), and voluntary lot merger are required for construction of the project.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, FINANCING APPROVAL, OR PARTICIPATION AGREEMENT)

The City is the lead agency for the proposed project. Responsible and trustee agencies may include, but are not limited to:

- California Coastal Commission (appealable jurisdiction)
- San Luis Obispo County Air Pollution Control District (SLOAPCD)
- Environmental Health Division of the County of San Luis Obispo Public Health Department (County Health Department)
- California Department of Transportation (Caltrans)
- Regional Water Quality Control Board (RWQCB)

Figure 4. Building height exhibit.



Source: Arris Architects 2019

II. ENVIRONMENTAL SETTING AND IMPACTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the Environmental Checklist on the following pages.

| | | | |
|---|---------------------------------------|---|-----------------------------------|
| X | 1. Aesthetics | X | 11. Land Use and Planning |
| | 2. Agriculture and Forestry Resources | | 12. Mineral Resources |
| X | 3. Air Quality | | 13. Noise |
| X | 4. Biological Resources | | 14. Population and Housing |
| X | 5. Cultural Resources | | 15. Public Services |
| X | 6. Energy | | 16. Recreation |
| X | 7. Geology and Soils | X | 17. Transportation |
| X | 8. Greenhouse Gas Emissions | X | 18. Tribal Cultural Resources |
| | 9. Hazards and Hazardous Materials | | 19. Utilities and Service Systems |
| | 10. Hydrology and Water Quality | | 20. Wildfire |

Fish and Game Fees

| | |
|---|--|
| | The Department of Fish and Wildlife has reviewed the CEQA document and written no effect determination request and has determined that the project will not have a potential effect on fish, wildlife, or habitat (see attached determination). |
| X | The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Wildlife for review and comment. |

State Clearinghouse

| | |
|---|---|
| X | This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g., Cal Trans, California Department of Fish and Wildlife, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)). |
|---|---|

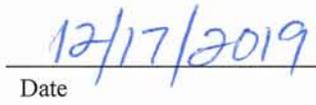
III. DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

| | |
|---|---|
| | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| X | I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made, by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
| | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| | I find that the proposed project MAY have a “potentially significant” impact(s) or “potentially significant unless mitigated” impact(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed |
| | I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR of NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. |



Signature



Date

Cindy Jacinth

Senior Planner

For: Scot Graham

Community Development Director

With Public Hearing Without Public Hearing

Previous Document: CASE NO. CUP19-13 / CDP19-039 / LTM19-06

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 19, “Earlier Analysis,” as described in (5) below, may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063 (c) (3) (D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

IV. ENVIRONMENTAL CHECKLIST

1. Aesthetics

| Except as provided in Public Resources Code Section 21099, would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. Have a substantial adverse effect on a scenic vista? | | | X | |
| b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | X | |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | | X | | |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | X | |

ENVIRONMENTAL SETTING

The project site is located at the northwest quadrant of the intersection of Highways 1 and 41 near the north-central section of Morro Bay, approximately 0.5 mile from the Pacific Ocean. Highway 41 begins at the project site and continues east over the hills to the city of Atascadero and beyond. West of Highway 1, Highway 41 turns into Atascadero Road and serves a variety of uses, including Morro Bay High School, a community recreation center, two hotels, a concrete plant, and recreational uses such as Morro Rock Beach, Lila Keiser Park, and Morro Dunes Recreational Vehicle (RV) Park. Main Street parallels the freeway east of Highway 1. A mix of service commercial and residential uses are seen in this area. Residential development includes both multi-unit development, single-family development, and mobile homes.

The project site is located on a coastal plain. To the west, the landform drops gently down through a dune area to beach and ocean. Inland from the site and east of Highway 1, the topography begins to rise to the coastal foothills. The area surrounding the project site is fairly well vegetated. Mature cypress, pine, and eucalyptus are the predominant tree cover in the area. Random groupings as well as scattered windrows are seen throughout the community. Native and ornamental shrubs and ground covers are visible along Highway 1, as well as the nearby developed areas. The site itself is grass covered and surrounded by chain-link fence on all sides. Wooden utility poles and overhead lines cross the parcel. Mature cypress trees line the project site to the north and west.

The project site occupies a vacant, relatively flat parcel, ranging from approximately 20–22 feet in elevation. The parcel is approximately 15 feet lower in elevation than the Highway 1 mainline. The southbound off-ramp passes by the east side the project site as it drops from Highway 1 to Highway 41. Atascadero Road borders the southern side and Morro Bay High School borders the north side of the parcel. The high school entry drive and the City Teen Center and Skate Park are to the west. A Class I bicycle lane connecting the northern part of the community with the downtown area passes by the north and west boundaries of the project site under the cypress trees.

Two hotels are located across from the project site along Atascadero Road. The hotels are two stories, with exterior balconies and modest landscaping. Streetlights follow Atascadero Road east and west of the project site.

Regulatory Context and Viewer Sensitivity

The City of Morro Bay General Plan and LCP contain policies that protect the city's visual resources. The waterfront and Embarcadero are designated as scenic view areas in the General Plan Visual Resources and Scenic Highway Element. Morro Rock, the sand spit, the harbor, and navigable waterways are all considered significant scenic resources. Highway 1, which is located immediately adjacent to the project site, is an Officially Designated State Scenic Highway as well as a National Scenic Byway and All-American Road. The following visual policies and programs not only provide a regulatory framework but are also indicators of sensitivity to visual changes proposed at the project site.

State and National Scenic Designations

In 1999 Highway 1 was designated by the State of California as an Officially Designated Scenic Highway. The County of San Luis Obispo (County) and the City promoted the designation based on the high level of existing visual quality along the corridor as well as the desire to protect its visual resources in the future. In 2003 Highway 1 was also bestowed the title of "All-American Road" in the National Scenic Byway program. This designation recognizes the visual characteristics of the Highway 1 corridor as being among the highest quality in the nation. These designations illustrate the highest level of concern and sensitivity for the aesthetics within the project area and beyond.

City of Morro Bay Coastal Land Use Plan, Chapter XIII

The City's CLUP includes a chapter on Visual Resources to address the visual quality concerns in the city. The CLUP identifies several aesthetic concerns in the community, including overhead utility lines and the protection of neighborhood character:

D. Conflicts and Issues

3. Overhead Utility Lines

Throughout Morro Bay's residential neighborhoods and most of its commercial areas, there seems to be a maze of overhead utility lines darting in every direction. While this problem is not unique to Morro Bay, it seems particularly acute in this community, particularly in the northern sections of the City. This web of lines serves to both:

- a) Create a jumbled, blighted appearance for those areas in which it is most predominant;*
- b) Interfere with, obstruct, and in some cases render unsightly views that would otherwise be spectacular.*

Existing utility lines will continue to plague what is visually pleasant about Morro Bay and detract from property values unless a concerted effort is taken to eliminate this eyesore.

6. Protection of Neighborhood Character

One of the priorities of the Coastal Act is the protection of the character of the community and its neighborhoods. Morro Bay recognizes the need to preserve the unique character of its varied neighborhoods and to create a higher quality visual environment within them. Among some of the issues that predicate the establishment of policy to preserve neighborhood character are the following:

- (d) There is a need for balancing formula governing the allowable height and bulk of residential and commercial buildings.*

The City's CLUP identifies several policies to address these concerns:

E. Visual Resource Policies

Policy 12.01: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic and coastal areas to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas.

Policy 12.02: Permitted development shall be sited and designed to protect views to and along the coast and designated scenic areas and shall be visually compatible with the surrounding areas.

Policy 12.05(d): The City shall, as part of the implementation phase of the LCP, adopt new provisions to reduce allowable height and size where they interfere with views to and along State Highway One.

City of Morro Bay General Plan Visual Resources and Scenic Highway Element, Chapter IV

The Visual Resources and Scenic Highway Element of the City's General Plan and LCP establish criteria for the protection, preservation and enhancement of the city's scenic resources and identifies the scenic qualities along major roadways in Morro Bay. The element provides the following criteria and policies for the protection of scenic resources:

Assessment of Scenic Values

In order to implement the policies of the Coastal Act regarding visual resources, the City identified areas providing significant public views such as Morro Bay, Morro Rock, and the Pacific Ocean. Because man-made visual quality and natural visual quality are aesthetically pleasing and desirable in different ways, urban views are evaluated under different criteria than natural views. The criteria used for assessing views of the urban environment include such things as:

- a) The enhancement of the City's character through the use of building materials and scale of the structures;*
- b) The compatibility with surrounding structures;*
- c) The preservation of public views;*
- d) The enhancement and definition of the City's image.*

The General Plan identifies Morro Rock as the landmark of the community and the most significant visual feature of the area that can be seen from almost any location in Morro Bay.

The City's entry corridors are also important with regard to preserving and enhancing visual amenities. If the axiom that first impressions are most important is applied to Morro Bay, then entry corridors should receive considerable attention particularly when one considers that tourism is one of the principal economic bases for the City. Both Highway 1 and 41 are identified as "Entry Corridors" on Figure VR-3, Scenic Routes, of the General Plan. The intersection of Highways 1 and 41 is identified in the General Plan as a principal entryway to the city. The visual quality of this area is seriously impaired by the lack of landscaping, excessive signs, vacant and unkept properties, and overhead utilities. The General Plan states that the City should exercise strict design control over new development along these corridors to improve architectural coordination and quality. Special sign controls and landscaping requirements should be applied in these areas. Further, establishment of future utility undergrounding

districts by the City should focus on these entryways (refer to page IV-16 of the Visual Resources and Scenic Highway Element).

The General Plan identifies two policies that aim to enhance, protect, and preserve the existing and potential visual resources of Morro Bay and its surroundings:

Policy VR-2: The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic and coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas those such as designated on Figure VR-1, shall be subordinate to the character of its setting.

Policy VR-3: The City shall implement the Coastal Land Use Plan/Coastal Element map and policies, through the adoption of appropriate ordinances, to protect and enhance the visual resources associated with the corridors of the City's scenic highways and local designated routes.

Project Visibility

The applicant erected story poles on the project site in advance of the conceptual Planning Commission meeting on January 15, 2019. Five story poles were placed with string-line connection to help simulate the four corners of the structure and the structure's midpoint. The story poles were representative of the proposed maximum building height of the original project design (35.42 feet).

Views from Highway 1

The project site is located at an identified "Gateway" to Morro Bay. Highway 1, which is immediately east of the site, rises in elevation as it crosses over Highway 41. This elevated vantage point provides a direct view of the project site at a viewing distance of approximately 100 feet away. Traveling in the southbound direction of Highway 1, viewers would see the project from along an approximately 700-foot section of the roadway. Vehicles traveling at the posted speed limit would experience project views for approximately 7 seconds. Bicyclists, traveling at 20 miles per hour would see the project for approximately 23 seconds.

Traveling south, Morro Rock is directly visible from Highway 1 along an approximately 0.6-mile segment adjacent to the Cloisters development north of the project. Continuing southbound, views of Morro Rock are intermittent due to mature vegetation along the highway and around the high school. In the vicinity of the project site, the existing cypress trees lining the west side of the site substantially block views of Morro Rock, except at the southern end of the parcel where the row of trees ends. From that vantage point Morro Rock can be clearly seen to the southwest along an approximately 250-foot segment of the southbound lanes. South of the Highway 41 undercrossing, views to Morro Rock once again become intermittent due to intervening vegetation and development. The story poles that were erected in January 2019 showed that a small portion of the original project design would have blocked Morro Rock while traveling southbound past the project. The project design was altered in response to preliminary feedback from Planning Commission and the revised design analyzed here would not result in blocked views of Morro Rock while traveling southbound on Highway 1.

Traveling northbound, the project site would be potentially seen along an approximately 600-foot segment of Highway 1. Due to the slight northwest angle of Highway 1 while traveling northbound, and the location of Morro Rock south of the project site, the hotel would not block views of Morro Rock while traveling northbound on Highway 1. Similar to the views in the southbound direction, the existing cypress trees around the site block most of the views of the ocean. The story poles that were previously erected showed that the hotel would not block views of the ocean traveling northbound on Highway 1 as the height of the structure would be below the tree line of the cypress trees that backdrop the project.

Views from Highway 41/Atascadero Road

Highway 41 becomes Atascadero Road west of the southbound Highway 1 on- and off-ramps. From viewpoints west of Highway 1, the roadway is immediately adjacent to the project site and can be clearly seen in the foreground. West of the project site, the southernmost portion of the project parcel is visible, while existing vegetation and development limits views to the northern end of the site. As seen from Highway 41 east of Highway 1, the embankment slopes and vegetation of the undercrossing effectively block views of the project site.

Views from Other Local Roads

The project site can be seen from a portion of Main Street north of Highway 41. From this location, the ground-plane of the site is not visible, but the upper portion of the proposed structure would be visible across Highway 1. A glimpse of Morro Rock is available beyond the southern end of the cypress trees bordering the project site.

The project would also be seen from portions of Sunset Avenue and Hill Street east of Highway 1. The elevated viewing position of these roadways would allow for intermittent views of the project west of Highway 1.

City staff conducted a field reconnaissance to view the story poles from nearby local roads, including Sunset Avenue. The reconnaissance showed that due to the elevation of the project site approximately 16 feet below Highway 1, and the height and angle of the cypress trees on the western portion of the project site, the story poles (and therefore the hotel) did not block views of Morro Rock from residences on Sunset Avenue or other uphill streets (such as Hill Street).

The public bicycle trail would provide direct foreground views of the project as it passes along the northern and western perimeter of the site. Due to viewing distance, intervening development, and vegetation, the project would not be visible from public parks or the beach.

IMPACT DISCUSSION

Scenic vistas are generally defined as high-quality views displaying good aesthetic and compositional value that can be seen from public viewpoints. If the project substantially degrades the scenic landscape as viewed from public roads, or in particular designated scenic routes, or from other public or recreation areas, this would be considered a potentially significant impact on the scenic vista. The primary visual resource contributing to scenic vistas in the project vicinity is Morro Rock, approximately 1 mile southwest of the project site. Other visual resources along the Highway 1 corridor that contribute to scenic vistas often include views of the Pacific Ocean, the beach and shoreline, bluffs and cliffs, mature trees and other native vegetation, and the hillsides and ridges to the inland from Highway 1.

- a. Views of the Pacific Ocean are not readily visible from the immediate project area because of topography, distance, and intervening vegetation and development. The inland hills contribute to the scenic vista for views toward the east. Because of the project's location west of Highway 1, views to the scenic inland hills would not be affected.

As seen from southbound Highway 1, the project site occupies the foreground along an approximately 550-foot frontage of the highway and off-ramp. Although existing cypress trees block views to Morro Rock while traveling along most of the project frontage, no trees exist at the southernmost 120 feet of the project site. Through this gap, Morro Rock can be easily seen to the southwest. The project proposes a 35.5-foot-tall structure which steps down at its southern section. The elevation of the Highway 1 travel lanes is approximately 15 feet above the ground elevation of the project parcel. Review of the project site, story-pole exhibits, and photo simulations indicate that the hotel structure would have minimal effect on availability of views to Morro Rock as seen from the Highway 1 mainline (Figures 5 and 6). The bulk of the hotel structure would be seen in front of the existing row of cypress trees, which already block views to Morro Rock. A small portion of the southeastern corner of the building would affect the view; however,

the duration of this blockage would be approximately 1 second and would be inconsequential in terms of its effect on the scenic vista (Figure 6).

As the southbound off-ramp approaches Highway 41, it drops in elevation relative to the project site. As a result, the proposed building would occupy a greater percentage of the available view in that direction. However, as seen from the off-ramp, the existing view of Morro Rock is somewhat compromised relative to the views from the highway mainline due to the lower view angle and a greater amount of intervening development. As a result, the partial reduction of views to Morro Rock from the southbound off-ramp would be minimal.

As a result of these viewing conditions, potential impacts to the scenic vista would be less than significant.

- b. A scenic resource is a specific feature or element with a high degree of memorability or landmark characteristics that contribute to the high visual quality of the corridor. In general, coastal scenic resources along Highway 1 include the Pacific Ocean, the rugged cliffs and shoreline, rock outcroppings and inland hills, vegetated creek ways, and patterns of mature native vegetation. Morro Rock is among the most memorable and iconic natural features and coastal scenic resources as seen from Highway 1 through Morro Bay and the coastal communities of northern San Luis Obispo County. The project would result in a significant impact if it were to damage or have a substantial negative effect on views of any of those specific resources as seen from Highway 1, an Officially Designated State Scenic Highway.

As mentioned previously, the project would have only a minor effect on the availability of views to Morro Rock. As seen from southbound Highway 1, the southernmost portion of the hotel would affect a small portion of Morro Rock for a viewing duration of approximately 1 second (Figures 7 and 8). It is expected that this change would be unnoticed by the casual observer.

Additionally, because of some combination of proximity, view orientation, topography, intervening vegetation, or development, potential views of other identified scenic resources as seen from Highway 1 would be not affected by the project.

Therefore, potential impacts to the scenic resources as seen from the Officially Designated State Scenic Highway would be less than significant.

- c. Project-related actions would be considered to have a significant impact on the visual character of the site if they altered the area in a way that substantially changed, detracted from, or degraded the visual quality of the site or the surrounding area. The degree to which that change reflects documented community values and meets viewers' aesthetic expectations is the basis for determining levels of significance. Visual contrast and compatibility may be used as a measure of the potential impact that the project may have on the visual quality of the site. If a strong contrast occurred where project features or activities attract attention and dominate the landscape setting, this would be considered a potentially significant impact on visual character or quality of the site.

Figure 5. Existing view of the project site from southbound Highway 1 with Morro Rock in the distance.



Source: Arris Studio Architects

Figure 6. Simulation of the project from southbound Highway 1 with Morro Rock in the distance.



Source: Arris Studio Architects

The visual character of the project site and its surroundings is defined by both built and natural elements. Although the immediate project setting is characterized by suburban-type development, the views of Morro Rock, the Pacific Ocean, and the inland hills provide an awareness of a larger, natural context. These features combine for a moderately high visual quality and character. Within the project vicinity, the Highway 1/41 interchange, Atascadero Road, and Main Street corridors are seen as primarily commercial. With two existing hotels located directly across from the project site, the proposed hotel would not be an unexpected use for the area.

The proposed hotel structure would be 35.5 feet tall, which exceeds the maximum 30-foot height allowed by the City Zoning Ordinance. This three-story structure would be visually inconsistent with the two-story hotels across the street. Although the proposed structure shows some articulated features, shed-roof elements, and varied materials, its large mass and basic rectilinear box form would be apparent as seen from Highway 1. Although the building would be somewhat out-of-scale with the surrounding developments, the combination of the elevated Highway 1 viewing position relative to the site, along with the row of large cypress trees directly adjacent to the site would partially reduce the perceived size and visual mass of the project. The project plans include approximately 20 parking lot and accent trees along the east side of the structure. The trees would provide some visual filtering of the project but would not be sufficient in size or number to disguise the large visual scale of the hotel building.

Figure 7. Existing view of the project site from southbound Highway 1; existing cypress trees block views of Morro Rock.



Source: Arris Studio Architects

Figure 8. Simulation of the project from southbound Highway 1; existing cypress trees block views of Morro Rock.



Source: Arris Studio Architects

Figure 9. Existing view of the project site from the intersection of Atascadero Road and the Highway 1 southbound ramps.



Source: Arris Studio Architects

Figure 10. Simulation of the project from the intersection of Atascadero Road and the Highway 1 southbound ramps.



Source: Arris Studio Architects

The primary visual effect of the project would be that the site would go from being dominated by the mature cypress trees to being dominated by the large building. The proposed parking lot landscaping would visually reduce the visual mass of the proposed structure (JBLA Conceptual Landscape Plan February 2019 and JBLA Landscape Screening Update Letter November 2019). With implementation of the mitigation measures identified in this report, the perceived large mass and rectilinear character of the hotel building would be reduced. As a result, the project would result in significant but mitigable impacts to the existing visual character and quality of the site and its surroundings. After implementation of identified mitigation, residual impacts would be less than significant.

- d. The project would result in a significant impact if it subjected viewers from public viewpoints to a substantial amount of point-source lighting visibility at night, or if the collective lumination of the project resulted in a noticeable spillover effect into the nighttime sky, increasing the ambient light over the region. The placement of lighting, source of illumination, and fixture types combined with viewer locations, adjacent reflective elements, and atmospheric conditions can affect the degree of change to nighttime views.

Night lights are currently seen throughout the area. Streetlights line Atascadero Road and the Highway 1 on- and off-ramps. Various types of lights are associated with the nearby commercial properties, and sports field lighting can be seen at Morro Bay High School and Lila Keiser Park. The project plans identify a range of outdoor lighting, including parking lot pole lighting, and bollards and sconces on the building. LED lighting would be used throughout the project, with cut-off fixtures proposed for elevated light sources. A photometric study provided by the applicant shows no light spillover onto adjacent properties.

Based on this information combined with the existing developed setting, no substantial sources of light or glare affecting day or nighttime views would occur, and potential impacts would be less than significant.

CONCLUSION

Potentially significant impacts to aesthetic resources associated with the proposed project would be less than significant with implementation of mitigation.

MITIGATION AND MONITORING

Mitigation Measure VR-1: At time of application for construction permits, the applicant shall revise the Conceptual Landscape Plan (dated February 19, 2019) by Jim Burrows Landscape Architecture to be consistent with the Landscape Screening Update Letter dated November 7, 2019 by Jim Burrows Landscape Architecture. The revised landscape plan shall provide for landscaping that provides at least 50% year-round (evergreen) screening of the structure, as viewed from Highway 1 traveling southbound (east building frontage) and taken from the vantage point as shown in Figure 5. Within five years of final inspection and occupancy, the landscaping shall provide for

25% year-round screening of the structure as viewed from Highway 1 traveling southbound. Within ten years of final inspection and occupancy and for the life of the project, the landscaping shall provide for 50% year-round screening of the structure as viewed from Highway 1 traveling southbound. In the event the landscaping does not meet or falls below these performance criteria, the applicant shall retain a qualified landscape architect to prepare and submit a revised landscape and replanting plan to fulfil this mitigation measure to the satisfaction of the City.

Mitigation Measure VR-2: Per City of Morro Bay Municipal Code section 17.48.050, all overhead utilities on the project site shall be placed underground. Prior to issuance of grading permits, the applicant shall provide revised plans showing compliance with this measure for review and approval by the City of Morro Bay Community Development Department.

2. Agricultural Resources

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

ENVIRONMENTAL SETTING

The project site is located within the C-VS/PD (Visitor Serving Commercial/Planned Development) zoning district and designated by the City's General Plan and CLUP as Visitor Serving Commercial. The site is completely vacant and there is no record of previous development. No agricultural activities are present within or proximate to the project site. Based on review of the California Department of Conservation (DOC) San Luis Obispo County Important Farmland 2016 map (DOC 2016), the project site is designated as Urban and Built-up Land.

The project site is entirely underlain by 192 Psamments and Fluvents, occasionally flooded soils. Permeability is moderately rapid or rapid, and surface runoff is very slow or slow. The hazard of water erosion is moderate and during unusually heavy storms, damaging overflow and deposition can occur. Because the profile of these soils is highly variable, on-site investigation is needed to determine practices needed to control erosion, prevent flooding, and determine suitability for range, farming, and engineering uses. This soil is classified as Not Prime Farmland by the Natural Resource Conservation Service (NRCS 2019). This soil has a CA Storie Index Rating of Grade 4 – Poor.

IMPACT DISCUSSION

- a. There is no active farmland on the project site or in the project vicinity. The project site is designated as Urban and Built-up Land and does not contain soils classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the FMMP. On-site soils are designated Not Prime Farmland by the NRCS. Therefore, the project would not result in the conversion of Farmland pursuant to the FMMP to a non-agricultural use and no impacts would occur.
- b. The project site does not include land within the Agriculture land use designation or land subject to a Williamson Act contract. Therefore, the project would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract and no impacts would occur.
- c., d. The project site does not include land use designations or zoning for forest land or timberland, nor does the project site support forest land or timberland; therefore, the project would not result in the loss or conversion of these lands to non-forest use. No impacts would occur.
- e. The project is not located near Farmland or forest land and the nature of the project would not conflict with existing agricultural uses. The project would not substantially increase demand on agricultural water supplies and would not indirectly affect any proximate agricultural support facilities. Therefore, the project would not result in changes in the existing environment that could result in the conversion of Farmland to non-agricultural uses or forest land to non-forest uses. No impacts would occur.

CONCLUSION

The project would not directly or indirectly result in the conversion of farmland, forest land, or timber land to non-agricultural uses or non-forest uses and would not conflict with agricultural zoning or otherwise adversely affect agricultural resources or uses. No significant impacts to agricultural resources would occur and no mitigation measures are necessary.

MITIGATION AND MONITORING

Mitigation measures are not required.

3. Air Quality

| Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------------------------------------|---|-------------------------------------|------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | | X | | |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | | X | | |
| c. Expose sensitive receptors to substantial pollutant concentrations? | | X | | |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | | | X | |

ENVIRONMENTAL SETTING

This section summarizes the information in the Air Quality and Greenhouse Gas Impact Analysis prepared for the project (AMBIENT Air Quality and Noise Consulting 2019a). For more detailed information, please refer to Attachment B.

Morro Bay is in San Luis Obispo County, which is part of the South-Central Coast Air Basin (SCCAB) and within the jurisdiction of the San Luis Obispo County Air Pollution District (SLOAPCD). The climate of the SCCAB is strongly influenced by its proximity to the Pacific Ocean. Airflow around and within the basin plays an important role in the movement and dispersion of pollutants. The speed and direction of local winds are controlled by the location and strength of the Pacific high-pressure system and other global weather patterns, topographical factors, and circulation patterns that result from temperature differences between the land and the sea.

Air quality within the SCCAB is regulated by several jurisdictions including the U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), and SLOAPCD. Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation.

The SLOAPCD is the agency primarily responsible for ensuring that federal and state ambient air quality standards are not exceeded and that air quality conditions within the region are maintained. Responsibilities of the SLOAPCD include, but are not limited to, preparing plans for the attainment of ambient air quality standards, adopting and enforcing rules and regulations concerning sources of air pollution, issuing permits for stationary sources of air pollution, inspecting stationary sources of air pollution and responding to citizen complaints, monitoring ambient air quality and meteorological conditions, and implementing programs and regulations required by the federal and state Clean Air Acts.

As part of the California Clean Air Act, the SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SLOAPCD's 2001 Clean Air Plan (CAP) addresses the attainment and maintenance of federal and state ambient air quality standards. The CAP was adopted by SLOAPCD on March 26, 2002, and outlines strategies to reduce ozone-precursor pollutants (i.e., reactive organic gas [ROG] and nitrogen oxide [NOx]) from a wide variety of sources. The CAP includes a stationary-source control program, which includes control measures for permitted stationary sources, as well as transportation and land use management strategies to reduce motor vehicle emissions and use. The stationary-source control program is administered by SLOAPCD. Transportation and land use control measures are implemented at the regional or local

level by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled, and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which are used by SLOAPCD to forecast population-related emissions and air quality attainment, including those contained in the CAP.

The SLOAPCD has developed and updated their California Environmental Quality Act (CEQA) Air Quality Handbook (most recently updated with a November 2017 Clarification Memorandum) to help local agencies evaluate project-specific impacts and determine if air quality mitigation measures are needed, or if potentially significant impacts could result.

The SLOAPCD has established thresholds for both short-term construction emissions and long-term operational emissions. Use of heavy equipment and earth-moving operations during project construction can generate fugitive dust and engine combustion emissions that may have substantial temporary impacts on local air quality and climate change. Combustion emissions, such as NO_x, ROG, greenhouse gases (GHGs), and diesel particulate matter (DPM), are most significant when using large, diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other heavy equipment. The SLOAPCD has established thresholds of significance for each of these contaminants.

Operational impacts are focused primarily on the indirect emissions (e.g., motor vehicles) associated with residential, commercial, and industrial development. Certain types of projects can also include components that generate direct emissions, such as power plants, gasoline stations, dry cleaners, and refineries (source emissions).

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants, such as the elderly, children, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Some land uses are considered more sensitive to changes in air quality than others, due to the population that occupies the uses and the activities involved. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residences. The project site is located in a moderately developed area and the nearest sensitive land uses to the project site is Morro Bay High School, located immediately to the north and west of the project.

IMPACT DISCUSSION

- a. According to the SLOAPCD's CEQA Air Quality Handbook (2012), a consistency analysis with the CAP is required for a program-level environmental review and may be necessary for a larger project-level environmental review, depending on the project being considered. Project-level environmental reviews that may require consistency analysis with the CAP include large residential developments and large commercial/industrial developments. For such projects, evaluation of consistency is based on a comparison of the proposed project with the land use and transportation control measures and strategies outlined in the CAP. If the project is consistent with these measures, the project is considered consistent with the CAP.

The proposed project is not considered a large development project that would have the potential to result in a substantial increase in population or employment. In addition, the proposed project is also consistent with existing zoning designations. However, construction-generated emissions of ROG+NO_x would exceed the SLOAPCD's recommended significance threshold of 137 pounds per day. Projects that exceed the SLOAPCD's recommended significance thresholds would also be considered to potentially conflict with regional air quality planning efforts. Therefore, this impact is considered potentially significant.

Table 1: Summary of Ambient Air Quality Standards and San Luis Obispo County Attainment Status

| Pollutant | Averaging Time | California Standards* | | National Standards* | |
|--|-------------------------|--|--------------------------|-------------------------------------|--|
| | | Concentration* | Attainment Status | Primary ^(a) | Attainment Status |
| Ozone (O ₃) | 1-hour | 0.09 ppm | Non-Attainment | – | Non-Attainment Eastern SLO County -Attainment Western SLO County |
| | 8-hour | 0.070 ppm | | 0.075 ppm | |
| Particulate Matter (PM ₁₀) | AAM | 20 µg/m ³ | Non-Attainment | – | Unclassified/Attainment |
| | 24-hour | 50 µg/m ³ | | 150 µg/m ³ | |
| Fine Particulate Matter (PM _{2.5}) | AAM | 12 µg/m ³ | Attainment | 12 µg/m ³ | Unclassified/Attainment |
| | 24-hour | No Standard | | 35 µg/m ³ | |
| Carbon Monoxide (CO) | 1-hour | 20 ppm | Attainment | 35 ppm | Attainment/Maintenance |
| | 8-hour | 9 ppm | | 9 ppm | |
| | 8-hour (Lake Tahoe) | 6 ppm | | – | |
| Nitrogen Dioxide (NO ₂) | AAM | 0.030 ppm | Attainment | 0.053 ppm | Unclassified |
| | 1-hour | 0.18 ppm | | 100 ppm | |
| Sulfur Dioxide (SO ₂) | AAM | – | Attainment | 0.03 ppm | Unclassified |
| | 24-hour | 0.04 ppm | | 0.14 ppm | |
| | 3-hour | – | | 0.5 ppm (1300 µg/m ³)** | |
| | 1-hour | 0.25 ppm | | 75 ppb | |
| Lead | 30-day Average | 1.5 µg/m ³ | Attainment | – | No Attainment Information |
| | Calendar Quarter | – | | 1.5 µg/m ³ | |
| | Rolling 3-Month Average | – | | 0.15 µg/m ³ | |
| Sulfates | 24-hour | 25 µg/m ³ | Attainment | No Federal Standards | |
| Hydrogen Sulfide | 1-hour | 0.03 ppm (42 µg/m ³) | Attainment | | |
| Vinyl Chloride | 24-hour | 0.01 ppm (26 µg/m ³) | No Information Available | | |
| Visibility-Reducing Particle Matter | 8-hour | Extinction coefficient: 0.23/kilometer-visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%. | Attainment | | |

* For more information on standards visit: <http://ww.arb.ca.gov/research/aaqs/aaqs2.pdf>

** Secondary Standard

Source: SLOAPCD 2017; CARB 2017a

In July 2005, the SLOAPCD adopted the Particulate Matter Report (PM Report). The PM Report identifies various measures and strategies to reduce public exposure to PM emitted from a wide variety of sources, including emissions from permitted stationary sources and fugitive sources, such as construction activities. Uncontrolled fugitive dust generated during construction may result in localized pollutant concentrations that may result in increased nuisance concerns to nearby land uses. Therefore, construction-generated emissions of fugitive dust would be considered to have a potentially significant impact.

Implementation of Mitigation Measure AQ-1 would include measures to reduce construction-generated emissions of fugitive dust, as well as mobile-source emissions associated with construction vehicle and equipment operations and evaporative emissions from architectural coatings. With implementation of mitigation, overall emissions of fugitive dust would be reduced by roughly 50–60%. These measures would also help to ensure compliance with the SLOAPCD's 20% opacity limit (SLOAPCD Rule 401) and nuisance rule (SLOAPCD Rule 402) and would minimize potential nuisance impacts to nearby receptors. Therefore, this impact would be significant but mitigable. With implementation of identified mitigation, residual impacts would be less than significant.

b. Short-Term Construction Emissions

The construction of the proposed project would result in the temporary generation of emissions associated with site grading and excavation, paving, and motor vehicle exhaust associated with construction equipment and worker trips, as well as the movement of construction equipment on unpaved surfaces. Short-term construction emissions would result in increased emissions of ozone-precursor pollutants (i.e., ROG and NO_x) and emissions of PM. Emissions of ozone precursors would result from the operation of on- and off-road motorized vehicles and equipment. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities and can result in increased concentrations of PM that can adversely affect nearby sensitive land uses.

Estimated daily and quarterly emissions associated with initial construction of the proposed project are presented in Tables 2 and 3, respectively. Construction-generated emissions in comparison to SLOAPCD significance thresholds are summarized in Table 4. As depicted, maximum daily emissions associated with construction of the proposed project would total approximately 118.8 pounds per day of ROG+NO_x. Emissions of particulate matter 10 micrometers or less in diameter (PM₁₀) during construction would total approximately 5.2 pounds per day or less. Maximum quarterly construction-generated emissions would total approximately 1.0 tons of ROG+NO_x and less than 0.1 tons of both Fugitive PM₁₀ and DPM. Estimated construction emissions would not exceed the SLOAPCD's significance thresholds. However, if uncontrolled, fugitive dust generated during construction may result in localized pollutant concentrations that could exceed ambient air quality standards and result in increased nuisance concerns to nearby land uses. For these reasons, construction-generated emissions would be a potentially significant impact.

With implementation of Mitigation Measure AQ-1, overall emissions of fugitive dust would be reduced by approximately 50–60%. These measures would also help to ensure compliance with SLOAPCD's 20% opacity limit (SLOAPCD Rule 401) and nuisance rule (SLOAPCD Rule 402) and would minimize potential nuisance impacts to nearby receptors. With the use of low-volatile organic compound (VOC)-content paints, maximum daily construction-generated emissions of ROG+NO_x would total approximately 65 pounds per day. Mitigated emissions of ROG+NO_x would not exceed SLOAPCD's daily significance threshold of 137 pounds per day (Table 5). Therefore, this impact would be significant but mitigable. With implementation of identified mitigation, residual impacts would be less than significant.

Table 2: Daily Construction Emissions Without Mitigation

| Construction Activity | Construction Year | Daily Emissions (lbs) | |
|---|-------------------|-----------------------|--------------------------|
| | | ROG+NO _x | Exhaust PM ₁₀ |
| Site Preparation | 2020 | 50.1 | 2.4 |
| Grading/Excavation | 2020 | 38.4 | 1.5 |
| Building Construction | 2020-2021 | 118.8 | 5.2 |
| Paving | 2021 | 13.3 | 0.7 |
| Architectural Coating | 2021 | 27.7 | 0.1 |
| <i>SLOAPCD Significance Thresholds</i> | | <i>137</i> | <i>7</i> |
| <i>Maximum Daily Emissions-Year 2021</i> | | <i>118.8</i> | <i>5.2</i> |
| Exceed SLOAPCD Thresholds? | | No | No |

Maximum Daily Emissions: Assumes that building construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day. Totals may not sum due to rounding. Refer to Attachment B for modeling assumptions and results.

Table 3: Quarterly Construction Emissions Without Mitigation

| Quarter | Quarterly Emissions (tons) | | | | |
|---|----------------------------|-------------------|--------------------|--------------------|--------------------|
| | ROG+NO _x | PM ₁₀ | | | |
| | | Dust | Exhaust | Total | |
| Quarter 1 | 1.0 | 0.10 | 0.05 | 0.15 | |
| Quarter 2 | 0.8 | 0.03 | 0.04 | 0.06 | |
| Quarter 3 | 0.9 | 0.03 | 0.04 | 0.07 | |
| Quarter 4 | 1.0 | 0.02 | 0.04 | 0.06 | |
| <i>Maximum Quarterly Emissions:</i> | | <i>1.0</i> | <i>0.10</i> | <i>0.05</i> | <i>0.15</i> |
| <i>SLOAPCD Significance Thresholds</i> | | <i>2.5</i> | <i>2.5</i> | <i>0.13</i> | <i>None</i> |
| Exceed SLOAPCD Thresholds? | | No | No | No | No |

To be conservative, total exhaust PM₁₀ emissions were compared to SLOAPCD's DPM threshold. Totals may not sum due to rounding. Refer to Attachment B for modeling assumptions and results.

Table 4: Summary of Construction Emissions Without Mitigation

| Criteria | Project Emissions* | SLOAPCD Significance Threshold | Exceed Significance Threshold? |
|--|--------------------|--------------------------------|--------------------------------|
| Maximum Daily Emissions of ROG+NO _x | 118.8 lbs/day | 137 lbs/day | No |
| Maximum Daily Emissions of DPM | 5.2 lbs/day | 7 lbs/day | No |
| Maximum Quarterly Emissions of ROG+NO _x | 1.0 tons/qtr. | 2.5 tons/qtr. | No |
| Maximum Quarterly Emissions of DPM | 0.05 tons/qtr. | 0.13 tons/qtr. | No |
| Maximum Quarterly Emissions of Fugitive PM | 0.1 tons/qtr. | 2.5 tons/qtr. | No |

* lbs/day = pounds per day, tons/qtr. = tons per quarter

Quarterly thresholds are based on the more conservative Tier 1 thresholds. Refer to Attachment B for modeling assumptions and results.

Table 5: Daily Construction Emissions with Mitigation

| Construction Activity | Construction Year | Daily Emissions (lbs) | |
|--|-------------------|-----------------------|--------------------------|
| | | ROG+NO _x | Exhaust PM ₁₀ |
| Site Preparation | 2019 | 20.2 | 1.0 |
| Grading/Excavation | 2019 | 26.0 | 0.8 |
| Building Construction | 2019–2020 | 65.0 | 2.7 |
| Paving | 2020 | 9.8 | 0.5 |
| Architectural Coating | 2020 | 27.1 | 0.1 |
| SLOAPCD Significance Thresholds | | 137 | 7 |
| <i>Maximum Daily Emissions-Year 2020</i> | | <i>101.9</i> | <i>3.3</i> |
| Exceed SLOAPCD Thresholds? | | No | No |

Maximum Daily Emissions: Assumes that building construction, paving, and application of architectural coatings could potentially occur simultaneously on any given day. Totals may not sum due to rounding. Refer to Attachment B for modeling assumptions and results.

Long-term Operational Emissions

Long-term operational emissions associated with the proposed project would be predominantly associated with mobile sources. To a lesser extent, emissions associated with area sources, such as landscape maintenance activities, as well as, use of electricity and natural gas would also contribute to increased operational emissions. Unmitigated operational emissions associated with operation of the proposed project are summarized in Table 6. As depicted, maximum daily operational emissions would total approximately 10.5 pounds per day ROG+NO_x, 13.3 pounds per day carbon monoxide (CO), 2.3 pounds per day of fugitive PM₁₀, and 0.1 pounds per day of exhaust PM₁₀. Maximum annual emissions would total approximately 1.9 tons/year of ROG+NO_x and approximately 0.4 tons/year of fugitive PM₁₀. Operational emissions associated with the proposed project would not exceed SLOAPCD significance thresholds. As a result, this impact would be less than significant.

Table 6: Operational Emissions Without Mitigation

| Operational Period/Source | Emissions | | | | | | |
|--|------------|-----------------|---------------------|------------|------------------|-------------|------------|
| | ROG | NO _x | ROG+NO _x | CO | PM ₁₀ | | |
| | | | | | Fugitive | Exhaust | Total |
| Daily Emissions (lbs/day) | | | | | | | |
| Summer Conditions | 4.8 | 5.7 | 10.5 | 12.7 | 2.3 | 0.1 | 2.4 |
| Winter Conditions | 1.2 | 5.9 | 7.2 | 13.3 | 2.3 | 0.1 | 2.4 |
| SLOAPCD Significance Thresholds | -- | -- | 25 | 550 | 25 | 1.25 | -- |
| Exceeds SLOAPCD Thresholds? | -- | -- | No | No | No | No | -- |
| Annual Emissions (tons/year) | | | | | | | |
| <i>Total Project Emissions</i> | <i>0.9</i> | <i>1.0</i> | <i>1.9</i> | <i>2.3</i> | <i>0.4</i> | <i>0.0</i> | <i>0.4</i> |
| SLOAPCD Significance Thresholds | -- | -- | 25 | -- | 25 | -- | -- |
| Exceeds SLOAPCD Thresholds? | -- | -- | No | -- | No | -- | -- |

Based on year 2020 operational conditions. Totals may not sum due to rounding. Refer to Attachment B for modeling output files and assumptions.

- c. Localized air quality impacts would be primarily associated with the project's contribution to localized mobile-source CO concentrations, as well as exposure to construction-generated emissions.

Localized Carbon Monoxide Concentrations

Localized concentrations of CO are of primary concern in areas located near congested roadway intersections. Of particular concern are signalized intersections that are projected to operate at unacceptable levels of service (LOS) E or F. Based on the traffic analysis prepared for this project, the proposed project would not substantially contribute to unacceptable levels of service (i.e., LOS E or F) at signalized intersections. Two of the study intersections (the Highway 41 intersections at Main Street and the Highway 1 southbound on- and off-ramps) currently operate below the LOS C/D threshold for vehicles. The addition of project traffic would increase delay at these intersections by less than 2 seconds at both locations. The City and Caltrans are pursuing a six-leg roundabout at this intersection. This project is currently in the design stage. Constructing the roundabout would result in acceptable operations (Central Coast Transportation Consulting [CCTC] 2018). In addition, the proposed project would not result in emissions of CO in excess of the SLOAPCD's significance threshold of 550 pounds per day. Therefore, this impact would be less than significant.

Naturally Occurring Asbestos

Naturally Occurring Asbestos (NOA) has been identified as a toxic air contaminant by the CARB. In accordance with CARB Airborne Toxic Control Measures (ATCMs), prior to any grading activities a geologic evaluation should be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request form, along with a copy of the geologic report, must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. ed on a review of the SLOAPCD's map depicting potential areas of NOA, the project site is not located in an area that has been identified by SLOAPCD as having a potential for NOA. As a result, this impact is considered less than significant.

Localized PM Concentrations

Implementation of the proposed project would result in the generation of fugitive PM emitted during construction. Fugitive PM emissions would be primarily associated with earth-moving, demolition, and material-handling activities, as well as vehicle travel on unpaved and paved surfaces. On-site off-road equipment and trucks would also result in short-term emissions of DPM. If uncontrolled, localized concentrations of PM could exceed air quality standards and may also result in increased nuisance impacts to nearby land uses and receptors. This impact is considered potentially significant. Idling of on-site equipment during construction would be prohibited when equipment is not in use in accordance with SLOAPCD requirements (CEQA Air Quality Handbook section 2.1.1) due to the close proximity of sensitive receptors, including the adjacent school.

Mitigation Measure AQ-1 includes measures for the control of fugitive dust emitted during project construction. Mitigation Measures AQ-2.b through AQ-2.i include additional provisions for reducing emissions of DPM from on-site mobile sources. With implementation of Mitigation Measure AQ-1 and AQ-2, this impact would be less than significant.

- d. The proposed project would not result in the installation of any equipment or processes that would be considered major odor-emission sources. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people. In addition, pavement coatings and architectural coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. As a result, short-term construction activities

would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential exposure of sensitive receptors to odorous emissions would be considered less than significant.

CONCLUSION

Implementation of the proposed project would result in emissions exceeding thresholds of significance, as identified by the SLOAPCD, which would also be considered to potentially conflict with regional air quality planning efforts. Standard mitigation has been identified to reduce potential impacts. With incorporation of the mitigation detailed below, the project would result in less-than-significant impacts on air quality.

MITIGATION AND MONITORING

Mitigation Measure AQ-1: The following measures shall be implemented to minimize construction-generated emissions. These measures are based on SLOAPCD standard mitigation measures and would help to ensure compliance with the SLOAPCD's 20% opacity limit (SLOAPCD Rule 401) and nuisance rule (SLOAPCD Rule 402). These measures shall be shown on grading and building plans:

- a. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.
- b. To the extent locally available, prefinished building materials or materials that do not require the application of architectural coatings shall be used.
- c. Reduce the amount of the disturbed area where possible.
- d. Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.
- e. All dirt stock-pile areas should be sprayed daily as needed.
- f. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- g. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
- h. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.
- i. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- j. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- k. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.
- l. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways.

- m. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.
- n. The burning of vegetative material shall be prohibited. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the SLOAPCD Engineering and Compliance Division at (805) 781-5912.
- o. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.
- p. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the APCD. Such equipment may include: power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g., aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering and Compliance Division at (805) 781-5912.

Mitigation Measure AQ-2: The following measures based on the SLOAPCD standard mitigation measures for construction equipment for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment shall be implemented to reduce exposure of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

- a. Implement Mitigation Measure AQ-1, as identified above.
- b. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 - 1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
 - 2. Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
- c. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- d. Fuel all off-road and portable diesel-powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- e. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- f. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation.
- g. Electrify equipment when possible;
- h. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,

- i. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

4. Biological Resources

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | X | | |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | | | | X |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | X |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | X | |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | | X |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | | | | X |

ENVIRONMENTAL SETTING

A Biological Resources Assessment (BRA) was prepared by Kevin Merk Associates (KMA 2018; Attachment C) and has been incorporated into the following discussion and analysis. The BRA included field surveys conducted by Principal Biologist Kevin Merk on February 9, March 26, and April 27, 2018, to determine if any special-status species had the potential to occur on-site. A literature review was also conducted to assess what species have known occurrences within the project vicinity. The review included a query of the most recent version of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) to identify reported occurrences of sensitive resources within the project vicinity. In addition to the CNDDDB query, the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants of California (CNPS 2019) was reviewed to provide additional information on rare plants that are known to occur in the area.

The project is located on an undeveloped lot composed of weedy annual grasses and forbs surrounded by chain link fence. There are no drainages or aquatic features on-site. The field surveys conducted as part of the BRA identified disturbed annual grassland as the primary habitat type on-site. A windrow of Monterey cypress (*Hesperocyparis macrocarpa*) is present just off-site of the western and northern sides of the property, and only the outer tree canopy extends onto the site. No special-status plants were observed on-site, and none are expected to occur due to the regular cycle of disturbance from historic land uses (e.g., annual mowing) and predominance of nonnative weedy species. Based on the site's proximity to existing development, adjacency to Highway 1, and its setback from the

immediate coastline, no special-status wildlife species are expected to occur on-site. No habitats constituting Environmentally Sensitive Habitat Areas (ESHA) as defined by the City's LCP were identified.

IMPACT DISCUSSION

- a. A review of potentially occurring special-status species was performed using CNDDDB and CNPS searches, and through multiple field surveys of the entire project area. The CNDDDB identified numerous special-status plants and plant communities of special concern that have been found to occur within the general vicinity of the property. Special-status plant communities known to occur in the area are primarily associated with coastal dune habitats farther west along the immediate coastline and include coastal dune scrub, coastal foredune, coastal and valley freshwater marsh, maritime chaparral, riparian, and serpentine bunchgrass. The disturbed nature of the site does not provide suitable habitat for any of the special-status plants or plant communities evaluated in the BRA. No special-status plants or plant communities were observed within the study area during the field surveys and they are not expected to occur on-site.

The CNDDDB also identified numerous animal species with the potential to occur in the project vicinity; however, all of these species have highly specialized habitat requirements that are not present on-site. The project site does not contain any drainages or aquatic features that would otherwise provide suitable aquatic habitat for species, such as California red-legged frog (*Rana draytonii*). Since the proposed development area is highly disturbed from years of mowing, coastal scrub habitat for species such as the legless lizard (*Anniella pulchra*) and coast horned lizard (*Phrynosoma blainvillii*) is not present, and therefore reptiles known to occur in scrub habitats are not expected to occur. Based on the proximity of the site to the Pacific Ocean, the CNDDDB search identified numerous coastal species that are known to occur in the coastal sand dunes to the west and southwest of the project area. However, species such as the California black rail (*Laterallus jamaicensis coturniculus*), Morro Bay blue butterfly (*Icaricia icarioides moroensis*), and western snowy plover (*Charadrius nivosus ssp. nivosus*) are not expected to occur on-site based on the lack of suitable habitat.

Monarch butterflies (*Danaus plexippus*) are known to overwinter in the Morro Bay area farther south of the site, and historic occurrences were identified to the north and south of the site. During the field surveys, the cypress windrow was inspected and confirmed that it did not have sufficient structure or proximity to food and water sources to create the micro-climate needed to provide suitable overwintering habitat. Windrows lack the more complex structure needed to protect butterflies and buffer them from wind and cold temperatures during winter storm events.

Other invertebrate species with known occurrences in the immediate project area include the federal endangered Morro shoulderband snail (MSS) (*Helminthoglypta walkeriana*). The MSS is associated with coastal dune and coastal sage scrub habitats occurring on sandy soils (Baywood fine sands) around the Los Osos and Morro Bay area. The site does not support suitable MSS habitat since coastal dune scrub/sage scrub habitat, ice plant mats, or clumps of veldt grass (*Ehrharta calycina*) are not present. In addition, the on-site soils are disturbed from their original sandy dune nature, and no suitable anthropogenic habitat (e.g., old debris piles) was present on-site that could provide shelter for this species. In addition, the site is separated from known occurrences to the west by existing development and the windrow of cypress trees. Cypress trees are known to create a movement barrier for the species, especially when no understory vegetation is present. Therefore, based on the lack of suitable habitat and separation from known occurrences by existing development and the Monterey cypress windrow, MSS is not expected to occur onsite.

Although no special-status wildlife species were observed during the surveys, suitable habitat for nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC) was present in the Monterey cypress windrow just off-site to the west and north. The project does not propose to remove any trees as part of the project and no nests were observed during the field surveys;

however, nesting birds could be present on a seasonal basis in these trees, and construction activities as well as trimming or removing trees could adversely affect their nesting activities. Mitigation Measure BIO-1 would require preconstruction nesting surveys to avoid impacts to birds protected under the MBTA and CFCG.

The project site does not contain suitable habitat for any of the other special-status species identified in database queries. With implementation of Mitigation Measure BIO-1, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in regional or local plans, policies, or regulations, or by the CDFW or U.S. Fish and Wildlife Service (USFWS). Therefore, impacts would be less than significant with mitigation.

- b. The project site is a flat lot and does not contain any riparian or any other sensitive habitats. The project site does not support ESHA or other habitat that would support special-status species. The project would not have substantial adverse effect on any riparian habitat or other sensitive natural community identified in regional or local plans, policies, or regulations, or by the CDFW or USFWS. Therefore, no impacts would occur.
- c. The project site does not support any wetlands or drainages and does not contain waters or wetland features on or near the project site that would be subject to federal or state jurisdiction. The closest drainage feature and sensitive habitat area is Morro Creek, located approximately 750 feet to the south, which is separated from the property by existing development, including two hotels and Lila Keiser Park. The project would not have a substantial adverse effect on federally or state-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; therefore, no impacts would occur.
- d. The project would occur within an urban area that is mostly developed and is bound by Highway 1 to the east, Atascadero Road to the south, and Morro Bay High School to the north and west. The project area does not support any surface water resources, migratory corridors, or nursery sites. Therefore, based on the location of the project, habitat conditions, and analysis presented in the BRA, impacts to movement of native and migratory species would be less than significant.
- e. The project would be located in the Coastal Zone and is subject to the City's LCP, which includes polices related to the preservation of ESHA and other sensitive biological resources. Based on the field surveys conducted as part of the BRA, no ESHA or other sensitive biological resources were identified on-site. The project does not propose to remove trees or any other activities that would otherwise conflict with any local policies or ordinances protecting biological resources. Therefore, no impacts would occur.
- f. The project site is not subject to any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan. Therefore, no impacts related to conflicts would occur.

CONCLUSION

Potentially significant impacts to biological resources associated with the proposed project would be less than significant with implementation of standard mitigation to avoid impacts to nesting birds.

MITIGATION AND MONITORING

Mitigation Measure BR-1: To avoid impacts to nesting birds, including raptors, for construction activities occurring between February 15 and August 31, a preconstruction survey for active bird nests shall be conducted by a qualified biologist. Surveys shall be conducted within 2 weeks prior to construction activities. If no active nests are located, construction activities can proceed. If active nests are located, then all construction work shall be

conducted outside a non-disturbance buffer zone to be developed by the project biologist based on the species (i.e., 50 feet for common species and up to 250 feet for raptors), slope aspect and surrounding vegetation in proximity to the nest site. No direct disturbance to nests shall occur until the young are no longer reliant on the nest site as determined by the project biologist. The biologist shall conduct monitoring of the nest until all young have fledged. The qualified biologist shall document all active nests and submit a letter report to the City of Morro Bay documenting project compliance with the Migratory Bird Treaty Act, California Fish and Game Code, and applicable project mitigation measures, within 14 days of survey completion or prior to first inspection, whichever occurs first.

5. Cultural Resources

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5? | | | X | |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? | | X | | |
| c. Disturb any human remains, including those interred outside of dedicated cemeteries? | | X | | |

ENVIRONMENTAL SETTING

The project site is located in an area historically occupied by the Obispeño Chumash and is considered by some to include the southern boundary of the Playano Salinan people. During prehistoric times, the areas surrounding the Morro Bay inlet and estuary were rich in terrestrial, littoral, and estuarine resources, which directly correlate to the high frequency of prehistoric cultural sites identified in the Morro Bay region. Several locations along the coast and Morro Creek are designated Archaeologically Sensitive (AS) by the City and the County.

A Phase 1 Archaeological Report (SWCA 2018) was prepared for the project site which included a records search at the Central Coast Information Center (CCIC) at the University of California, Santa Barbara and a pedestrian surface survey. Based on the results of the records search, numerous archaeological studies have been conducted within a 0.25-mile radius of the project site, including an intensive pedestrian field survey of the current project area. No resources were identified within or adjacent to the project area as result of that effort; however, eight previously identified prehistoric archaeological sites have been identified within a 0.25-mile radius of the project area. The closest resource is located approximately 400 feet east and is a historic property listed on the National Register of Historic Places (NRHP). During the field survey, the presence of previously undocumented, significant archaeological resources were not identified within the project area. However, the survey did identify Pismo clam, abalone, ceramic, and glass fragments that were likely associated with historic-era buildings once located near the project area.

IMPACT DISCUSSION

- a. Based on the CCIC records search, the project site does not directly contain any historic resources; however, a historic property listed on the NRHP is located near the project site. All project activities would be limited to the project site and the proposed project would not cause a substantial adverse change in the significance of proximate historical resources. Therefore, impacts would be less than significant.
- b, c. Based on the discussion above, and information documented in the Phase I Archaeological Report, no known archaeological resources, including human remains, are known to be present within the project site. However, the project is located in an archaeologically sensitive area and eight prehistoric archaeological

sites have been previously identified in the project vicinity, some of which contain human remains. Therefore, the project area is considered moderately sensitive for the presence of buried and/or obscured archaeological resources. Mitigation Measure CUL-1 would require the development of an Archaeological Monitoring Plan (AMP) and associated archaeological monitoring procedures during initial ground-disturbing activities. The AMP would appropriately identify and address archaeological finds encountered during construction monitoring and would include measures to avoid or reduce potential impacts to cultural resources. Implementation of these mitigation measures would ensure impacts to archaeological resources, including human remains, are avoided and minimized. Therefore, potential impacts associated with archaeological resources and the disturbance of human remains would be less than significant with mitigation.

CONCLUSION

Potentially significant impacts to cultural resources associated with the proposed project would be less than significant with implementation of identified mitigation.

MITIGATION AND MONITORING

To minimize the potential significant impacts to cultural resources, the following mitigation measure would be implemented.

Mitigation Measure CUL-1: Prior to project implementation, the applicant shall prepare an Archaeological Monitoring Plan (AMP) for review and approval by the City of Morro Bay. A standard clause shall be included in every grading and construction contract to inform contractors of this requirement. The AMP shall include, but not be limited to, the following:

- a. A list of personnel involved in the monitoring activities;
- b. Description of how the monitoring shall occur;
- c. Description of frequency of monitoring (e.g., full time, part time, spot checking);
- d. Description of what resources are expected to be encountered;
- e. Description of circumstances that would result in the halting of work at the project site;
- f. Description of procedures for halting work on the site and notification procedures;
- g. Description of monitoring reporting procedures; and
- h. Specific, detailed protocols for what to do in the event of the discovery of human remains.

Mitigation Measure CUL-2: An archaeological monitor and a representative from the Salinan Tribe of Monterey and San Luis Obispo Counties and the yak titʷu titʷu yak tithini Northern Chumash Tribe shall be present during project-related ground-disturbing activities that have the potential to encounter previously unidentified archaeological resources, as outlined in the AMP prepared to satisfy CUL-1. Archaeological and tribal monitoring may cease at any time if the qualified archaeologist, in coordination with the City's Environmental Coordinator and the tribes, determine that project activities do not have the potential to encounter and/or disturb unknown resources.

6. Energy

| Would the project: | | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------|--|--------------------------------|--|------------------------------|-----------|
| a. | Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | | X | | |
| b. | Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | X | | |

ENVIRONMENTAL SETTING

This section summarizes information in the Energy Impact Analysis prepared for the project (AMBIENT Air Quality and Noise Consulting 2019b; Attachment E).

Energy use is typically associated with transportation, construction, and the operation of land uses. Transportation energy use is generally categorized by direct and indirect energy. Direct energy relates to energy consumption by vehicle propulsion. Indirect energy relates to the long-term indirect energy consumption of equipment, such as maintenance activities. Energy is also consumed by construction and routine operation and maintenance of land use. Construction energy relates to a direct one-time energy expenditure primarily associated with the consumption of fuel use to operate construction equipment. Energy related to land use is normally associated with direct energy consumption for heating, ventilation, and air conditioning of buildings.

The city is currently served by Pacific Gas and Electric Company (PG&E) for electricity needs. However, beginning in January 2020, the city will begin receiving electricity from Monterey Bay Community Power (MBCP), a Community Choice Energy agency that provides carbon-free electricity. MBCP energy resources consist largely of solar, wind, and hydroelectric. Roughly 34% of MBCP's 2018 total electric power mix came from renewable energy sources and 66% came from hydroelectric sources (MBCP 2019). The city is served by the Southern California Gas Company (SoCalGas) for natural gas needs. In 2017, natural gas throughput provided by SoCalGas totaled 236 billion cubic feet (Bcf). Natural gas demand has decreased over the past few years and is expected to continue to decline at a rate of 0.5% per year.

The energy impact analysis prepared by AMBIENT Air Quality and Noise Consulting (2019b; Attachment E) evaluated electricity and natural gas usage requirements associated with future development, as well as energy requirements associated with the use of on-road and off-road vehicles. The degree to which the proposed project would comply with existing energy standards, as well as applicable regulatory requirements and policies related to energy conservation, was also taken into consideration in the energy impact analysis.

IMPACT DISCUSSION

- a. The long-term operation of the proposed land uses would require electricity and natural gas usage for lighting, space and water heating, appliances, water conveyance, and landscaping maintenance equipment. Indirect energy use would include wastewater treatment and solid waste removal. Project operation would include the consumption of diesel and gasoline fuel from on-road vehicles. Implementation of the proposed project would increase electricity, diesel, gasoline, and natural gas consumption associated with construction activities, as well as long-term operational activities.

Construction-Related Energy Consumption

Table 7 summarizes the levels of energy consumption associated with project construction. Construction equipment use and associated energy consumption would be typical of that commonly associated with the

construction of new land uses. As a result, project construction would not be anticipated to require the use of construction equipment that would be less energy efficient than those commonly used for the construction of similar land uses. Idling of on-site equipment during construction would be prohibited when equipment is not in use in accordance with SLOAPCD requirements and mitigation measures included as part of the air quality analysis prepared for this project. Furthermore, on-site construction equipment may include alternatively fueled vehicles (e.g., natural gas), where feasible and to the extent locally available, in accordance with mitigation measures included as part of the GHG analysis prepared for this project. Energy use associated with construction of the proposed project would be temporary and would not be anticipated to result in the need for additional capacity, nor would construction be anticipated to result in increased peak-period demands for electricity. As a result, construction of proposed project would not result in an inefficient, wasteful, or unnecessary consumption of energy. As a result, impacts are considered less than significant.

Table 7: Construction Energy Consumption

| Source | Total Fuel Use (gallons) | Total MMBTU |
|---------------------------------|--------------------------|--------------|
| Off-Road Equipment Use (Diesel) | 31,328 | 4,304 |
| On-Road Vehicles (Gasoline) | 6,551 | 789 |
| On-Road Vehicles (Diesel) | 7,313 | 1,005 |
| Total: | | 6,097 |

Fuel use was calculated based, in part, on default construction schedules, equipment uses, and vehicle trips identified for the construction of similar land uses contained in the CalEEMod output files prepared for the air quality analysis conducted for this project. Refer to Attachment E for modeling assumptions and results.

Operational Mobile-Source Energy Consumption

Operational mobile-source energy consumption would be primarily associated with vehicle trips to and from the hotel. Table 8 summarizes the total fuel use at build-out of the proposed land uses. Project related trips would adhere to Federal and State regulations that include, but are not limited to, the Low-Carbon Fuel Standard, Advanced Clean Car Program, and Low-Emission Vehicle Program, which would contribute to reductions in future fuel usage. However, the proposed project does not include measures to reduce employee or guest vehicle trips. As a result, this impact would be considered potentially significant

Table 8: Operational Fuel Consumption

| Source | Total Fuel Use (gallons) | Total MMBTU |
|-----------------------------|--------------------------|--------------|
| On-Road Vehicles (Diesel) | 7,326 | 1,006 |
| On-Road Vehicles (Gasoline) | 39,788 | 4,792 |
| Total: | | 5,798 |

Fuel use was calculated based, in part, on VMT data for the proposed land uses derived from CalEEMod. Refer to Attachment E for modeling assumptions and results.

Operational Building-Use Energy Consumption

The proposed project would result in increased electricity and natural gas consumption associated with the long-term operation of the proposed land uses. It is important to note that the proposed buildings would be required to comply with Title 24 standards for energy-efficiency, which would include increased building

insulation and energy-efficiency requirements, including the use of energy-efficient lighting, energy-efficient appliances, and use of low-flow water fixtures.

Estimated electricity and natural gas consumption associated with proposed Project are summarized in Table 9. The proposed project would comply with the most current building energy-efficient standards (i.e., Title 24), which would result in increased building energy efficiency and energy conservation. However, without mitigation, implementation of the proposed project could result in wasteful, inefficient, and unnecessary consumption of energy. As a result, this impact is considered potentially significant.

Table 9: Operational Electricity and Natural Gas Consumption

| Source | Energy Use | MMBTU/Year |
|--------------------------------------|--------------------|--------------|
| Electricity Consumption | 711,682 kWh/Yr. | 2,428 |
| Water Use, Treatment, and Conveyance | 34,032 kWh/Yr. | 22 |
| Natural Gas Use | 4,863,300 kBTU/Yr. | 4,863 |
| Total: | | 7,313 |

Fuel use was calculated based, in part, on default construction schedules, equipment uses, and vehicle trips contained in the CalEEMod output files prepared for the air quality analysis conducted for this project. Refer to Attachment E for modeling assumptions and results.

Mitigation Measure GHG-1 includes measures that would result in decreased energy consumption and increase reliance on renewable energy sources. With the implementation of Mitigation Measures GHG-1, implementation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy. This impact would be less than significant with mitigation.

- b. As discussed previously, the proposed project would result in the consumption of energy associated with the use of motor vehicles, equipment, electricity, and natural gas consumption. Without mitigation, the proposed project could result in increased fuel usage that could conflict with applicable plans, policies, or regulations adopted for the purpose of reducing future energy use including, but not limited to, local and state climate action plans. Adherence to current and future Title 24 energy requirements would help to reduce the project’s building-use energy consumption. Additional measures would likely be required to further reduce energy usage, as well as fuel use associated with motor-vehicle trips. This impact would be considered potentially significant.

Mitigation Measure GHG-1 has been included to reduce overall operational energy consumption, including those associated with long-term operational building energy use and fuel consumption. With mitigation, operational energy consumption would be substantially reduced, beyond those required by Title 24 building energy-efficiency requirements. With mitigation, this impact would be less than significant.

CONCLUSION

With implementation of GHG-1, the project would have a less than significant impact on energy resources.

MITIGATION MONITORING

Implement **Mitigation Measure GHG-1**, detailed in Section 8, below.

7. Geology and Soils

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42. | | | X | |
| (ii) Strong Seismic ground shaking? | | | X | |
| (iii) Seismic-related ground failure, including liquefaction? | | X | | |
| (iv) Landslides? | | | X | |
| b. Result in substantial erosion or the loss of topsoil? | | | X | |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | X | | |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | | X | | |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | X |
| f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | X | | |

ENVIRONMENTAL SETTING

The City of Morro Bay is located within the Coast Range Geomorphic Province, which extends along the coastline from central California to Oregon. This region is characterized by extensive folding, faulting, and fracturing of variable intensity. In general, the folds and faults of this province comprise the pronounced northwest trending ridge-valley system of the central and northern coast of California.

The City's General Plan Safety Element depicts landslide prone areas, flood prone areas, areas of high liquefaction potential, and areas of potential ground shaking. A Geotechnical Engineering Report was prepared by Earth Systems Pacific for the project (Earth Systems Pacific 2018; Attachment E) and the results are summarized in the following impact discussion.

IMPACT DISCUSSION

a-i. The nearest potentially capable fault is the Cambria fault located approximately 1.25 miles east of the project site. Based on the Alquist-Priolo Earthquake Fault Zone Maps and information available from the California Department of Conservation's website, the project site is not located within an identified Alquist-Priolo Earthquake Hazard Zone. The geotechnical engineering report prepared for the project provided recommendation for site preparation, grading, and foundations. In addition, the proposed project would be

subject to professional engineering standards and California Building Code (CBC) requirements to ensure buildings are constructed to withstand the magnitude of earthquakes that could potentially occur in that zone. The project would not expose people or structures to the rupture of any known active faults, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Therefore, impacts would be less than significant.

- a-ii. San Luis Obispo County is located in a geologically complex and seismically active region. The project site is located in area with moderately high potential for seismic activity, ground shaking, and seismic settlement. As part of the geotechnical engineering report, a seismic analysis was performed and did not identify seismic shaking as a major risk. However, the report identified liquefaction from seismic events as a concern and provided recommendations for the building's foundation. Impacts related to seismic induced liquefaction are discussed below. With the incorporation of the geotechnical recommendations provided in the report, and compliance with professional engineering standards and CBC requirements, potential seismic-related impacts would be reduced to less than significant. This requirement is detailed in Mitigation Measure GEO-1.
- a-iii. The geotechnical report concluded that the primary geotechnical concern at the project site is the potential for liquefaction from seismic settlement. Due to the potential for liquefaction-induced settlement, the geotechnical report recommended that the foundations and/or subsurface conditions should be designed and/or modified to address the potential for significant settlement due to liquefaction. Recommendations provided in the report include utilizing deep foundations (i.e., piles) for structure support that would bear through the upper potentially liquefiable zone and into more dense, non-liquefiable materials at depth. Additionally, the report recommends ground improvements that consists of displacing the soil with an auger to the bottom of the liquefiable layers and injecting grout or consolidating gravel into the resulting soil voids, thus densifying the soil and allowing conventional shallow foundations to be constructed over the ground improvement elements. The project would be required to design the project to be consistent with professional engineering standards and CBC requirements to withstand seismic events that could result in liquefaction. However, based on the site's susceptibility to seismically induced liquefaction, the project would also be required to implement Mitigation Measure GEO-1, which would require that grading and building plans include measures and techniques that are consistent with the design recommendations provided by the geotechnical engineering report. With incorporation of professional engineering standards, CBC requirements, and Mitigation Measure GEO-1, potential impacts related to seismically induced liquefaction would be reduced to less than significant. Therefore, impacts would be less than significant with mitigation.
- a-iv. According to the Hazards section of the City's LCP, the proposed project would not be sited in an area identified as a High Landslide Risk. Additionally, the project area is predominantly flat surrounded by gentle topography absent of significant geologic features. The proposed project would not expose people or structures to landslide risk or exacerbate or result in increased risk of landslides because it is not located in an area prone to landslides; therefore, no impacts would occur.
- b. It is anticipated that the entire 2.02-acre (88,025 square-foot) site would be disturbed, requiring earthwork of approximately 1,650 cubic yards of cut and 3,500 cubic yards of fill. Site improvements include clearing, grading, and the development of a hotel and associated parking. The greatest potential for onsite erosion to occur would be during the initial site preparation and grading during construction. The geotechnical report prepared for the project identified the soils on the property to be erodible and provided recommendations during site preparation and grading for surface soil stabilization. In addition, a Storm Water Control Plan has been prepared for the site and provides design requirements and source control measures that would reduce the potential for erosion or siltation. The project would also be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that are designed to further prevent soil erosion during construction. The project also proposes to incorporate a bioretention

facility and other Low Impact Development (LID) techniques including pervious pavers that would help manage stormwater and prevent soil erosion. With incorporation of the design requirements and recommendations provided in the geotechnical engineering report and the SWCP, and by using LID techniques and implementing BMPs provided in the SWPPP, the project would not result in substantial erosion or loss of topsoil. Therefore, impacts would be less than significant.

- c. As discussed above, the geotechnical report prepared for the project concluded that the primary geotechnical concern at the project site is the potential for seismic settlement due to liquefaction. The project would be required to design the project to be consistent with professional engineering standards and CBC requirements to withstand seismic events that could result in liquefaction. In addition, Mitigation Measure GEO-1 would require the project to prepare grading and building plans that include measures and techniques that are consistent with the design recommendations provided by the geotechnical report. Incorporation of professional engineering standards, CBC requirements, and Mitigation Measure GEO-1 would ensure the project is designed to adequately address potential impacts related to unstable geologic units. Therefore, potential impacts would be less than significant with mitigation.
- d. According to the geotechnical report, site soils were determined to be expansive. Expansive soils tend to swell with seasonal increases in moisture and shrink during the dry season as subsurface moisture decreases. The volume changes that these materials undergo in this cyclical pattern can stress and damage slabs and foundations if precautionary measures are not incorporated into the design and construction procedures. The geotechnical report provided design recommendations to reduce impacts related to seismically induced liquefaction, which would also be sufficient in resisting potential stresses by expansive soils. These recommendations include a mat foundation system and replacing existing soils with imported non-expansive soils. Incorporation of professional engineering standards, CBC requirements, and Mitigation Measure GEO-1 would ensure the project is designed to adequately address potential impacts related to expansive soils. Therefore, potential impacts would be less than significant with mitigation.
- e. The project would connect with the City municipal wastewater system and does not propose the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur.
- f. The project consists of Psamment soils which are primarily unconsolidated sand deposits. There are no known unique paleontological resources or unique geological features located within the project sites and the area has a low potential for encountering important fossils. Therefore, impacts would be less than significant.

CONCLUSION

Potentially significant impacts related to geology and soils associated with the proposed project would be less than significant with implementation of mitigation.

MITIGATION MONITORING

Mitigation Measure GEO-1: Prior to issuance of grading permits, the project applicant shall submit to the City for approval, grading and building plans prepared by a professional engineer that incorporate design methods and engineering techniques that are consistent with the recommendations provided in the Geotechnical Engineering Report prepared by Earth Systems for the project. Recommendations include, but are not limited to:

- a. Utilize deep foundations (i.e., piles) for structure support so that the piles would bear through the upper potentially liquefiable zone and into more dense, non-liquefiable materials at depth.
- b. Ground improvements would include displacing the soil with an auger to the bottom of the liquefiable layers and injecting grout or consolidating gravel into the resulting soil voids, thus densifying the soil; conventional shallow foundations would then be constructed over the ground improvement elements.

- c. A hybrid solution involving over-excavation and reinforcement of the soil and a rigid mat foundation could also be utilized. Mat foundations distribute the structural loads over a wider area of the soil and can be designed to be sufficiently rigid such that the foundation will act as an integral unit in the event of liquefaction. The foundation should be designed to accommodate the shear and bending stresses that could result from the anticipated differential seismic settlement due to liquefaction. A relatively low bearing value is also recommended, as is a design of the foundations to accommodate a span of lost bearing at any point within the foundation.

8. Greenhouse Gas Emissions

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

ENVIRONMENTAL SETTING

This section summarizes the information in the Air Quality and Greenhouse Gas Impact Analysis prepared for the project. For more detailed information, please refer to Attachment B.

The City of Morro Bay CAP was adopted by the City Council on January 14, 2014. The CAP is a long-range plan to reduce GHG emissions from City government operations and community activities within Morro Bay and prepare for the anticipated effects of climate change. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life.

According to the GHG emissions inventory identified in the CAP, in 2005, the Morro Bay community emitted approximately 169,557 metric tons of carbon dioxide equivalent GHG emissions (MTCO_{2e}), as a result of activities that took place within the transportation, residential energy use, commercial and industrial energy use, off-road vehicles and equipment, solid waste, aircraft and wastewater sectors. The largest contributors of GHG emissions were the transportation (40 percent), residential energy use (29 percent) and commercial/industrial energy use (21 percent) sectors. The remainder of emissions resulted from the solid waste (5 percent), off-road vehicles and equipment (5 percent), and wastewater (less than one percent) sectors.

In accordance with SLOAPCD-recommended significance thresholds, projects that are determined to be consistent with the GHG-reduction plan, or in this case the CAP, would be considered to have a less-than-significant impact. To assist with this determination, the CAP includes a Consistency Worksheet that identifies various “mandatory”, as well as, “voluntary” measures. All “mandatory” actions must be incorporated as binding and enforceable components of the project to be considered consistent with the CAP. If a project cannot meet one or more of the “mandatory” actions, substitutions may be allowed provided equivalent reductions can be achieved. In addition, to demonstrate consistency with the CAP Consistency Worksheet, all required measures must be incorporated as binding and enforceable components of the project.

The project proposes to install several GHG-reduction measures into the project design, including providing designated parking spaces for an alternatively fueled vehicles, installation of electric-vehicle charging stations (tier 2 and 3), and installation of a photovoltaic energy system.

IMPACT DISCUSSION

Estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ from mobile sources. To a lesser extent, other GHG pollutants, such as CH₄ and N₂O, would also be generated. Short-term and long-term GHG emissions associated with the development of the proposed project are discussed below.

a., b. **Short-term Construction GHG Emissions**

Estimated increases in GHG emissions associated with construction of the proposed project are summarized in Table 10. Based on the modeling conducted, construction-related GHG emissions would total approximately 443 MTCO_{2e}. Amortized GHG emissions, when averaged over the assumed 25-year life of the project, would total approximately 15 MTCO_{2e}/year. There would also be a small amount of GHG emissions from waste generated during construction; however, this amount is speculative. Actual emissions may vary, depending on the final construction schedules, equipment required, and activities conducted.

Table 10: Construction-Generated GHG Emissions Without Mitigation

| Construction Year | GHG Emissions (MTCO _{2e} /Year) |
|--|--|
| 2019 | 121 |
| 2020 | 322 |
| Construction Total: | 443 |
| <i>Amortized Construction Emissions:</i> | <i>15</i> |

Amortized emissions are quantified based on an estimated 30-year project life. Refer to Attachment B for modeling assumptions and results.

Long-term Operational GHG Emissions

Estimated long-term increases in GHG emissions associated with the proposed project are summarized in Table 11. As depicted, operational GHG emissions for the proposed project, with the inclusion of amortized construction GHGs, would total approximately 852 MTCO_{2e}/year during the initial year of full operation (year 2021). Operational GHG emissions would decrease slightly in future years to approximately 699 MTCO_{2e}/year in 2030. A majority of the operational GHG emissions would be associated with energy use and the operation of motor vehicles. To a lesser extent, GHG emissions would also be associated with solid waste generation and water use.

Based on the modeling conducted, net increases in GHG emissions would not exceed the SLOAPCD’s significance threshold of 1,150 MTCO_{2e}/year. As a result, net increases in project generated GHG emissions would not be anticipated to have a significant impact on the environment. This impact would be considered less than significant.

Table 11: Operational GHG Emissions Without Mitigation

| Operational Year/Source | GHG Emissions (MTCO _{2e} /Year) |
|---------------------------|--|
| Buildout Year 2021 | |
| Energy Use ² | 396.2 |
| Motor Vehicles | 424.8 |
| Waste Generation | 11.4 |
| Water Use and Conveyance | 4.4 |

Table 11: Operational GHG Emissions Without Mitigation

| Operational Year/Source | GHG Emissions (MTCO ₂ e/Year) |
|---|--|
| Amortized Construction Emissions: | 15 |
| Total with Amortized Construction Emissions: | 852 |
| SLOAPCD Significance Threshold: | 1,150 |
| Exceeds Significance Threshold? | No |
| Year 2030 | |
| Energy Use ² | 361.9 |
| Motor Vehicles | 312.3 |
| Waste Generation | 5.7 |
| Water Use and Conveyance | 3.9 |
| Amortized Construction Emissions: | 15 |
| <i>Total with Amortized Construction Emissions:</i> | <i>699</i> |
| <i>SLOAPCD Significance Threshold:</i> | <i>1,150</i> |
| Exceeds Significance Threshold? | No |

¹ Area source includes emissions associated with the application of architectural coatings, use of consumer products/agricultural products, and landscape maintenance.

² Includes adjustment for California Renewable Portfolio Standards requirements. Does not include installation of onsite photovoltaic energy system (pending final design), which is estimated to reduce onsite energy use by roughly 20 to 25 percent.

Refer to Attachment B for modeling assumptions and results.

As discussed previously, the City of Morro Bay CAP is a long-range plan to reduce GHG emissions from City government operations and community activities within Morro Bay and prepare for the anticipated effects of climate change. The CAP will also help achieve multiple community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life. To help achieve these goals, the CAP includes a “Consistency Worksheet”, which identifies various mandatory and voluntary actions designed to reduce GHG emissions.

Mitigation Measure GHG-1.a includes all “mandatory” GHG-reduction measures, as identified in the City’s CAP Consistency Worksheet. Mitigation Measure GHG-1.b includes additional measures, beyond those required by the City’s CAP Consistency Worksheet, which would further reduce GHG-emissions. These additional measures include providing a designated parking space for alternatively fueled vehicles, installation of energy-efficient appliances, the installation of occupancy sensors in hotel guest rooms to reduce energy use when rooms are not occupied, designing the project site for the future installation of renewable/photovoltaic energy systems, and the use of roofing materials that have a high-solar-reflectance index.

With mitigation, which incorporates GHG-reduction measures beyond the applicable “mandatory” measures, the proposed project would be considered consistent with the City’s CAP. As previously noted, and in accordance with SLOAPCD-recommended guidance, projects deemed to be consistent with the City’s CAP would not be considered to have a significant impact on the environment and would not conflict with GHG-reduction planning efforts. As a result, this impact is considered less than significant with mitigation.

CONCLUSION

The project would be consistent with City of Morro Bay's CAP by implementing mandatory GHG reduction measures. With implementation of mitigation identified below, the project would not result in significant impacts related to greenhouse gas emissions.

MITIGATION MONITORING

Mitigation Measure GHG-1: The proposed project shall implement the following GHG-reduction measures, consistent with the “mandatory” measures identified in the City’s CAP:

a.

1. The project shall install high efficiency lights (i.e., sodium, light-emitting diode [LED]) in parking lots, streets, and other public areas. (Note: this measure was included per SLOAPCD recommendations and is not a CAP mandatory measure but is a requirement in the recently updated building standards that will take effect on January 1, 2020).
2. The project shall provide on-site bicycle parking and/or amenities in accordance with the California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only). (CAP Measure TL-1)
3. The project shall incorporate a pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site. (CAP Measure TL-2)
4. The project shall be designed to minimize barriers to pedestrian access and interconnectivity. (CAP Measure TL-2)
5. The project shall incorporate traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.). (CAP Measure TL-2)
6. Three percent of construction vehicles and equipment shall be electrically powered or use alternative fuels such as compressed natural gas. (CAP Measure O-1)
7. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation. (SLOAPCD Diesel Idling Restrictions for Construction Phases)

b. The following additional GHG-reduction measures shall also be implemented, beyond the “mandatory” measures required by the City’s CAP:

1. Trees to be planted shall be native and drought tolerant, beyond those required as mitigation for tree removal. (Voluntary CAP Measure T-1)
2. Install occupancy sensors in hotel guest rooms that reduce energy usage when rooms are not occupied.
3. To the extent available, install energy-efficient (e.g., EnergyStar rated) appliances. (Refer to: <https://www.energystar.gov/products>).
4. To the extent allowed by code, utilize roofing materials that have a high-solar-reflectance index. (<https://www.epa.gov/sites/production/files/2014-06/documents/coolroofscompendium.pdf>).

9. Hazards/Hazardous Materials

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | X | |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | X | |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | X | |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment? | | | X | |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | | | | X |
| f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | X | |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | | | X | |

ENVIRONMENTAL SETTING

The Hazardous Waste and Substances Site (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California EPA to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. The California Department of Toxic Substance Control's (DTSC) EnviroStor database tracks DTSC cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination, such as federal superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, school investigation sites, and military evaluation sites. The State Water Resources Control Board's (SWRCB) GeoTracker database contains records for sites that impact, or have the potential to impact, water in California, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program Sites.

A Phase I Environmental Site Assessment (ESA) was prepared for the project by Haro Environmental (Haro 2017; Attachment F) to identify known potential or historic recognized environmental conditions resulting from historic and/or current uses of hazardous substances or petroleum products at the project site. Based on the findings of the Phase I Environmental Site Assessment and a search of multiple databases including DTSC's EnviroStor database

and the SWRCB's GeoTracker system, the nearest sites that could post an environmental concern is the former Les' Exxon station at 290 Atascadero Road and the former Shell Service Station at 1840 Main Street. The project is not located within 2 miles of any public airport or private airstrip; the nearest airport to the project is the San Luis Obispo County Airport, located approximately 17 miles southeast. There nearest school is Morro Bay High School located directly north and west of the project site.

IMPACT DISCUSSION

- a. The project consists of a new 56,358 square-foot hotel and associated parking and landscaping. Construction of the proposed project is anticipated to require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Temporary storage containers (bulk above-ground storage tanks, 55-gallon drums, sheds/trailers, etc.) may be used by the project contractor for equipment refueling and maintenance purposes during construction. The transport, use, handling, and disposal of hazardous materials during construction would occur pursuant to local, state, and federal regulations to minimize risk and exposure. Operation of the hotel would be similar to that of other guest accommodations and would not require routine transport, use, or disposal of hazardous materials. Any hazardous substances associated with the project would continue to be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials; therefore, impacts would be less than significant.
- b. During the construction period, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the limited nature and duration of construction activities and the small volume and low concentration of materials that would be utilized during construction. No hazardous materials would be permanently stored on site. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment and mitigate impacts in the event of a spill or accidental release. Standard construction practices would be implemented such that any materials released are appropriately contained and remediated as required by local, state, and federal law. Therefore, potential impacts related to an accidental release of hazardous materials would be less than significant.
- c. The nearest school is located directly west and north of the project site. Operation of the proposed project would not emit hazardous emissions or handle acutely hazardous materials, substance or waste; however, during construction, oils, lubricants, fuels, and other hazardous materials may be used. Given the limited building footprint and temporary duration of construction activities, potential impacts would be less than significant.
- d. Based on the findings of the Phase 1 ESA, the project would be located near two sites that have been listed as having a potential environmental concern. A Shell Service Station located at 1840 Main Street was listed in multiple databases for a release of gasoline to the subsurface. As a result of the release, total petroleum hydrocarbons (TPH) and methyl tertiary butyl ether (MTBE) were detected in groundwater beneath the project site. As part of the remediation effort initiated by Central Coast Regional Water Quality Control Board (CCRWQCB), nine groundwater monitoring wells were installed. Included was a monitoring well installed at the site to assess the extent of groundwater impacts, particularly for MTBE, which was threatening water production wells owned by the city of Morro Bay. In 2008, the CCRWQCB closed the site because final concentrations were below the laboratory reporting limits. As such, the Phase 1 ESA concluded that the former presence of TPH and MTBE concentrations in groundwater beneath the project site would not pose a significant environmental threat to subsurface soil, soil vapor, or groundwater beneath the site.

Records from the State Water Resource’s Control Board indicate that in 1969, four 8,000-gallon underground storage tanks (USTs) were installed across the street from the project site at the former Les’ Exxon site; however, there are no records of when the USTs were removed or what the subsurface conditions of the site were at the time of their removal. The Phase 1 ESA concluded that based on the information from the groundwater monitoring wells installed for the Shell remediation effort, and because the Les’ Exxon site is located at a cross-gradient location relative to the project site, the former presence of USTs at Les’ Exxon site would not be expected to pose an environmental concern to soil, soil vapor, and/or groundwater beneath the project site. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. Further, the Phase 1 ESA did not identify recognized environmental conditions or concerns that have impacted, or pose a significant environmental threat to subsurface soil, soil vapor, or groundwater beneath the project site. Therefore, impacts would be less than significant.

- e. The proposed facility is not located near any public airports or designated Airport Review Areas. The closest public airport is the San Luis Obispo County Airport, located approximately 17 miles southeast of the facility. The proposed project would not result in a safety hazard related to airport operations, flight patterns, or other airport uses or resources that would create a safety hazard for people residing or working in the project area. Therefore, no impacts would occur.
- f. Implementation of the proposed project would not have a permanent impact on any adopted emergency response plans or emergency evacuation plans. During short-term construction, large vehicles may be accessing the project site; however, access to neighboring properties including Morro Bay High School would be maintained during all construction activities. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.
- g. The project is in a Local Responsibility Area (LRA) and would be served by the City Fire Department located approximately 1.5 miles south. The project is in an urban setting and is not in a high fire risk area. According to the City of Morro Bay’s General Plan Safety Element, wildfires are generally not a major concern based on the location of development in proximity to wildland areas. Based on the location and relatively low risk of wildfires near the project site, the project would not expose people or structures to a significant risk of fire, and impacts would be less than significant.

CONCLUSION

The proposed project would not result in significant adverse impacts to Hazards and Hazardous Materials. The limited nature and duration of disturbance substantially reduces and avoids the potential for significant effects related to hazardous material contamination, emergency evacuation, and fire risk. Therefore, potential impacts would be less than significant, and no mitigation is necessary.

MITIGATION AND MONITORING

Mitigation measures are not necessary.

10. Hydrology and Water Quality

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | | | X | |

| Would the project: | | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---------------------------|---|---------------------------------------|---|-------------------------------------|------------------|
| b. | Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | X | |
| c. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| (i) | Result in substantial erosion or siltation on- or off-site; | | | X | |
| (ii) | Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | | | X | |
| (iii) | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | | | X | |
| (iv) | Impede or redirect flood flows? | | | X | |
| d. | In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | | | X | |
| e. | Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | X | |

ENVIRONMENTAL SETTING

The Central Coast Regional Water Quality Control Board's (RWQCB) Water Quality Control Plan for the Central Coast Basin describes how the quality of surface water and groundwater in the Central Coast Region should be managed to provide the highest water quality reasonably possible. The Basin Plan outlines the beneficial uses of streams, lakes, and other water bodies for humans and other life. The Regional Board implements the Basin Plan by issuing and enforcing waste discharge requirements to individuals, communities, or businesses whose discharges can affect water quality.

The existing site is a vacant lot, with sparse, weedy vegetation cover. The existing site topography is relatively flat with an average slope around 1%, with multiple low spots on the site. Due to the flat nature of the site, runoff has historically remained onsite where it has eventually infiltrated through the soil. The project site does not support any wetlands or drainages and does not contain waters or wetland features on or near the project site that would be subject to state or federal jurisdiction. The closest drainage feature and sensitive habitat area is Morro Creek located approximately 750 feet to the south, which is separated from the property by existing development. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM, 06079C0813H, effective 05/16/2017), the project is located in Zone AE, a 100-year flood zone. This area is also assigned a Flood Hazard (FH) designation by the County of San Luis Obispo.

IMPACT DISCUSSION

- a. The proposed project is located within the jurisdiction of the CCRWQCB and would be required to comply with all regulatory requirements designed to minimize and control discharges to surface and groundwater. The project would require onsite grading which could result in the erosion of onsite soils and sedimentation during heavy wind or rain events. A geotechnical report (Earth Systems, 2018) prepared for the project identified the soils on the property to be erodible and provided recommendations during site preparation

and grading for surface soil stabilization. The project proposes over one-acre of disturbance, requiring a state Construction General Permit and a Storm Water Pollution Prevention Plan (SWPPP), which would include BMPs to control the discharge of pollutants into local surface water drainages. In addition, a Storm Water Control Plan (SWCP) has also been prepared for the project and identifies source control measures to prevent potential non-stormwater discharges. The project also proposes a bioretention basin, pervious pavers, and other low-impact development (LID) treatments to control stormwater on site. By incorporating LID treatments and source control measures identified in the SWCP, inclusion of erosion control recommendations provided in the geotechnical report, as well compliance with the CCRWQCB discharge requirements and BMPs identified in the SWPPP, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, potential impacts would be less than significant.

- b. The project would receive water from the City of Morro Bay, which receives a majority of its water from the State Water Project (SWP) which is derived from various rivers around the state. A small portion of the City's water is supplemented by two local groundwater basins, Morro and Chorro Basins. While most of the project's future water supply would not be derived from groundwater resources, the project would convert a small vacant lot to a developed area and place an increased demand on the City's water supply. The project proposes to implement several LID techniques and water conservation measures including water-saving plumbing fixtures, a bioretention basin, and pervious pavers that would encourage groundwater recharge and limit stormwater runoff. Because most of the project's future water supply would largely be derived from the SWP and not groundwater, and with the inclusion of LID techniques and water conservation measures, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, impacts would be less than significant.
- c-i. The project proposes to develop the entire 2.02-acre site for a new hotel and associated parking. The greatest potential for onsite erosion to occur would be during the initial site preparation and grading during construction. A geotechnical report prepared for the project identified the soils on the property to be erodible and provided recommendations during site preparation and grading for surface soil stabilization. In addition, a Storm Water Control Plan has been prepared for the site and provides design requirements and source control measures that would reduce the potential for erosion or siltation. The project would also be required to prepare a SWPPP with BMPs that are designed to further prevent soil erosion during construction. The project also proposes LID techniques such as a bioretention basin and pervious pavers that would help manage stormwater and prevent soil erosion. With incorporation of the design requirements and recommendations provided in the geotechnical engineering report and the SWCP, and by using LID techniques and implementing BMPs provided in the SWPPP, the project would not result in substantial erosion or siltation on- or off-site. Therefore, impacts would be less than significant.
- c-ii., iii. This project is not located immediately near surface water and is in an area subject to the City's MS-4 Stormwater Management Permit. The project design includes several drainage management areas that incorporate LID techniques to reduce and avoid stormwater runoff. The first drainage management area includes a bioretention basin, where site runoff would be directed through a combination of storm drainpipes and overland flow to the bioretention basin where it would be treated. Overland flow would travel through a combination of a valley gutters and slotted curbs located at the back of the parking area, where runoff from buildings would be directed away from the foundations in a non-erosive manner. The second drainage management area includes pervious pavers, where site runoff would be directed to the pervious paver areas through overland flow. Stormwater runoff would travel across pavement surfaces and in valley gutters to their destination point. Additionally, the SWCP prepared for the project provides design requirements and source control measures to further manage onsite runoff. Based on the project's design to include bioretention basins and pervious pavers, and by adhering to design requirements and source control measures outlined in the SWCP, the project would not substantially increase the rate or amount of surface

runoff in a manner which would result in flooding on- or off-site. Similarly, the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

- c-iv. The project site is primarily upland and does not include any surface water or hydrological features. The project has been designed to adequately manage stormwater through bioretention basins and pervious pavers and does not propose any design features or activities that would impede or redirect flood flows. Therefore, impacts would be less than significant.
- d. The project is located in FEMA’s 100-year flood hazard zone and in an area designated as a 100-year floodplain by the City’s LCP. In addition, according to the Department of Conservation’s Tsunami Inundation Map (Morro Bay South quadrangle) the project would be located in a tsunami inundation zone. The project would be subject to both FEMA and the City’s building standards for structures within floodplain areas, which includes a design requirement to floodproof the first 3 feet of the structure. The project does not propose to store any materials that would be susceptible to the release of pollutants in the event of a flood or tsunami and would be further safeguarded by the required FEMA and the City building standards for structures within a flood inundation zone. Therefore, impacts would be less than significant.
- e. As discussed above, water would be supplied to the site primarily from the SWP and further supplemented by groundwater wells. According to the City’s 2018 OneWater Morro Bay Plan, there are sufficient water sources to serve the City and anticipated development until 2050 or later. The project proposes several water conservation methods and does not propose any activities that would otherwise place an excessive demand on the City’s water supplies or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts would be less than significant.

CONCLUSION

Potentially significant impacts related to hydrology and water quality associated with the proposed project would be less than significant.

MITIGATION AND MONITORING

Mitigation measures are not required.

11. Land Use and Planning

| Would the project: | | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---------------------------|---|---------------------------------------|---|-------------------------------------|------------------|
| a. | Physically divide an established community? | | | | X |
| b. | Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | | X | | |

ENVIRONMENTAL SETTING

The site is currently a vacant, undeveloped lot located within the C-VS/PD (Visitor Serving Commercial/Planned Development) zoning district and designated by the General Plan and City’s LCP as Visitor Serving Commercial. The project site is partially located within the Coastal Zone boundary and is subject to Coastal Commission’s Appeals Jurisdiction.

As noted above, the project is located in a Planned Development (PD) zoning overlay. Pursuant to the city of Morro Bay Municipal Code section 17.40.030, the purpose of the Planned Development, (PD) overlay zone is to provide for detailed and substantial analysis of development on parcels which, because of location, size, or public ownership, warrant special review. This overlay zone is also intended to allow for the modification of or exemption from the development standards of the primary zone which would otherwise apply if such action would result in better design or other public benefit. The Applicant is seeking project approval with modifications to several development standards including the finished building height for an exchange of several public benefits pursuant to the Planned Development overlay standards in the City's Zoning Ordinance (MBMC 17.40.030).

IMPACT DISCUSSION

- a. The proposed project and associated uses are consistent with the underlying zoning and land use designation as described in the City's General Plan and LCP. The hotel would be located directly off Highway 1 near other hotels and would not be located within a residential neighborhood or preclude the development of future housing. The project would not divide an existing community; therefore, no impact would occur.
- b. The project proposes to develop a three-story hotel with a finished height of 35.5 feet above average natural grade (ANG). However, C-VS zoning currently allows for a maximum building height of 30.0 feet above ANG, which means the project would exceed the height limit by 5.5 feet. As discussed in Section 10. Hydrology and Water Quality, the project would be located in a floodplain area as designated by FEMA. For projects located in a floodplain area, FEMA standards require that structures be constructed with the finished floor at 1 foot above the base floodplain and the City of Morro Bay's adopted floodplain ordinance requires 2 feet above base flood elevation. The City of Morro Bay allows structures to be constructed with a finished floor at 1 foot below the base floodplain as long as the first 3 feet of the structure are floodproofed. Because the applicant is not able to construct at ANG, they are proposing to construct the hotel at 1 foot below the base floodplain and floodproof the first 3 feet of the building. The project proposes to construct a 32.67-foot-tall hotel which would have a finished height of 35.5 feet above ANG.

The project is in a Planned Development (PD) zoning overlay, which allows for the modification of or exemption from the development standards if the project would result in a better design or other public benefit (MBMC 17.40.030). As discussed in detail in the Project Description, the applicant proposes a number of public benefits including Electric Vehicle (EV) Charging Stations, an extension of a Class I bike path along the street frontage of the project, as well as several other conservation measures that would further reduce energy, water, and waste.

The project proposes that the first 3 feet of the project be constructed to meet the City's floodproofing standards; however, this would require a height modification that would place the building 5.5 feet above what is currently allowed by the City Zoning Ordinance. The project incorporates several public benefits to justify the modification to the height standard for the project per the Planned Development overlay standards. The project would be required to include the following design recommendations and Mitigation Measure AES-1 to further reduce impacts to visual resources. Based on the proposed design, inclusion of public benefits, and Mitigation Measure AES-1, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant with mitigation.

CONCLUSION

The proposed project would include design features and request for a modification to the height standard to allow for development to occur within a floodplain area. In addition, the project would offer several public benefits and be required to mitigate for potential impacts related to visual resources. Therefore, the project impacts related to land use and planning would be reduced to less than significant with incorporation of mitigation.

MITIGATION AND MONITORING

With implementation of **Mitigation Measures VR-1 and VR-2**, the project would have a less-than-significant impact on land use and planning conflicts.

12. Mineral Resources

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

ENVIRONMENTAL SETTING

The General Plan and the Division of Oil, Gas, and Geothermal Resources do not delineate any resources in the area. Further, the State Mining and Geology Board has not designated or formally recognized the statewide or regional significance of any classified mineral resources in San Luis Obispo County.

IMPACT DISCUSSION

a., b. The proposed project is not in an area where significant sand and gravel mining has occurred or will occur and there are no oil wells within the area where the project is located. In addition, the project site is not delineated as a mineral resource recovery site in the general plan, any specific plan or other land use plan. This area of the City is predominantly built with urban uses and the City’s General Plan does not provide for mining. The project will not result in the loss of a known mineral resource of value to the region. Therefore, no impacts would occur.

CONCLUSION

Implementation of the proposed project would not result in no impact to mineral resources.

MITIGATION AND MONITORING

Mitigation measures are not required.

13. Noise

| Would the project result in: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---------------------------------------|---|-------------------------------------|------------------|
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | | X | |
| b. Generation of excessive groundborne vibration or groundborne noise levels? | | | X | |

| Would the project result in: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | X |

ENVIRONMENTAL SETTING

Community noise levels are typically measured in terms of A-weighted decibels (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (Ldn) account for the time of day and duration of noise generation. These indices are time-weighted average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period.

Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms shall have an interior CNEL of 45 dBA or less (45dB Acoustics 2018). The City’s General Plan Noise Element has a CNEL threshold for noise exposure of 60 dBA for most land uses. Additionally, the City’s Zoning Ordinance contains noise limitations and specifies operations hours.

The proposed project would be located northwest of the corner of Atascadero Road and Highway 1, approximately 120 feet from the southbound lanes and directly adjacent to the southbound offramp. Based on the project’s proximity to Highway 1, which is a significant noise source, an acoustic assessment was prepared by 45dB Acoustics, LLC (45dB Acoustics 2018; Attachment G). The results of the acoustic assessments are summarized below in the impact discussion.

IMPACT DISCUSSION

a. The project site would be located on an undeveloped lot directly adjacent to the southbound lanes and offramp of Highway 1. The nearest sensitive land use is Morro Bay High School located directly west and north of the project. Due to the proximity of the proposed project next to Highway 1, an acoustic assessment evaluated the potential impact of transportation noise and surrounding streets. The acoustic assessment concluded that the hotel would be exposed to CNEL levels up to approximately 68 dBA, which are considered moderately high; however, the interior noise level would be below the required CNEL level of 45 dBA. According to the California Supreme Court’s decision in *California Building Industry Association v Bay Area Air Quality Management District* (S213478, December 17, 2015), CEQA generally does not require public agencies to analyze the impact existing environmental conditions might have on a project’s future users or residents. However, an agency must analyze how environmental conditions might adversely affect a project’s residents or users only where the project itself might worsen existing environmental hazards in a way that will adversely affect them.

Project construction and operation would occur in an area that currently experiences excessive noise levels. The project would contribute to the moderately high noise levels in the area, exacerbating ambient noise levels in the project vicinity. Construction activities associated with the proposed project would generate short-term increased noise levels due to the use of heavy construction equipment and vehicles. Mobile equipment such as dozers, excavators, loaders, etc., operate in a cyclic fashion in which a period of full power is followed by a period of reduced power, causing a difference in perceived noise levels over time. Other equipment such as generators and compressors, considered to be stationary when operating, typically

don't have different noise levels that vary over time, rather they produce sound at a steady state. The City's General Plan Noise Element does not specifically address construction related noise nor are there established thresholds defining overall maximum acceptable noise levels (Lmax) or acceptable time averaged hourly levels (Leq(h)) during construction activities.

Operational activities would include on-site traffic patterns as well as typical roof-mounted HVAC systems commonly used for heating and cooling. Noise from these activities would be consistent with noise from other nearby uses (hotels, water treatment facility) and would considerably attenuate before reaching nearby sensitive receptors. The project would not significantly exacerbate existing noise levels nor result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, impacts would be less than significant.

- b. As part of the acoustic assessment prepared for the project, a vibration analysis was prepared to evaluate existing vibration impacts from Highway 1 and concluded that the current vibration levels at the project site are anticipated to be less than the human threshold of perception. The primary sources of vibration would occur during construction; however, given the distance to the nearest sensitive receptors, the type of activities proposed, and the duration of construction, the project would not result in the generation of excessive groundborne vibration or groundborne noise levels. Therefore, impacts would be less than significant.
- c. The nearest airport to the project is the San Luis Obispo County Airport, located approximately 17 miles southeast. The project is not located within the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport or public use airport and the project would not expose people residing or working in the project area to excessive noise levels. Therefore, no impact would occur.

CONCLUSION

Potentially significant impacts related to noise associated with the proposed project would be less than significant.

MITIGATION AND MONITORING

Mitigation measures are not required.

14. Population and Housing

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

ENVIRONMENTAL SETTING

The California Department of Finance's (DOF) current population estimate for the city of Morro Bay is 10,439 (DOF, Table E-1, 2019). The San Luis Obispo County Association of Governments (SLOCOG) Regional Growth Forecast 2010-2050 presents forecasts of population and employment between 2010 and 2050 for the County of

San Luis Obispo, including the city of Morro Bay. SLOCOG projects that the city will have a population of 12,261 residents and 7,433 housing units by 2050. In 1984, the citizens of Morro Bay enacted Measure F, a voter initiative that set the maximum population for the city at 12,200 and requires voter approval to increase the population above this limit. In response to Measure F, the City adopted a growth management ordinance (Ordinance No. 266) to allow fair distribution of scarce water resources and protect the city’s small-town character and surrounding open space. Ordinance No. 266 mandates that building permits will be limited to a number permitting an annual increase in population that would achieve the 12,200-person goal by the year 2000. No further residential building will be permitted after a population of 12,200 has been reached unless an increase has been approved by a majority vote at a regular or special election (City of Morro Bay Housing Element Update 2019).

IMPACT DISCUSSION

- a. The project proposes development of a new hotel that would accommodate up to 83 guest rooms and which would largely serve people traveling for business or tourism. The project does not propose development of any new residential units and it is anticipated that jobs associated with construction and operation of the hotel would come from the local labor pool. The project proposes to improve an existing bike trail adjacent to the project site but does not propose any other road or infrastructure improvements that would increase the area’s capacity for population growth or development. Based on the type and scale of the project, it would not substantially induce unplanned population growth within the area. Therefore, impacts would be less than significant.
- b. The project would be built on an undeveloped parcel zoned C-VS/PD (Visitor Serving Commercial/Planned Development). The project site is not zoned for residential use and would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, no impacts would occur.

CONCLUSION

Implementation of the proposed project would not result in significant impacts related to population and housing.

MITIGATION AND MONITORING

Mitigation measures are not required.

15. Public Services

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

| | | | | |
|--------------------------|--|--|---|--|
| Other public facilities? | | | X | |
|--------------------------|--|--|---|--|

ENVIRONMENTAL SETTING

The City provides most of the public services, including fire and police protection, in the project area. Fire protection services are provided by the Morro Bay Fire Department, with the closest fire station located approximately 1.5 miles away at 715 Harbor Street, with an average response time of 5 minutes. Police services would be provided by the Morro Bay Police Department, located approximately 2 miles away at 850 Morro Bay Boulevard.

The City of Morro Bay is served by the San Luis Coastal Unified School District (SLCUSD), which is responsible for managing fifteen pre-schools to twelfth-grade schools that serve approximately 7,500 students. Two SLCUSD schools are located in Morro Bay: Morro Bay High School located directly adjacent to the project site at 235 Atascadero Road and Del Mar Elementary located at 501 Sequoia Street.

The City manages numerous parks within the city including Morro Rock Beach, Monte Young Park, Del Mar Park, Anchor Street Park, Keiser Park, Morro Bay City Park, Centennial Park, Coleman Park, Bayshore Bluffs, Tidelands Park, North Point, and Cloisters Park. In addition, Morro Bay is home to Morro Strand State Beach and Morro Bay State Park, which are managed by the California Department of Parks and Recreation, and a state marine recreational management area. Together, these recreational resources total over 5,000 acres of recreation and open space area, including 10 miles of ocean and bay front shoreline (City of Morro Bay, 2017). Approximately 95 percent of this shoreline has public lateral access, which provides active recreational opportunities for residents. Lila Keiser Park is located approximately 300 feet south of the proposed project, behind the Motel 6 and Morro Shores Inn & Suites lodging. Public access to Morro Strand State Beach is located 0.3 miles west of the project site.

A development impact fee program has been adopted to address impacts related to public facilities (City) and schools (State Government Code 65995 et seq.). The fee amounts are assessed annually by the City based on the type of proposed development and the development’s proportional impact and are collected at the time of building permit issuance. Development impact fees are used as needed to finance the construction of and/or improvements to public facilities required to the serve new development, including fire protection, law enforcement, schools, parks, and roads.

IMPACT DISCUSSION

a. Fire Protection

The project site is surrounded by existing development and would be served by the city of Morro Bay Fire Department located approximately 1.5 miles south of the of the project. The project is located in a Local Responsibility Area (LRA) in a Moderate Fire Hazard Severity Zone. The project is easily accessible by emergency vehicles and is not immediately surround by wildlands or any other features that inherently increases the risk of fire. Future construction and development of the hotel would be required to comply with applicable building and fire codes and there are no design features or activities that are proposed that would otherwise increase the risk of fire.

Additionally, the project would be required to pay its fair share of development impact fees, which would offset the development’s proportional impact to fire protection services. Therefore, the project would a have a less than significant impact on fire protection services.

Police Protection

The project would continue to be served by the Morro Bay Police Department located approximately 2 miles south of the project. Activities associated with the development and operation of the new hotel are consistent with surrounding land uses and there are no unusual design features or activities proposed that would require additional security or a significant increase in police or emergency services.

Additionally, the project would be required to pay its fair share of development impact fees, which would offset the development's proportional impact to police protection services. Therefore, the project would have a less than significant impact on police protection services. Therefore, the project would have less than significant impact on police services.

Schools

The proposed hotel would primarily serve people traveling in the local area for business or tourism, and the project workforce is anticipated to come from the local labor pool. There are no project components proposed that would result in a permanent increase in City populations; temporary hotel guests would almost entirely live in other areas and would not include students attending local public schools. Therefore, there would be no increase in demand on local schools and their facilities as a result of the project; potential impacts would be less than significant.

Parks

The project includes the dedication of a new Class I bike trail along the frontage of the hotel that would improve bike and pedestrian access to the adjacent Morro Bay High School and proximate parks and recreational facilities accessed by residents/tourists using the bike trail system. The bike trail connects with several nearby parks and would provide a beneficial impact to these public park and recreation facilities and increase public safety. The bike trail, proximate parks and beach access are the facilities most likely to be utilized by guests at the hotel; therefore, the project would increase use and demand on these facilities. However, adequate beach access, parks and recreational facilities exists in the project vicinity to accommodate this increased demand. Additionally, the project would be required to pay its fair share of development impact fees, which would offset the development's proportional impact to park facilities. Therefore, the project would have a less than significant impact on park facilities.

Other Public Facilities

The proposed project would serve temporary residents visiting the City and would be generally consistent with surrounding uses. As discussed in Section 14, Population/Housing, the project workers would likely be sourced from the local labor pool and would not result in significant increased demand on other surrounding public services such as libraries or City administrative services. Therefore, impacts would be less than significant.

CONCLUSION

Implementation of the project would result in less than significant impacts on public services.

MITIGATION AND MONITORING

Mitigation measures are not required.

16. Recreation

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | X | |

| | | | | |
|---|--|--|---|--|
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | | | X | |
|---|--|--|---|--|

ENVIRONMENTAL SETTING

A variety of recreational activities including hiking, sightseeing, birdwatching, etc. are available within Morro Bay. Within the boundary of Morro Bay city limits, there are over 10 miles of ocean and bay front shoreline. Approximately 95% of the shoreline has public lateral access. These walkways provide active recreational activities for visitors and residents. There are also multiple improved parks and playgrounds throughout the city. The hotel would be located approximately 0.30-miles from the ocean front which would likely be the nearest attraction that occupants of the hotel would visit. In addition, the hotel would be bordered by a Class I bike path that runs along the western edge of Highway 1, providing access to nearby regional parks and other recreational and visitor-serving areas of the City.

IMPACT DISCUSSION

a., b. As noted above, the bike trail, proximate parks and beach access are the facilities most likely to be utilized by guests at the hotel; therefore, the project would increase use and demand on these facilities. However, adequate beach access, parks and recreational facilities exists in the project vicinity to accommodate this increased demand. The project would be required to pay its fair share of development impact fees, which would offset the development’s proportional impact to park and recreation facilities. Additionally, although the project does not require the construction of new recreational facilities, the project is proposing, as a public benefit, to replace an existing Class II bike path along the project frontage with a new Class I bike path that would connect with an existing Class I bike path adjacent to Morro Bay High School. The extension of the bike path would result in a beneficial impact that would improve the overall circulation and safety for cyclists and would not result in an adverse physical effect on the environment as the path would be located within existing paved right-of-way. Development of the hotel and associated bike path improvements are not in themselves growth inducing and would not significantly increase the demand on parks and other recreational facilities. No additional recreational facilities are proposed. Therefore, impacts to recreational facilities would be less than significant.

CONCLUSION

Implementation of the proposed project would not result in impacts related to recreation facilities.

MITIGATION MONITORING

Mitigation measures are not required.

17. Transportation

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|---------------------------------------|---|-------------------------------------|------------------|
| a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | | | X | |
| b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | | | | X |

| Would the project: | | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---------------------------|---|---------------------------------------|---|-------------------------------------|------------------|
| c. | Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | X | | |
| d. | Result in inadequate emergency access? | | | X | |

ENVIRONMENTAL SETTING

The following section is based on a Transportation Impact Study (TIS) prepared for the project by Central Coast Transportation Consulting (CCTC 2018; Attachment H). The study evaluated potential transportation impacts related to the development of a new 83-room hotel and related facilities located on the corner of Highway 1 southbound off-ramp and Atascadero Road.

The existing road network near the project includes four main roads. Highway 1 is a major north-south state highway running along the Pacific coastline of California. It separates from the US 101 on Santa Rosa Street in San Luis Obispo, CA and continues north as a four-lane arterial known as the Cabrillo Highway. It is a four-lane freeway in the project area. State Route (SR) 41 is a two-lane, southwest-northeast Caltrans facility that connects Atascadero to Morro Bay where it terminates at its junction with Highway 1. Atascadero Road is an east-west major collector with two travel lanes. The project driveway will be connected to this road, which is owned and maintained by the City of Morro Bay. Main Street is a north-south minor arterial with two travel lanes. It parallels Highway 1 from Radcliff Avenue to Zanzibar Street, allowing access to the surrounding residential and commercial areas from the highway.

Pedestrian facilities in the project area include sidewalks, crosswalks, and multi-use paths. Sidewalks are provided along the north and south sides of Atascadero Road with some discontinuous segments. There are marked crossings along the north and south sides of Atascadero Road, as well as several marked crossings connecting the two sides. There is no sidewalk fronting the project site where the driveway will be installed. Main Street has sidewalks running along the east side.

Bicycle facilities consist of separated right-of-way bike paths (Class I) and on-street striped bike lanes (Class II). The city’s Bike Map identifies existing Class I bike paths fronting the north and west sides of the project site, which connect the Cloisters Community Park to Atascadero Road, and another bike path running parallel to the SR 1 southbound on-ramp. The city’s Bike Map also identifies existing Class II bike lanes on Atascadero Road from the high school pedestrian crossing to the Highway 1 intersection, with a dedicated northbound bicycle crossing connecting the Class I bike path running parallel to the Highway 1 southbound on-ramp. The Class II bike lanes on Atascadero Road are discontinuous along the on- and off-ramps but continue after the Main Street intersection. Main Street has Class II bike lanes in the north and south directions.

The Morro Bay Transit operates fixed route, Call-A-Ride, and trolley services. The fixed route and trolley service both have three bus stops near the project area – two on Atascadero Road and one on Main Street at Errol. The trolley service operates Memorial Day weekend through early October. Call- A-Ride provides curb-to-curb service within the city limits on weekdays and Saturdays. Morro Bay Transit connects with the Regional Transit Authority (RTA) Routes 12 and 15 at City Park. RTA Route 15 runs north-south on Highway 1 and north on Main Street.

The City of Morro Bay does not have formal Level of Service (LOS) policies; therefore, the analysis approach for the project was developed based on Caltrans standards. The project would be located at the northwest intersection of Highway 1 and State Route 41, which are operated and maintained by Caltrans. Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities, where LOS C is acceptable, but LOS D is not. If an existing State Highway facility is operating at LOS D, E, or F the existing service level should be maintained.

As part of the traffic analysis, traffic counts for weekday AM and PM peak hour conditions were collected at the study intersections in February and March 2018 when the high school was in session. The traffic count analysis concluded that the southbound approach to the Highway 1 southbound ramp/Atascadero Road intersection currently operates at LOS D during the AM peak hour and LOS C during the PM peak hour. The Main Street/SR 41 intersection currently operates at LOS C during AM peak hour and LOS E during the PM peak hour. The Project Driveway/Atascadero Road intersection does not currently exist and therefore no traffic information was collected.

IMPACT DISCUSSION

- a. The traffic analysis included a trip generation estimate as well as an analysis of the project's impacts on the existing LOS. The project's trip generation estimate was developed using weekday daily, AM peak hour, and PM peak hour data provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual. Based on the trip generation estimate, the project would result in a total of 670 new daily trips, with 43 occurring during AM peak hours and 49 occurring during PM peak hours.

The following intersections were analyzed during the weekday AM (7-9 AM) and PM (4-6 PM) time periods:

- Project driveway / Atascadero Road
- State Route 1 southbound ramp / Atascadero Road
- Main Street / State Route 41

Two of the study intersections currently operate below the LOS C/D threshold for vehicles. The addition of project traffic increases average delay by less than two seconds at both locations:

- SR 1 southbound ramp / Atascadero Road: With the addition of project trips, the southbound approach would remain at LOS D during AM peak hours and would be reduced from LOS C to D during PM peak hours. The 95th percentile queues would remain below two vehicles both with and without the project. The intersection would not meet the peak hour signal warrant. Restriping the southbound approach to provide a shared through/right turn lane and designated left turn lane would improve operations slightly but is not recommended due to the very minor delay reduction.
- Main Street / SR 41: The intersection of Main Street and SR 41 operates at LOS E during the PM peak hour both with and without the project. The City of Morro Bay and Caltrans are pursuing a six-leg roundabout at this intersection. This project is currently in the design stage. The design stage is funded, and construction is partially funded. Constructing the roundabout would result in acceptable operations at this intersection.

All remaining intersections would continue to operate at an acceptable service level. Multiple intersections in the immediate vicinity were evaluated to determine if the proposed project would result in queue spillback on the Highway 1 southbound off-ramps. The analysis concluded that the project would not result in queues on Atascadero Road at the Project Driveway intersection; therefore, queue spillback to the SR 1 ramp intersections is not expected.

The project would result in a slight degradation of service level during PM peak hours for the southbound approach of the Highway 1 southbound ramp/Atascadero Road intersection, resulting in an increase in delay of less than 2 seconds per vehicle. The TIS evaluated the potential for mitigating the existing and plus project deficiency at this intersection by restriping the southbound approach to include an exclusive left turn lane and a shared through-right lane. However, the TIS concluded that these improvements would have a minimal effect on vehicular delay and were, therefore, not recommended. In addition, the project includes

improving existing bicycle facilities by upgrading the existing Class II to a Class I bicycle facility, resulting in improved circulation and safety for cyclists and pedestrians.

As discussed previously, the City does not have formal LOS policies, and based on the TIS, the proposed improvements would not result in significant traffic-related impacts. While the project would cause a slight delay in PM peak hours service levels at the southbound ramp, the project would not result in a queueing issue impacting the southbound offramp and would not result in or contribute to unacceptable levels of service at signalized intersections; therefore, impacts would be less than significant. Therefore, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and potential impacts would be less than significant.

- b. In 2013, Senate Bill 743 was signed into law with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions” and required the Governor’s Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of Senate Bill 743 and identified vehicle miles traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA. Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts must be implemented statewide. Currently, the City of Morro Bay has not yet adopted new standards or threshold targets for VMT reduction.

The traffic analysis report did not evaluate VMT, and the city has not yet established regional thresholds for VMT. It is anticipated that the project would add approximately 670 new daily trips, which would likely consist of people traveling from outside the area for business or tourism. The proposed project would not likely serve as a primary destination but would provide accommodations for people already traveling to the area who would otherwise require accommodations nearby. The project would be located directly next to the highway and is close to other attractions such as the beach, Morro Rock, and downtown Morro Bay. Because the city has not yet established regional thresholds for VMT, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, no impact would occur.

- c. The traffic study evaluated site access and on-site circulation to determine if the project could create hazardous conditions. In the original site plan and project description evaluated, the traffic study identified a deficiency specific to sight distance for cars exiting the driveway and recommend that the landscaping be modified to increase overall sight distance. In addition, the traffic study recommended that sidewalk and bicycle improvements along Atascadero Road should be unobstructed and maintain connectivity. Since the preparation of the traffic report, the project site plans, and project description have been modified to address several issues including traffic related impacts. Mitigation Measure TR-1 would require that the final project design to be submitted and reviewed by the City and/or a qualified transportation engineer to ensure that all proposed improvements are consistent with the design recommendations provided in the Transportation Impact Study prepared by CCTC for the project. Implementation of Mitigation Measure TR-1 would ensure that the final design of the project would not substantially increase hazards due to a geometric design feature or incompatible uses. Therefore, impacts would be less than significant with mitigation.
- d. Based on the results of the traffic study and the most recent site plan, the project would provide adequate on-site circulation and does not propose any uses or design features that would interfere with emergency access. Development of the hotel and associated improvements along Atascadero Road may result in partial lane closures; however, these activities would be temporary and adequate access along Atascadero Road

would be maintained. Therefore, the project would not result in inadequate emergency access and impacts would be less than significant.

CONCLUSION

Potentially significant impacts related to transportation and circulation associated with the proposed project would be less than significant with implementation of mitigation.

MITIGATION AND MONITORING

Mitigation Measure TR-1: Prior to issuance of construction or grading permits, the applicant shall submit for approval by the City of Morro Bay or a qualified transportation engineer designated by the City of Morro Bay, final site plans demonstrating that all proposed access and circulation improvements are consistent with the design recommendations provided in the Transportation Impact Study prepared by CCTC for the project.

18. Tribal Cultural Resources

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| a. Would the project cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | | | X | |
| (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | | X | | |

ENVIRONMENTAL SETTING

Approved in 2014, Assembly Bill (AB) 52 added tribal cultural resources to the categories of resources that must be evaluated under CEQA. Tribal cultural resources are defined as either of the following:

- Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
- Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
- Included in a local register of historical resources as defined in subdivision (k) of California Public Resources Code Section 5020.1.

A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of California Public Resources Code Section 5024.1. In applying

these criteria for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Recognizing that tribes may have expertise with regard to their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe regarding the potential for adverse impacts on tribal cultural resources as a result of a project. Consultation may include discussing the type of environmental review necessary, the presence and/or significance of tribal cultural resources, the level of significance of a project's impacts on the tribal cultural resources, and available project alternatives and mitigation measures recommended by the tribe to avoid or lessen potential impacts on tribal cultural resources.

The City of Morro Bay (the CEQA Lead Agency) provided notification to Native American tribes affiliated with the project area pursuant to AB 52 and received responses from three tribes. The Xolon-Salinan Tribe requested a copy of recommendations and the archaeological monitoring plan during construction of the site. The yak titʷu titʷu yak tilhini Northern Chumash Tribe requested archaeological and Native American monitoring. The Salinan Tribe of San Luis Obispo and Monterey Counties requested a Salinan monitor be present for all ground disturbing activities. In addition, a *Phase 1 Archaeological Report* (SWCA 2018) and pedestrian survey was conducted for the site and produced negative findings.

IMPACT DISCUSSION

- a. The proposed project does not contain any known tribal cultural resources that have been listed or are eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). As discussed in Section 5, Cultural Resources, a historic property listed on the National Register of Historic Places is located near the project site; however, all project activities would be limited to the project site and the proposed project will not cause a substantial adverse change in the significance of a historical resource. Therefore, no impacts to historical resources would occur.
- b. The Phase 1 Archaeological Report, the pedestrian survey, and notification to affiliated tribes per AB 52 concluded that there are no known significant tribal cultural resources in the project area. However, due to the proximity to eight previously identified prehistoric archaeological sites, some of which contain human remains, the project area is considered moderately sensitive for the presence of buried and/or obscured archaeological resources. Mitigation Measures CUL-1 would require the development of an Archaeological Monitoring Plan (AMP) and associated archaeological monitoring procedures during initial ground-disturbing activities. The AMP would appropriately identify and address archaeological finds encountered during construction monitoring and would include measures to avoid or reduce potential impacts to tribal cultural resources. Therefore, potential impacts associated with tribal cultural resources would be less than significant with mitigation.

CONCLUSION

Potentially significant impacts to tribal cultural resources associated with the proposed project would be less than significant with implementation of identified mitigation.

MITIGATION AND MONITORING

With implementation of **Mitigation Measure CUL-1**, the project would have a less-than-significant impact on tribal cultural resources.

19. Utilities and Service Systems

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | | | X | |
| b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | | | X | |
| c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | X | |
| d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | | X | |
| e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | X | |

ENVIRONMENTAL SETTING

The project proposes to develop a new 83-unit hotel with parking and associated landscaping. The project proposes to include several waste-reduction and conservation measures during the construction and operation of the facility including using recycled content for building materials, installing water conserving plumbing fixtures, installing a rooftop solar system, placing recycling bins in guest rooms, and implementing an excess bathroom product recycling program.

The project would be required to hook-up to the City's municipal water system, which would be provided by the Morro Bay Public Works Water Division. The majority of the water supplied to the City is from the State Water Project (SWP) and further supplemented by two local groundwater basins, Morro and Chorro Basins, and a desalination plant during emergencies. Based on the City's 2018 OneWater Morro Bay Plan, projected water supply is estimated to remain relatively constant through 2050.

Wastewater services within the city are currently provided by the Morro Bay Wastewater Treatment Plant which is rated for an average daily flow of 2.06 million gallons a day, serving approximately 13,300 people. Due to the existing facility's aging infrastructure, a new wastewater treatment facility is required to be built and is expected to be completed by 2023. According to the adopted OneWater Morro Bay Plan, the project would connect to an 18-inch gravity main along Atascadero Road. Current flows in the gravity sewer cause the hydraulic grade line to surge within 3 feet of the manhole rim during peak wet-weather flow events.

The City contracts with Morro Bay Garbage Service to provide residential and commercial garbage, recycling, and green waste collection services for Morro Bay. All of the City's waste is taken to Cold Canyon Landfill, which has a permitted capacity of approximately 23 million cubic yards, with an anticipated closure date of 2040.

IMPACT DISCUSSION

- a. The project would be required to connect to the City's water and wastewater services. Water to the project would be supplied by the City's Public Works Department and would not require the development of additional infrastructure to supply water. Wastewater services would be provided by the Morro Bay wastewater treatment plant located near the project on Atascadero Road. Due to the biological treatment capacity, age, and location of the existing wastewater treatment facility, a new treatment facility, the Water Reclamation Facility (WRF), has been recently approved by the California Coastal Commission in July 2019 and will be located on South Bay Boulevard to serve the City and the project when it becomes operational, by March of 2023. The project would be served by an 18-inch gravity sewer located with the former 66th Street right-of-way adjacent to Atascadero Road. According to the OneWater Morro Bay Plan, the flow in the sewer exceeds capacity during peak wet weather flow events as defined in the adopted OneWater Morro Bay Plan. The sewer main is proposed to be replaced with a 27-inch diameter pipe within the next three to five years.

The project is located in an urbanized area and all other services required for the operation of the hotel are currently available and the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Therefore, impacts would be less than significant.

- b. The City's water supply is mainly derived from the SWP and further supplemented by two local groundwater basins. When water is not available during SWP shutdowns and emergencies, water is further supplemented by Morro Bay's desalination plant. Contractually, Morro Bay is entitled to 1,313 acre-feet a year (AFY) of SWP water, plus an additional 174 percent "drought buffer" to ensure reliability when the SWP reduces deliveries during dry years. The "drought buffer", detailed in the Drought Buffer Water Agreement for 2,290 AFY, allows Morro Bay to receive its full 1,313 AFY allocation when the SWP can deliver at least 36.44 percent of contracted allocations.

According to the OneWater Morro Bay Plan, which provides a forecast of the city's water demand, the city is expected to have available water supply in excess of projected demand through 2050. In addition, the new water reclamation facility that is being constructed to replace the aging wastewater treatment plant would also involve a water purification facility that would further supplement the city's water needs. The project would increase demand on water supplies; however, due to the location of the project and proposed use, future development within the city, including the project, is anticipated in the OneWater Morro Bay Plan water demand projections. In addition, the project includes several water conservation measures such as water saving plumbing fixtures that would further reduce water consumption. Based on the city's current water supply and the OneWater Morro Bay Plan water demand projections, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, impacts would be less than significant.

- c. As discussed above, wastewater treatment services would be provided to the project by the nearby Morro Bay wastewater treatment plant. However, due to its aging infrastructure, a new facility is being constructed and would serve the city and the proposed project when operational. The new facility has been designed to meet the city's current wastewater needs and includes construction of a new one million gallon per day advanced treatment facility that would further supplement the city's water demand. The project and proposed use are consistent with the city's anticipated level of development and the new facility would have adequate capacity to serve the project and existing commitments. Therefore, impacts would be less than significant.
- d. Most of the solid waste associated with the project would occur during the initial construction which may include excavated soils, demolition debris, and other construction materials associated with new

development. The project proposes to implement a number of waste reduction measures including the use of recycled content for building materials, placement of recycling bins in guestrooms, and a program for recycling excess bathroom products. Sanitary services would be provided by Morro Bay Garbage Service and waste would be disposed of at the Cold Canyon Landfill. The Cold Canyon Landfill currently has a capacity of 1,650 tons per day and an estimated remaining capacity of 14,500,000 cubic yards. Currently, the estimated closure date for this landfill is December 31, 2040 (CalRecycle 2018), which has adequate permit capacity to serve the project. Based on proposed use and the existing capacity of landfill serving the project, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts would be less than significant.

- e. Solid waste associated with the project would similar to that of similar hotels or commercial uses. The project does not propose any uses or activities that would otherwise result in the generation of solid waste that would conflict with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, impacts would be less than significant.

CONCLUSION

Implementation of the proposed project would not result in significant impacts related to utilities and service systems.

MITIGATION AND MONITORING

Mitigation measures are not required.

20. Wildfire

| | If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|----|---|---------------------------------------|---|-------------------------------------|------------------|
| a. | Substantially impair an adopted emergency response plan or emergency evacuation plan? | | | X | |
| b. | Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | X |
| c. | Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | | X |
| d. | Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | X |

ENVIRONMENTAL SETTING

Fire Hazard Severity Zones (FHSZ) are defined by the California Department of Forestry and Fire Protection (CALFIRE) based on the presence of fire-prone vegetation, climate, topography, assets at risk (e.g., high population centers), and a fire protection agency’s ability to provide service to the area (CAL FIRE 2007). FHSZs throughout

the city have been designated as “Very High,” “High,” or “Moderate.” The project is located in a Locally Responsible Area (LRA) in an area designated as Moderate FHSZ.

IMPACT DISCUSSION

- a. The project is located in a developed area within the city of Morro Bay, with access to the site provided directly from Highway 1 and Atascadero Road. The project would be served by the Morro Bay Fire Department with the nearest station located at 715 Harbor St, which is approximately 1.5 south with an estimated response time of 5 minutes. The project would develop a hotel on a vacant lot surrounded by development and does not propose any activities or design elements that would impair an adopted emergency response plan or emergency evacuation plan. During short-term construction, improvements would occur within the right-of-way along Atascadero Road to accommodate a bike path and large vehicles would be utilizing adjacent roadways to access the project site; however, access to neighboring properties including Morro Bay High School would be maintained during all construction activities. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.
- b. The project would be developed on vacant land surrounded by urban development. The project is not located in an area where slope, prevailing winds, and other factors, would exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no impacts would occur.
- c. Development of the hotel would almost entirely be limited within the project parcel, with the exception of bike path improvements occurring on the north side of Atascadero Road. As such, the project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, no impacts would occur.
- d. As discussed previously, the project is located in an urbanized area and is not located near steep slopes or significant geologic features. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts would occur.

CONCLUSION

The proposed project and associated activities would not result in a significant adverse impact related to Wildfire.

MITIGATION MONITORING

Mitigation measures are not required.

21. Mandatory Findings of Significance (Section 15065)

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

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

IMPACT DISCUSSION

- a. **Potential to Degrade.** The proposed project would not substantially degrade or threaten the quality of the environment, habitat, or populations of any fish or wildlife species, or important examples of California history or prehistory. The project does not propose to remove any trees as part of the project; however, nesting birds could be present on a seasonal basis in nearby trees, and construction activities as well as trimming or removing trees could adversely affect their nesting activities. Mitigation measures have been proposed to prevent or reduce potential impacts. Refer to Section 1, Aesthetics; Section 4, Biological Resources; Section 6, Geology and Soils; and Section 8, Hazards/Hazardous Materials, for additional information.
- b. **Cumulative.** Project-specific impacts, when considered along with, or in combination with, other impacts, do not rise to a level of significance. Project impacts are limited and no substantial cumulative impacts resulting from other projects were identified.
- c. **Substantial Adverse.** The project does not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. Project impacts are limited, and standard mitigation measures would be incorporated that would reduce any potential impacts to a less-than-significant level.

V. INFORMATION SOURCES:

A. County/City/Federal Departments Consulted:

City of Morro Bay Community Development Department (Planning and Building Divisions), Public Works Department, Fire Department.
San Luis Obispo Air Pollution Control District
California Department of Toxic Substances Control

B. General Plan

| | | | |
|---|-------------------------------|---|-----------------------------|
| x | Land Use Element | x | Conservation Element |
| x | Circulation Element | x | Noise Element |
| x | Seismic Safety/Safety Element | x | Local Coastal Plan and Maps |
| x | Zoning Ordinance and Map | x | Climate Action Plan |

C. References

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VI. ATTACHMENTS

- Attachment A: Summary of Mitigation Measures and Applicant's Consent to Incorporate Mitigation into the Project Description.
- Attachment B: *Air Quality & Greenhouse Gas Impact Study for the Proposed Morro Bay Hotel Project, Morro Bay, CA* (AMBIENT Air Quality and Noise Consulting, August 2019a)
- Attachment C: *Biological Resources Assessment for the Atascadero Road Hotel Project* (Kevin Merk Associates, LLC, May 23, 2018)
- Attachment D: *Energy Impact Study for the Proposed Morro Bay Hotel Project, Morro Bay, CA* (AMBIENT Air Quality and Noise Consulting, August 2019b)
- Attachment E: *Geotechnical Engineering Report* (Earth Systems Pacific, January 29, 2018)
- Attachment F: *Phase I Environmental Site Assessment* (Haro Environmental, December 7, 2017)
- Attachment G: *Acoustics Assessment of Atascadero Road Hotel Morro Bay, CA* (45dB Acoustics, May 3, 2018)
- Attachment H: *Transportation Impact Study* (Central Coast Transportation Consulting, March 2018)

ATTACHMENT A: MITIGATION AND MONITORING PROGRAM

Mitigation Measure VR-1: At time of application for construction permits, the applicant shall revise the Conceptual Landscape Plan (dated February 19, 2019) by Jim Burrows Landscape Architecture to be consistent with the Landscape Screening Update Letter dated November 7, 2019 by Jim Burrows Landscape Architecture. The revised landscape plan shall provide for landscaping that provides at least 50% year-round (evergreen) screening of the structure, as viewed from Highway 1 traveling southbound (east building frontage) and taken from the vantage point as shown in Figure 5. Within five years of final inspection and occupancy, the landscaping shall provide for 25% year-round screening of the structure as viewed from Highway 1 traveling southbound. Within ten years of final inspection and occupancy and for the life of the project, the landscaping shall provide for 50% year-round screening of the structure as viewed from Highway 1 traveling southbound. In the event the landscaping does not meet or falls below these performance criteria, the applicant shall retain a qualified landscape architect to prepare and submit a revised landscape and replanting plan to fulfil this mitigation measure to the satisfaction of the City.

Mitigation Measure VR-2: Per City of Morro Bay Municipal Code section 17.48.050, all overhead utilities on the project site shall be placed underground. Prior to issuance of grading permits, the applicant shall provide revised plans showing compliance with this measure for review and approval by the City of Morro Bay Community Development Department.

Mitigation Measure AQ-1: The following measures shall be implemented to minimize construction-generated emissions. These measures are based on SLOAPCD standard mitigation measures and would help to ensure compliance with the SLOAPCD's 20% opacity limit (SLOAPCD Rule 401) and nuisance rule (SLOAPCD Rule 402). These measures shall be shown on grading and building plans:

- a. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.
- b. To the extent locally available, prefinished building materials or materials that do not require the application of architectural coatings shall be used.
- c. Reduce the amount of the disturbed area where possible.
- d. Use water trucks, APCD approved dust suppressants (see Section 4.3 in the CEQA Air Quality Handbook), or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the District's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. For a list of suppressants, see Section 4.3 of the CEQA Air Quality Handbook.
- e. All dirt stock-pile areas should be sprayed daily as needed.
- f. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- g. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
- h. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.
- i. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

- j. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- k. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.
- l. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways.
- m. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.
- n. The burning of vegetative material shall be prohibited. Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. If you have any questions regarding these requirements, contact the SLOAPCD Engineering and Compliance Division at (805) 781-5912.
- o. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.
- p. When applicable, portable equipment, 50 horsepower (hp) or greater, used during construction activities shall be registered with the California statewide portable equipment registration program (issued by the California Air Resources Board) or be permitted by the APCD. Such equipment may include: power screens, conveyors, internal combustion engines, crushers, portable generators, tub grinders, trammel screens, and portable plants (e.g., aggregate plant, asphalt plant, concrete plant). For more information, contact the SLOAPCD Engineering and Compliance Division at (805) 781-5912.

Mitigation Measure AQ-2: The following measures based on the SLOAPCD standard mitigation measures for construction equipment for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment shall be implemented to reduce exposure of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

- a. Implement Mitigation Measure AQ-1, as identified above.
- b. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 - 1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
 - 2. Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
- c. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- d. Fuel all off-road and portable diesel-powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

- e. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- f. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation.
- g. Electrify equipment when possible;
- h. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,
- i. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

Mitigation Measure BR-1: To avoid impacts to nesting birds, including raptors, for construction activities occurring between February 15 and August 31, a preconstruction survey for active bird nests shall be conducted by a qualified biologist. Surveys shall be conducted within 2 weeks prior to construction activities. If no active nests are located, construction activities can proceed. If active nests are located, then all construction work shall be conducted outside a non-disturbance buffer zone to be developed by the project biologist based on the species (i.e., 50 feet for common species and up to 250 feet for raptors), slope aspect and surrounding vegetation in proximity to the nest site. No direct disturbance to nests shall occur until the young are no longer reliant on the nest site as determined by the project biologist. The biologist shall conduct monitoring of the nest until all young have fledged. The qualified biologist shall document all active nests and submit a letter report to the City of Morro Bay documenting project compliance with the Migratory Bird Treaty Act, California Fish and Game Code, and applicable project mitigation measures, within 14 days of survey completion or prior to first inspection, whichever occurs first.

Mitigation Measure CUL-1: Prior to project implementation, the applicant shall prepare an Archaeological Monitoring Plan (AMP) for review and approval by the City of Morro Bay. A standard clause shall be included in every grading and construction contract to inform contractors of this requirement. The AMP shall include, but not be limited to, the following:

- a. A list of personnel involved in the monitoring activities, including a City-approved archaeologist, a Native American monitor of Chumash descent, and a Native American monitor of Salinan descent;
- b. Description of how the monitoring shall occur;
- c. Description of frequency of monitoring (e.g., full time, part time, spot checking);
- d. Description of what resources are expected to be encountered;
- e. Description of circumstances that would result in the halting of work at the project site;
- f. Description of procedures for halting work on the site and notification procedures;
- g. Description of monitoring reporting procedures; and
- h. Specific, detailed protocols for what to do in the event of the discovery of human remains.

Mitigation Measure CUL-2: An archaeological monitor and a representative from the Salinan Tribe of Monterey and San Luis Obispo Counties and the yak titʷu titʷu yak tihini Northern Chumash Tribe shall be present during project-related ground-disturbing activities that have the potential to encounter previously unidentified archaeological resources, as outlined in the AMP prepared to satisfy CUL-1. Archaeological and tribal monitoring may cease at any time if the qualified archaeologist, in coordination with the City's Environmental Coordinator and the tribes, determine that project activities do not have the potential to encounter and/or disturb unknown resources.

Mitigation Measure GEO-1: Prior to issuance of grading permits, the project applicant shall submit to the City for approval, grading and building plans prepared by a professional engineer that incorporate design methods and

engineering techniques that are consistent with the recommendations provided in the Geotechnical Engineering Report prepared by Earth Systems for the project. Recommendations include, but are not limited to:

- a. Utilize deep foundations (i.e., piles) for structure support so that the piles would bear through the upper potentially liquefiable zone and into more dense, non-liquefiable materials at depth.
- b. Ground improvements would include displacing the soil with an auger to the bottom of the liquefiable layers and injecting grout or consolidating gravel into the resulting soil voids, thus densifying the soil; conventional shallow foundations would then be constructed over the ground improvement elements.

A hybrid solution involving over-excavation and reinforcement of the soil and a rigid mat foundation could also be utilized. Mat foundations distribute the structural loads over a wider area of the soil and can be designed to be sufficiently rigid such that the foundation will act as an integral unit in the event of liquefaction. The foundation should be designed to accommodate the shear and bending stresses that could result from the anticipated differential seismic settlement due to liquefaction. A relatively low bearing value is also recommended, as is a design of the foundations to accommodate a span of lost bearing at any point within the foundation.

Mitigation Measure GHG-1: The proposed project shall implement the following GHG-reduction measures, consistent with the “mandatory” measures identified in the City’s CAP Consistency Worksheet:

- a.
 1. The project shall install high efficiency lights (i.e., sodium, light-emitting diode [LED]) in parking lots, streets, and other public areas. (Note: this measure was included per SLOAPCD recommendations and is not a CAP mandatory measure but is a requirement in the recently updated building standards that will take effect on January 1, 2020).
 2. The project shall provide on-site bicycle parking and/or amenities in accordance with the California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only). (CAP Measure TL-1)
 3. The project shall incorporate a pedestrian access network that internally links all uses and connects all existing or planned external streets and pedestrian facilities contiguous with the project site. (CAP Measure TL-2)
 4. The project shall be designed to minimize barriers to pedestrian access and interconnectivity. (CAP Measure TL-2)
 5. The project shall incorporate traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.). (CAP Measure TL-2)
 6. Three percent of construction vehicles and equipment shall be electrically powered or use alternative fuels such as compressed natural gas. (CAP Measure O-1)
 7. Idling of all on and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation. (SLOAPCD Diesel Idling Restrictions for Construction Phases).
- b. The following additional GHG-reduction measures shall also be implemented, beyond the “mandatory” measures required by the City’s CAP:
 1. Trees to be planted shall be native and drought tolerant, beyond those required as mitigation for tree removal. (Voluntary CAP Measure T-1)
 2. Install occupancy sensors in hotel guest rooms that reduce energy usage when rooms are not occupied.

3. To the extent available, install energy-efficient (e.g., EnergyStar rated) appliances. (Refer to: <https://www.energystar.gov/products>).
4. To the extent allowed by code, utilize roofing materials that have a high-solar-reflectance index. (<https://www.epa.gov/sites/production/files/2014-06/documents/coolroofscompendium.pdf>).

Mitigation Measure TR-1: Prior to issuance of construction or grading permits, the applicant shall submit for approval by the City of Morro Bay or a qualified transportation engineer designated by the City of Morro Bay, final site plans demonstrating that all proposed access and circulation improvements are consistent with the design recommendations provided in the Transportation Impact Study prepared by CCTC for the project.

Acceptance of Mitigation Measures by Project Applicant:



Applicant

12/18/19

Date

MORRO BAY HOTEL



| | | |
|--|---|--|
|  ARRIS STUDIO ARCHITECTS <small>1327 Anchor Street, Suite 220 San Luis Obispo, CA 93401 805.947.2240 • 805.947.2241</small> | MORRO BAY HOTEL MORRO BAY, CA <hr/> COVER | Date: 01/09/20 Scale: 24x36 Sheet: 11x17 Sheet: |
| | | A-0 |

PROJECT DATA

| | |
|--|--|
| ADDRESS: | ATASCADERO ROAD MORRO BAY, CA 93442 |
| APN: | 066-332-003, 065-182-003 & 004 |
| ZONING: | C-VS / PD (VISITOR SERVICING COMMERCIAL/PLANNED DEVELOPMENT) |
| ENTITLEMENTS: | CONDITIONAL USE PERMIT & COASTAL DEVELOPMENT PERMIT REQUIRED |
| USE PROPOSED: | HOTEL |
| OCCUPANCY GROUP PROPOSED: | R-1 |
| CONSTRUCTION TYPE PROPOSED: | TYPE V-A |
| SPRINKLERS PROPOSED: | YES (NFPA-13) |
| NUMBER OF STORIES: | 3 STORIES |
| BUILDING HEIGHT ALLOWED: | 30'-0" ABOVE AVERAGE NAT. GD. |
| BUILDING HEIGHT PROPOSED: | 35'-5" ABOVE AVERAGE NAT. GD. (SEE A-11 FOR BUILDING HEIGHT EXHIBIT) |
| MINIMUM FRONT YARD SETBACK: | 10 FT |
| PROVIDED FRONT YARD SETBACK: | 96'-8" |
| MINIMUM SIDE YARD SETBACK (EXTERIOR): | 20% OF LOT WIDTH (5 FT MIN - 10 FT MAX) = 172'-9" x 20% = 34'-6" |
| PROVIDED SIDE YARD SETBACK (EXTERIOR): | 10 FT |
| MINIMUM SIDE YARD SETBACK (INTERIOR): | 0 FT |
| PROVIDED SIDE YARD SETBACK (INTERIOR): | 39'-0" |
| AVG. NAT. GRADE: | 20.74 FT |
| FINISHED FLOOR HEIGHT: | 23.50 FT |
| 30 FT ABOVE AVERAGE NATURAL GRADE: | 50.74 FT |
| 35.41 FT ABOVE AVERAGE NATURAL GRADE: | 56.16 FT (PUBLIC BENEFIT - SEE SHEET A-15) |
| HOTEL ROOMS: | |
| 1ST FLOOR: | 18 GUEST ROOMS |
| 2ND FLOOR: | 30 GUEST ROOMS |
| 3RD FLOOR: | 35 GUEST ROOMS |
| TOTAL: | 83 GUEST ROOMS |
| PARKING SPACES REQUIRED: | |
| 1 PER ROOM + 1 FOR EACH 10 ROOMS: | 83 + 9 = 92 SPACES |
| COMPACT PARKING SPACES: | |
| ALLOWED COMPACT SPACES: | 92 X 25% = 23 SPACES |
| PROVIDED COMPACT SPACES: | 20 SPACES |
| PARKING SPACES PROVIDED: | |
| STANDARD SPACES: | 67 |
| COMPACT SPACES: | 20 |
| ACCESSIBLE SPACES: | 5 |
| TOTAL PARKING SPACES PROVIDED: | 92 SPACES |
| REQUIRED BIKE PARKING: | 1 BIKE / 5 PARKING SPACES |
| PROVIDED BIKE PARKING: | 19 BIKE PARKING |
| FAR CALCULATION: | |
| 1ST FLOOR: | 19,522 SF |
| 2ND FLOOR: | 18,755 SF |
| 3RD FLOOR: | 18,081 SF |
| TOTAL: | 56,358 SF |
| SITE AREA: | 88,021 SF (2.02 ACRES) |
| PROVIDED FAR: | 0.64 |
| REQUIRED LANDSCAPING: | PARKING LOT LANDSCAPING - 5% |
| PROVIDED LANDSCAPING: | 15,472 S.F. / 88,021 S.F. |
| MAXIMUM LOT COVERAGE: | 60% (HOTEL) , 80% (PARKING) |
| PROVIDED LOT COVERAGE: | |
| HOTEL: | 20,952 S.F. / 88,021 S.F.= 0.24 |
| PARKING: | 51,597 S.F. / 88,021 S.F.= 0.58 |

| | |
|----------------------|---|
| SIGNAGE: | |
| ALLOWED SIGNAGE SF: | 1 SF OF SIGNAGE / 1 LF OF BUILDING FRONTAGE |
| SOUTH ELEVATION: | 80'-6" = 80.5 SF OF SIGNAGE |
| PROPOSED SIGNAGE SF: | |
| SOUTH ELEVATION: | 55 SF |
| EAST ELEVATION: | 55 SF |
| MONUMENT SIGNAGE: | LOCATED >5 FT FROM PROPERTY LINE AT SITE ENTRANCE |
| HEIGHT: | 8'-0" |
| LENGTH: | 7'-6" |
| WIDTH: | 1'-6" |
| SF OF SIGN: | 60 SF |

PROJECT DESCRIPTION

THIS PROJECT PROPOSES THE CONSTRUCTION OF A NEW 3-STORY, TYPE V-A, 83 GUESTROOM HOTEL BUILDING, AND NEW ONSITE PARKING ON AN EXISTING VACANT LOT.

AMENITIES INCLUDE AN INDOOR POOL, PORTE COCHERE, MEETING ROOM, INTERIOR DINING AND LOUNGE AREAS, AND FITNESS ROOM.

SEE A LIST OF THE PUBLIC BENEFITS PROPOSED FOR THE PROJECT BELOW.

PROJECT DIRECTORY

| | | | |
|-------------------|--|--------------------|--|
| OWNER: | ESCAPE HOSPITALITY, LLC 590 MORRO AVE. MORRO BAY, CA, 93442 PHONE: (805)801-1224 CONTACT: HEMANT PATEL & PRADEEP PATEL EMAIL: HEMANT96@YAHOO.COM | ELECTRICAL: | JMPE ELECTRICAL ENGINEERING 156 W. ALAMAR AVE. SANTA BARBARA, CA, 93105 PHONE: (805)569-9216 CONTACT: JOHN MALONEY EMAIL: MALONEY@JMPE.NET |
| ARCHITECT: | ARRIS STUDIO ARCHITECTS 1327 ARCHER STREET, SUITE 220 SAN LUIS OBISPO, CA, 93401 PHONE: (805)547-2240 CONTACT: THOM JESS EMAIL: TJESS@ARRIS-STUDIO.COM | CIVIL: | WALSH ENGINEERING 979 OSOS STREET, SUITE F4 SAN LUIS OBISPO, CA, 93401 PHONE: (805)319-4948 CONTACT: MATT WALSH EMAIL: MATT@WALSHENGINEERING.NET |
| PLANNER: | CATHY NOVAK CONSULTING PO BOX 296 MORRO BAY, CA, 93443 PHONE: (805)772-9499 CONTACT: CATHY NOVAK EMAIL: NOVAKCONSULTING@CHARTER.NET | LANDSCAPE: | JBLA 979 OSO STREET, SUITE B6 SAN LUIS OBISPO, CA, 93401 PHONE: (805)439-3209 CONTACT: JIM BURROWS EMAIL: JIM@JBLA-SLO.COM |

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PUBLIC BENEFIT

EV CHARGING STATIONS:
(9) EV CHARGING STATIONS TOTAL WILL BE OPEN TO THE PUBLIC. THE PROJECT WILL PROVIDE (7) LEVEL-2 CHARGING STATIONS AND (2) LEVEL-3 CHARGING STATIONS AT THE FRONT OF THE SITE ALONG ATASCADERO ROAD. THE PROJECT IS PROVIDING AN ADDITIONAL ACCESSIBLE PARKING SPACE DEDICATED TO ONE OF THE (9) EV CHARGERS.

CLASS I BIKE LANE:
SAFE BIKE ACCESS CONNECTING THE INTERSECTION FROM THE BIKE TRAIL TO MORRO BAY HIGH SCHOOL.

DEDICATION TO HIGH SCHOOL:
THE SOUTHWEST CORNER WHERE THE EXISTING BIKE PATH ENTERS THE PROPERTY OF MORRO BAY HIGH SCHOOL WILL BE DEDICATED TO THE HIGH SCHOOL.

ADDITIONAL GREEN MEASURES:

- SOLAR PANELS ON THE ROOF
- NET ZERO ENERGY CONSUMPTION GOAL
- BIKE SHARE
- RECYCLED CONTACT BUILDING MATERIALS
- WATER CONSERVING PLUMBING FIXTURES
- KEY CARD CONTROLLED ELECTRICAL WITHIN THE GUEST ROOMS
- LED LIGHTING
- REFLECTIVE ROOFING
- PERMEABLE PAVERS
- RECYCLING BINS IN GUEST ROOMS
- EXCESS BATHROOM PRODUCT RECYCLING PROGRAM
- HIGH PERFORMANCE GLAZING SYSTEMS

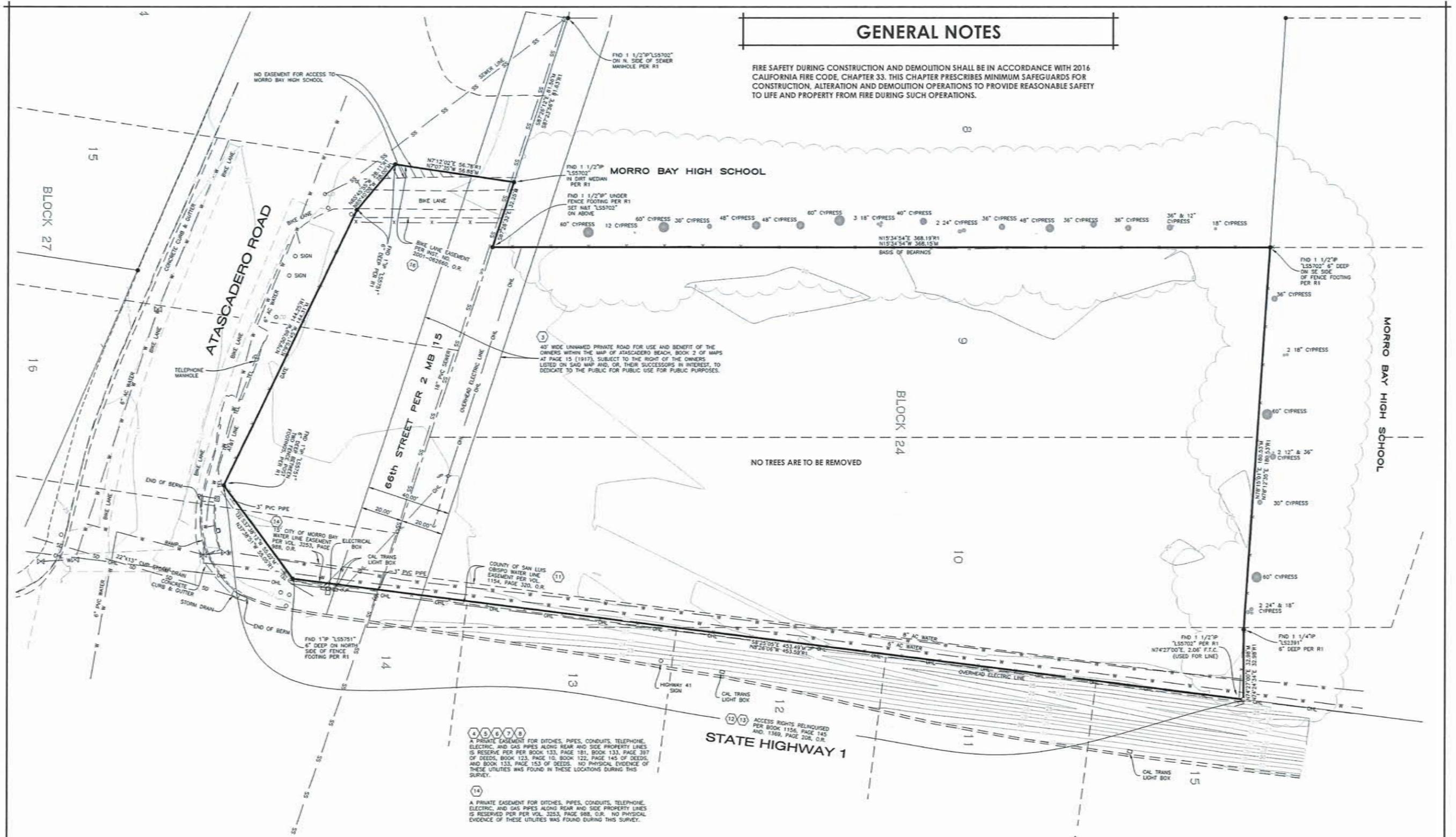
VICINITY MAP



| | | | |
|--|--|---|----------------|
| | ARRIS STUDIO ARCHITECTS 1327 Archer Street, Suite 220 San Luis Obispo, CA 93401 Phone: (805) 547-2240 | MORRO BAY HOTEL MORRO BAY, CA PROJECT DATA | Date: 01/09/20 |
| | | | Scale: 24x36 |
| | | | Sheet: 11x17 |
| | | | A-1 |

GENERAL NOTES

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.



EXISTING & DEMOLITION PLAN - SEE SURVEY FOR MORE INFORMATION

ARRIS
STUDIO ARCHITECTS

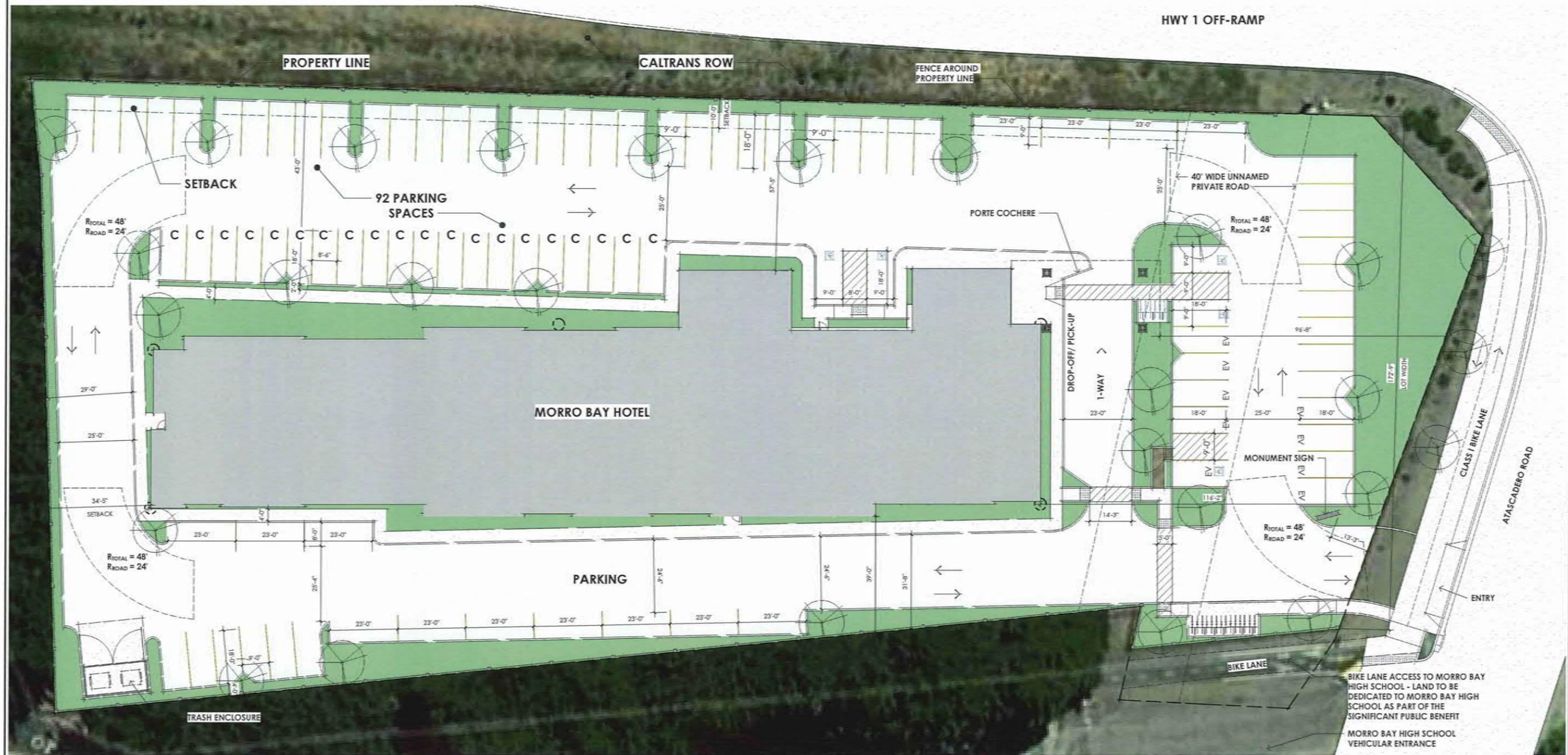
1327 Anchor Street, Suite 202
San Luis Obispo, CA 93401
805.467.2240 • 805.467.2241

MORRO BAY HOTEL
MORRO BAY, CA

DEMOLITION PLAN

Date: 01/09/20
Scale: 24x36
Sheet: 11 of 17

A-2



BIKE LANE ACCESS TO MORRO BAY HIGH SCHOOL - LAND TO BE DEDICATED TO MORRO BAY HIGH SCHOOL AS PART OF THE SIGNIFICANT PUBLIC BENEFIT MORRO BAY HIGH SCHOOL VEHICULAR ENTRANCE

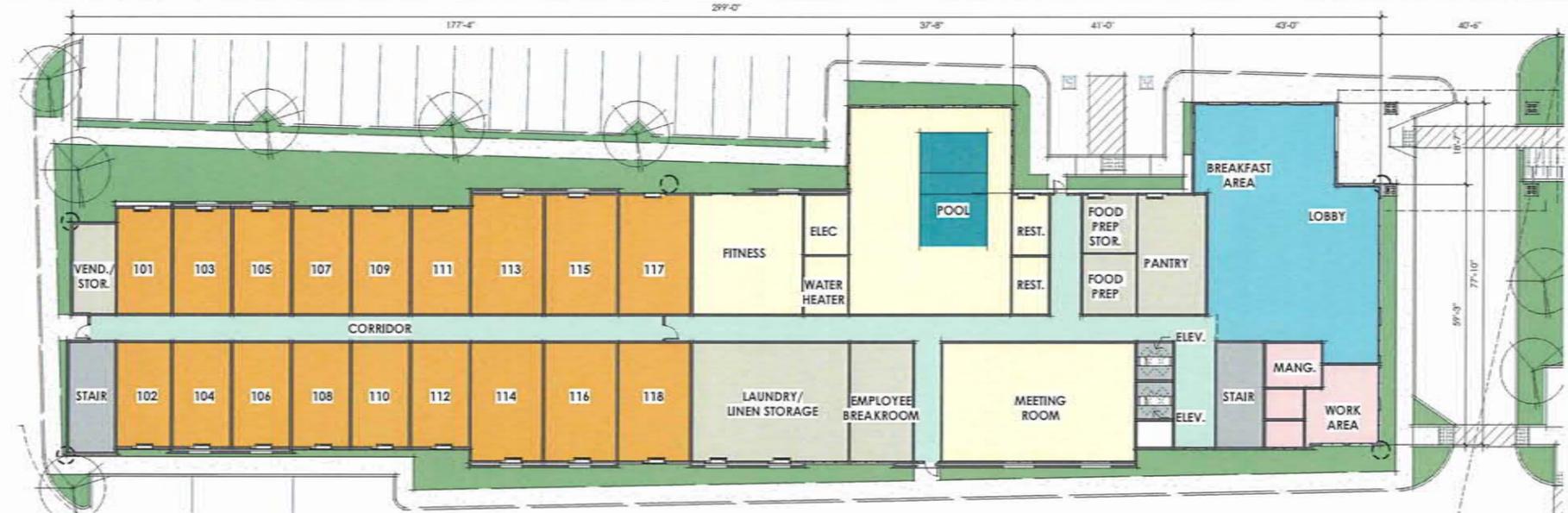
1 SITE PLAN
1/16" = 1'-0"



| | | |
|---|---|--|
| <p>ARRIS STUDIO ARCHITECTS 1321 Archer Street, Suite 220 San Luis Obispo, CA 93401 805.547.2240 • 805.547.2241</p> | <p>MORRO BAY HOTEL MORRO BAY, CA</p> | <p>Date: 01/09/20 Scale: 24x36; 1'-0" = 1/16" 11x17"</p> |
| | <p>PROPOSED SITE PLAN</p> | |
| | <p>A-3</p> | |



2 SECOND FLOOR PLAN
1/16" = 1'-0"



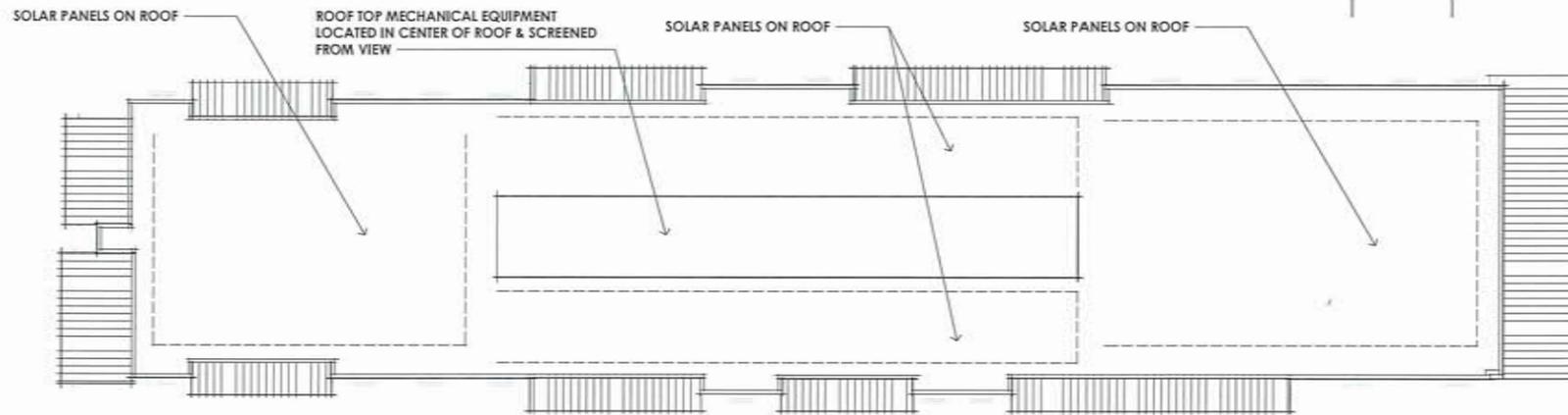
1 FIRST FLOOR PLAN
1/16" = 1'-0"



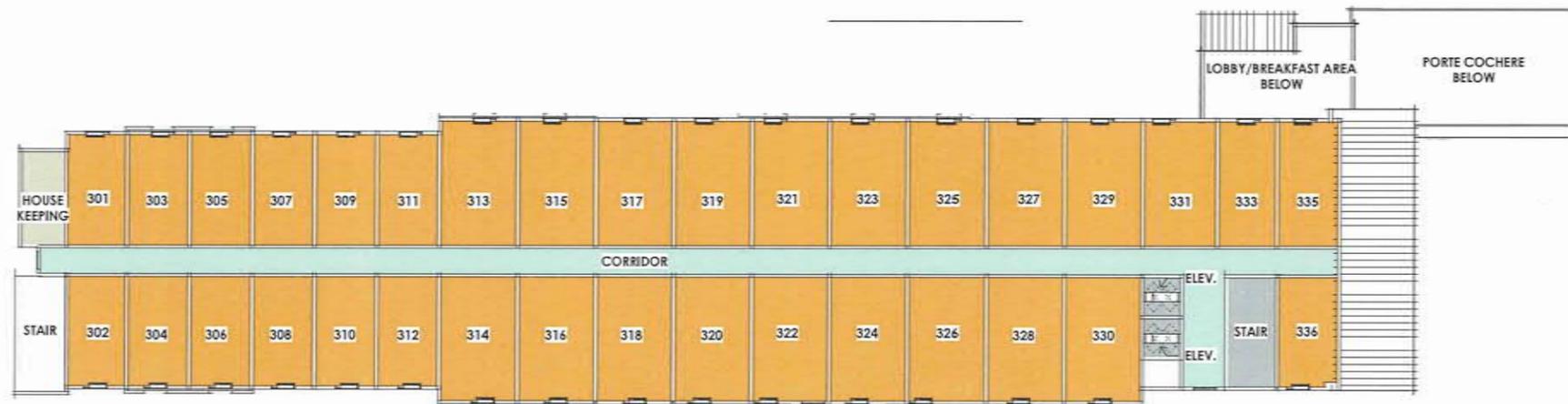
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1121 Archer Street, Suite 200
San Luis Obispo, CA 93401
805.497.2260 | 805.497.2261

MORRO BAY HOTEL
MORRO BAY, CA
FLOOR PLANS

Date: 01/09/20
Scale: 24x36: 1'-0" = 1/16"
11x17:
Sheet: **A-4**



2 ROOF PLAN
1/16" = 1'-0"



1 THIRD FLOOR PLAN
1/16" = 1'-0"



MORRO BAY HOTEL
MORRO BAY, CA

FLOOR PLANS

Date: 01/09/20
Scale: 24x36: 1/4" = 1'-0"
Sheet: **A-5**



1 SOUTH ELEVATION
1/4" = 1'-0"



**ARRIS
STUDIO
ARCHITECTS**
1221 Archer Street, Suite 200
San Jose, CA 95128
408.447.2200 | 408.447.2241

MORRO BAY HOTEL
MORRO BAY, CA
ELEVATIONS

Date: 01/09/20
Scale: 1/4" = 3'-0"
Sheet: **A-6**



2 EAST ELEVATION - SOUTH
1/4" = 1'-0"



1 OVERALL EAST ELEVATION
3/32" = 1'-0"



MORRO BAY HOTEL
MORRO BAY, CA
ELEVATIONS

Date: 01/09/20
Scale: 1/4" = 1'-0"
Sheet: **A-7**



1 NORTH ELEVATION
1/4" = 1'-0"

| | | |
|---|---|--|
|  ARRIS STUDIO ARCHITECTS <small>1137 Ancho Street, Suite 202 San Luis Obispo, CA 93401 805.467.2240 • 805.947.2241</small> | MORRO BAY HOTEL MORRO BAY, CA | Date: 01/09/20 Scale: 24x36: 1'-0" = 1/8" 11x17: |
| | ELEVATIONS | A-8 |
| | <small>Sheet</small> | |

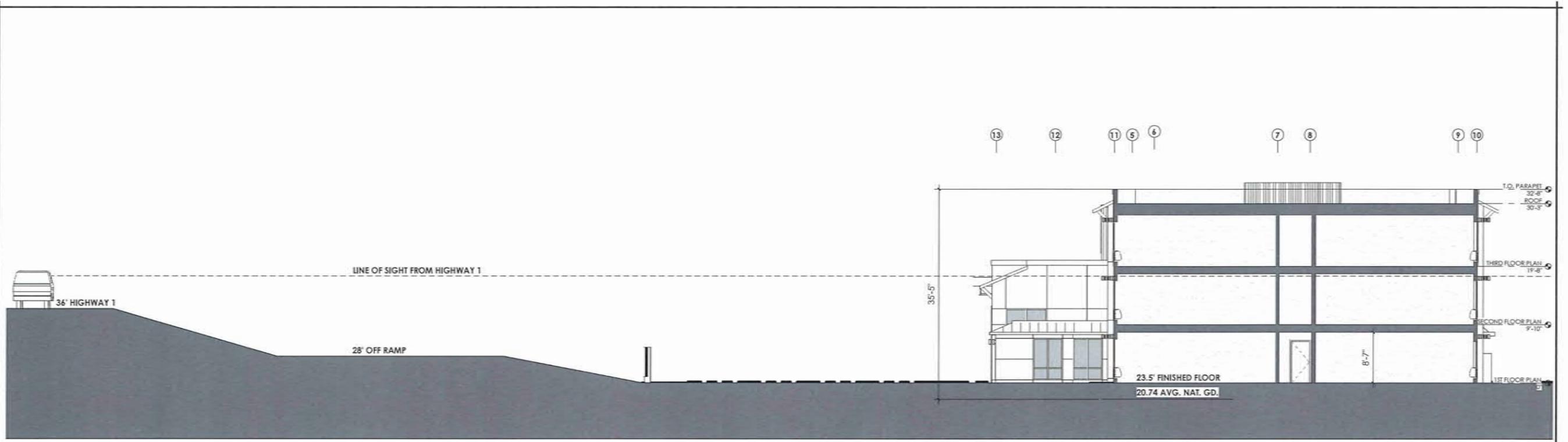


2 WEST ELEVATION - SOUTH
1/4" = 1'-0"



1 OVERALL WEST ELEVATION
3/32" = 1'-0"

| | | |
|--|---|---|
|  ARRIS STUDIO ARCHITECTS <small>1327 Anchor Street, Suite 205 San Luis Obispo, CA 93401 805.547.2240 • 805.547.2241</small> | MORRO BAY HOTEL MORRO BAY, CA ELEVATIONS | Date: 01/09/20 Scale: 24x36; 1'-0" = 1/8" Sheet: A-9 |
|--|---|---|



2 BUILDING HEIGHT STUDY & LINE OF SIGHT FROM HIGHWAY
1/8" = 1'-0"

- AMENITIES
- BCH
- CORRIDOR
- GUESTROOM
- LOBBY / BREAKFAST AREA



1 SECTION
3/32" = 1'-0"

| | | |
|---|--|--|
| <p>ARRIS STUDIO ARCHITECTS</p> <p><small>1121 Archer Street, Suite 205 San Luis Obispo, CA 93401 805.447.2247 805.447.2241</small></p> | <p>MORRO BAY HOTEL</p> <p>MORRO BAY, CA</p> | <p>Date: 01/09/20</p> <p>Scale: 3/32" = 1'-0" / 3/32" = 1'-0"</p> <p>Sheet: A-10</p> |
| | <p>SECTION</p> | |
| | <p>A-10</p> | |

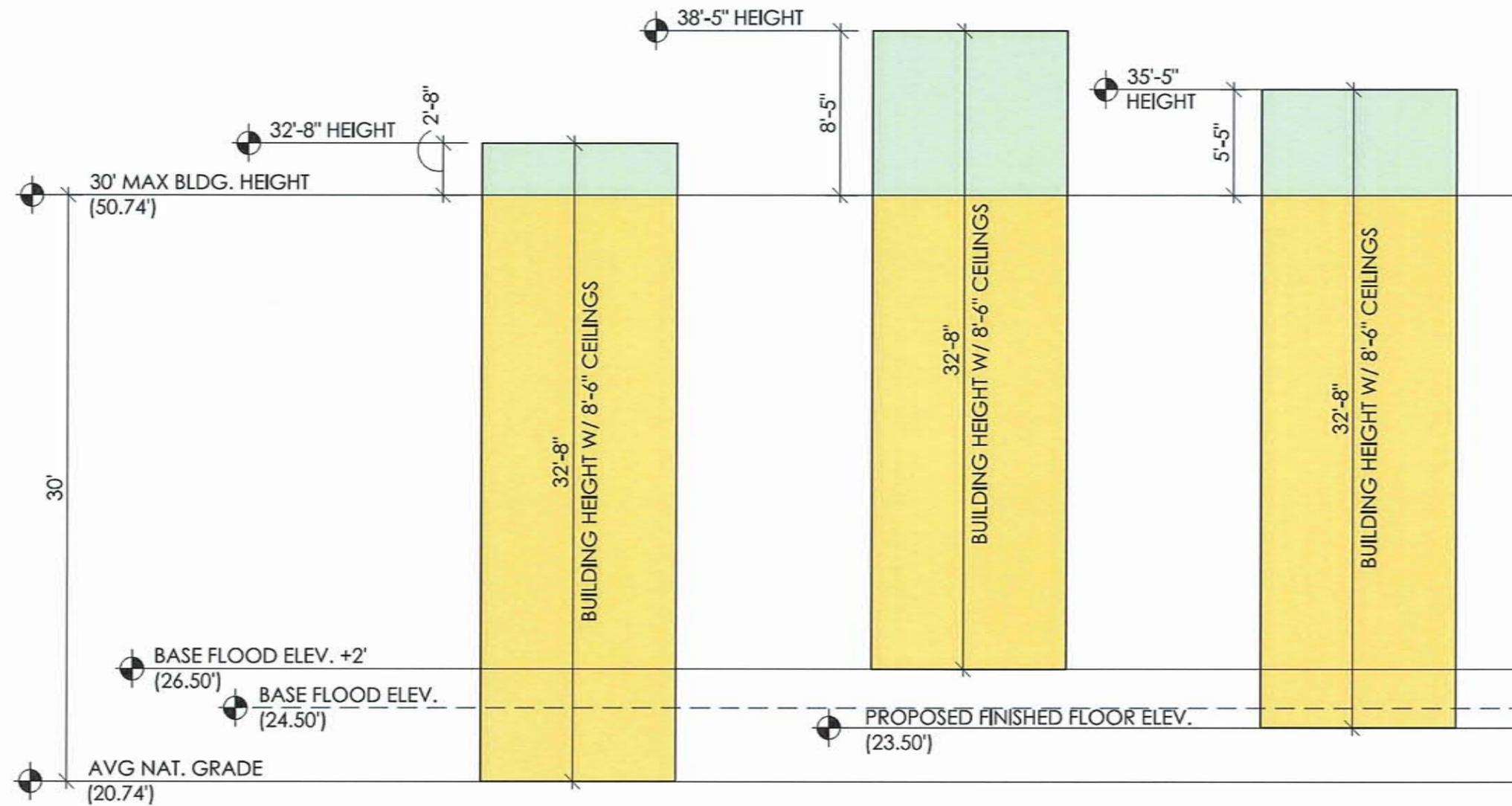


DIAGRAM 1
 FINISH FLOOR @ AVG NAT. GRADE
 (NOT VIABLE DUE TO FLOOD PLANE)

DIAGRAM 2
 FINISH FLOOR @ BFE +2'
 (COMPLIES W/ FEMA STANDARDS)

DIAGRAM 3 - CURRENTLY PROPOSED
 FINISH FLOOR @ BFE -1'
 (REQUIRES FLOODPROOFING TO BFE +2')
 (ACCEPTABLE PER CITY DIRECTION)

Arris
 STUDIO ARCHITECTS

ARRIS
 STUDIO
 ARCHITECTS

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 San Luis Obispo, CA 93401
 805.447.2299 • 805.947.2541

MORRO BAY HOTEL
 MORRO BAY, CA

BUILDING HEIGHT EXHIBIT

Date: 02/21/19
 Scale: 24x36
 Sheet: 11x17

A-11

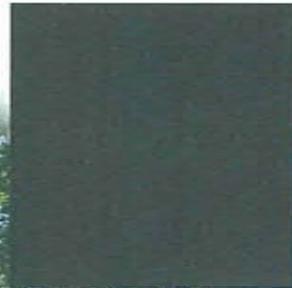
SHED ROOF:
AEP SPAN "SPANSEAM"
STANDING SEAM METAL -
COOL OLD TOWN GRAY



CORTEN VERTICAL
CORRUGATED SIDING:
RUSTWALL STREAKED RUST
7/8"



PAINTED METAL : SW 7068
GRIZZLE GRAY



FIELD PAINT 2: SW 7028
INCREDIBLE WHITE



FIELD PAINT 1: SW 7030
ANEW GRAY



Arris
STUDIO ARCHITECTS

1321 Archer Street, Suite 205
SAN LUIS OBISPO, CA 95061
805.467.2260 | 805.467.2261

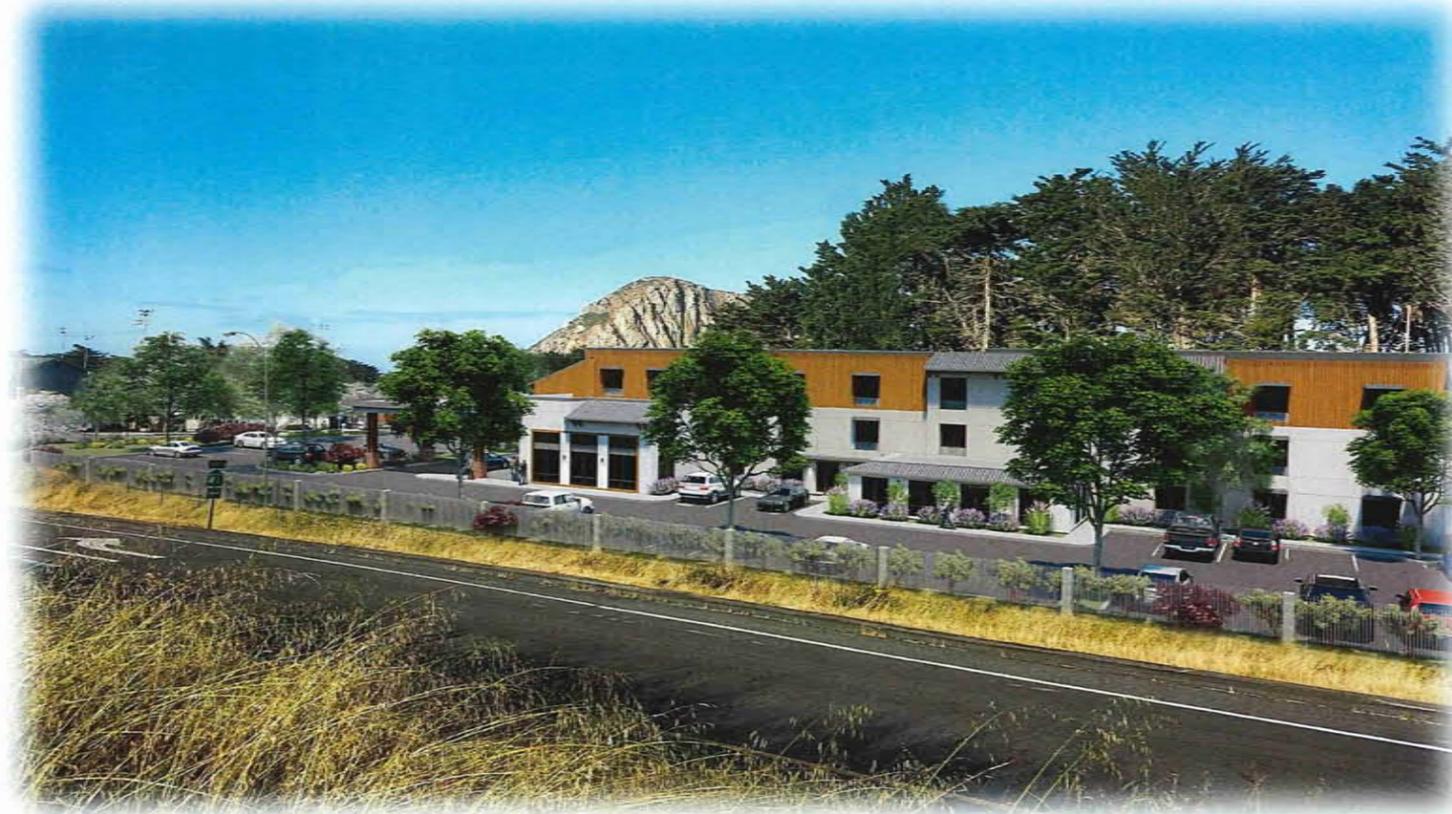
MORRO BAY HOTEL
MORRO BAY, CA

MATERIAL BOARD

Date: 01/09/20
Scale: 24x36
11x17
Sheet: **A-12**



VIEW FROM ATASCADERO ROAD



VIEW FROM SOUTH BOUND OFF RAMP



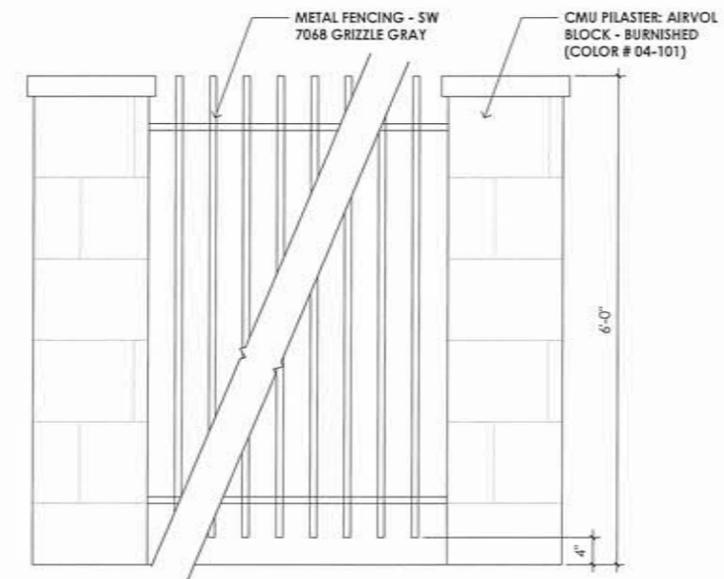
ARRIS
STUDIO
ARCHITECTS
1107 Anchor Street, Suite 202
San Luis Obispo, CA 93401
805.547.2240 805.547.2241

MORRO BAY HOTEL
MORRO BAY, CA

RENDERINGS

Date: 01/09/20
Scale: 2x4/3x
1x1/17:
Sheet

A-13



PROPOSED FENCE ALONG OFF RAMP

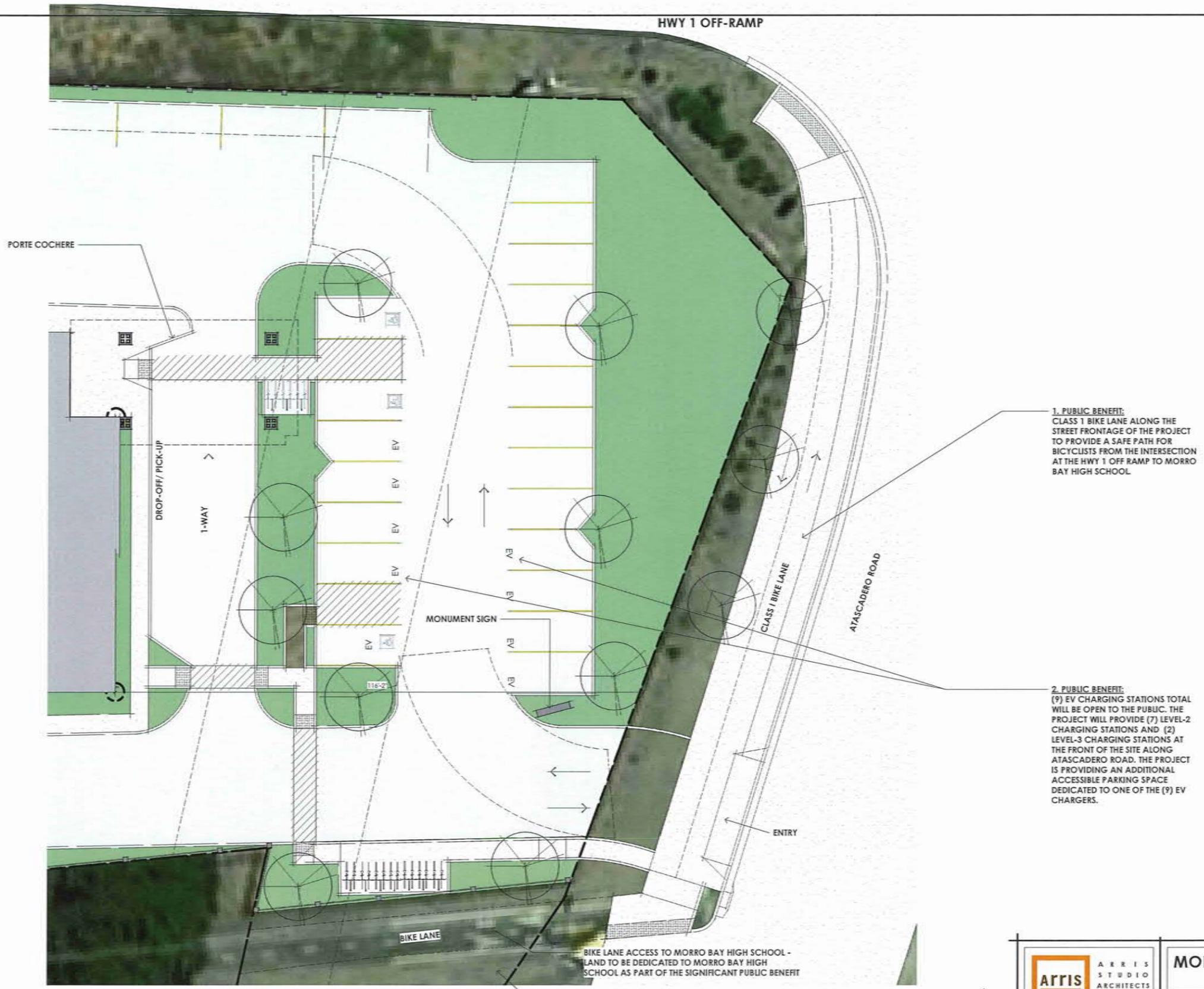
FENCE AT OFF RAMP



ARRIS
STUDIO
ARCHITECTS
1107 Anchor Street, Suite 205
Morro Bay, CA 94051
805.547.2240 • 805.547.2241

MORRO BAY HOTEL
MORRO BAY, CA
FENCE DETAILS

Date: 01/09/20
Scale: 24x36
1/2"=1'-0"
Sheet: **A-14**



1. PUBLIC BENEFIT:
 CLASS 1 BIKE LANE ALONG THE STREET FRONTAGE OF THE PROJECT TO PROVIDE A SAFE PATH FOR BICYCLISTS FROM THE INTERSECTION AT THE HWY 1 OFF RAMP TO MORRO BAY HIGH SCHOOL

2. PUBLIC BENEFIT:
 (9) EV CHARGING STATIONS TOTAL WILL BE OPEN TO THE PUBLIC. THE PROJECT WILL PROVIDE (7) LEVEL-2 CHARGING STATIONS AND (2) LEVEL-3 CHARGING STATIONS AT THE FRONT OF THE SITE ALONG ATASCADERO ROAD. THE PROJECT IS PROVIDING AN ADDITIONAL ACCESSIBLE PARKING SPACE DEDICATED TO ONE OF THE (9) EV CHARGERS.

1 PUBLIC BENEFIT PLAN
 3/32" = 1'-0"

BIKE LANE ACCESS TO MORRO BAY HIGH SCHOOL - LAND TO BE DEDICATED TO MORRO BAY HIGH SCHOOL AS PART OF THE SIGNIFICANT PUBLIC BENEFIT

MORRO BAY HIGH SCHOOL VEHICULAR ENTRANCE

ARRIS
 STUDIO ARCHITECTS
 1157 Archer Street, Suite 202
 San Jose, CA 95128
 (408) 281-2241

MORRO BAY HOTEL
 MORRO BAY, CA
PUBLIC BENEFIT

Date: 01/09/20
 Scale: 3/32" = 1'-0"
 Sheet: **A-15**



ADDRESS: 1306 JOHNSON AVENUE, SAN LUIS OBISPO, CA 93401. CONTACT: 805.547.2240, ARRI-STUDIO.COM

CLIENT

MORO BAY HOTEL, MORO BAY, CA. OUTDOOR LIGHTING COMPLIANCE FORMS

PROJECT

Table with columns for #, REVISION, DATE, and SHEET. Includes a large 'E0.2' label at the bottom.

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STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Schedule of Luminaires Exempt from the Code Requirements in §150.205 and §150.201.

STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Outdoor Lighting Schedule and Field Inspection Energy Checklist.

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STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Documentation Author's Declaration Statement and Responsible Person's Declaration Statement.

STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Mandatory Outdoor Lighting Control Declaration Statements.

STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Mandatory Outdoor Lighting Control Schedule and Field Inspection Checklist.

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STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Outdoor Lighting Power Allowance Summary and General Hardship Lighting Power Allowance from Table 140.7-A.

STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Additional 'Use or Loss of' Outdoor Lighting Power Allowances for Specific Applications and Wastage Allowance per Application - Table 140.7-B.

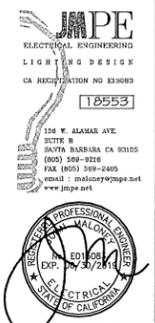
STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Wastage Allowance per Application - Table 140.7-B and Wastage Allowance per Unit Length (Sales Frontage) from Table 140.7-B.

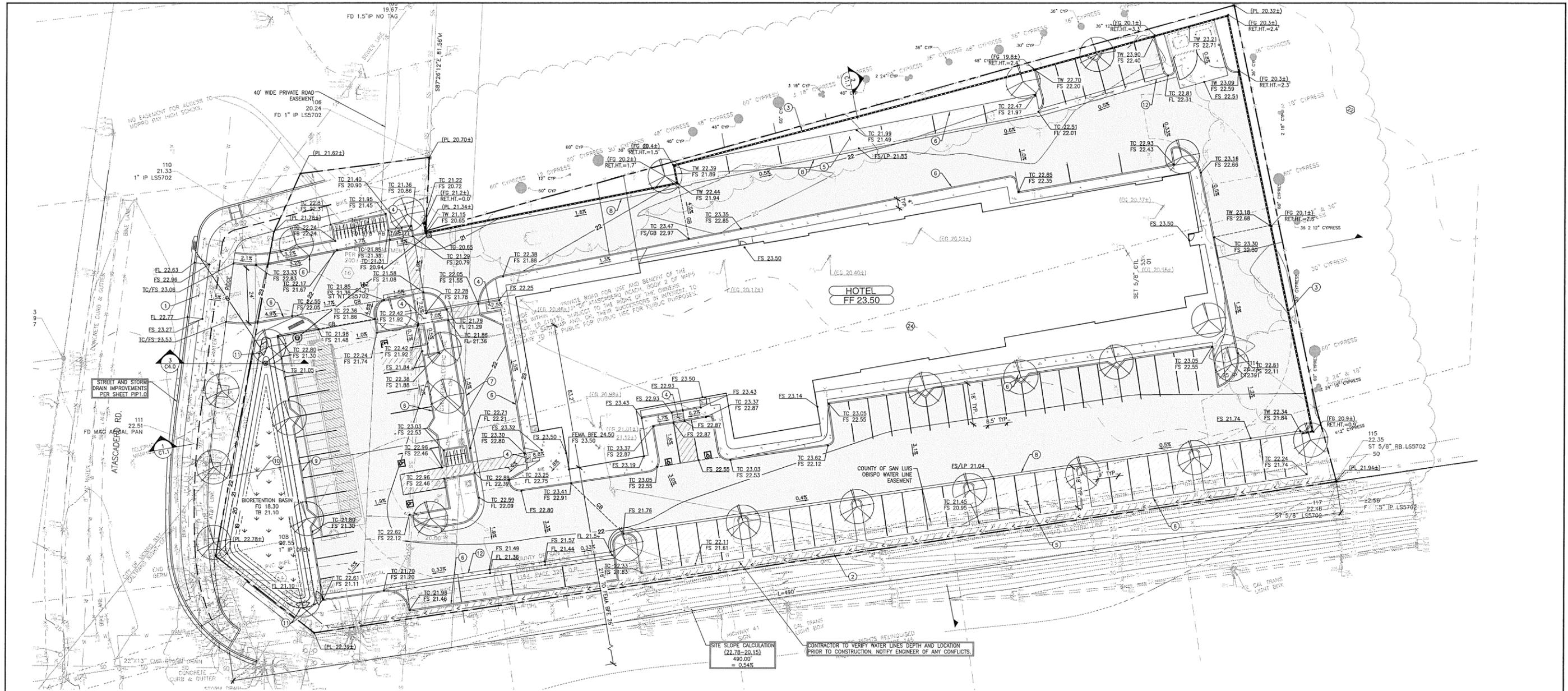
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STATE OF CALIFORNIA OUTDOOR LIGHTING CERTIFICATE OF COMPLIANCE. MORO BAY HOTEL. Includes sections for Wastage Allowance per Application - Table 140.7-B and Wastage Allowance per Unit Length (Sales Frontage) from Table 140.7-B.





GENERAL LEGEND

- EXISTING/PROPOSED CENTERLINE (C)
- EXISTING PROPERTY LINE (EX. P)
- PROPOSED PROPERTY LINE (P)
- PROPOSED SETBACK LINE
- EXISTING/PROPOSED EASEMENT
- PROPOSED SAWCUT
- GUTTER FLOWLINE
- PROPOSED CURB AND GUTTER
- PROPOSED SLOTTED CURB
- PROPOSED RETAINING WALL HEIGHT PER PLAN.
- PROPOSED CONCRETE PAVEMENT/HARDSCAPE
- PROPOSED ASPHALT CONCRETE PAVEMENT
- PROPOSED GRAVEL
- PROPOSED PERVIOUS PAVEMENT

GRADING LEGEND

- GB...RIDGE...HINGE GRADE BREAK
- DAYLIGHT OF GRADING LIMITS (CUT/FILL LINE)
- SWALE
- 100' CONTOUR MAJOR
- 100' CONTOUR MINOR
- DEEPEDED FOOTING. HEIGHT PER PLAN.
- TOP OF SLOPE
- TOE OF SLOPE

STORM DRAIN LEGEND:

- 12" SLOTTED CURB
- STORM DRAIN PIPE LENGTH, SIZE AND SLOPE (SD)
- LIMIT OF TRIBUTARY AREA FOR STORMWATER BMP'S
- PROPOSED SLOT/TRENCH DRAIN
- PROPOSED BIO RETENTION BASIN
- ENERGY DISSIPATOR
- HEADWALL/ENDWALL
- DROP INLET
- MANHOLE
- CLEANOUT

GRADING KEY NOTES:

1. COMMERCIAL DRIVEWAY PER CITY STD. B-6.
2. VEGETATED SWALE.
3. RETAINING WALL PER STRUCTURAL PLANS BY OTHERS. RETAINED HEIGHT PER PLAN.
4. ADA RAMP PER CAL TRANS STD. PLAN RSP AB8A.
5. PERVIOUS PAVEMENT SECTION PER DETAIL 4 ON SHEET C3.0.
6. 6" CURB PER CITY STD. B-2.
7. 6" CURB AND GUTTER PER CITY STD. B-1.
8. 12" CONCRETE STRIP.
9. 6" SLOTTED CURB.
10. BIO-RETENTION BASIN PER DETAIL 3 ON SHEET C3.0.
11. COBBLE ENERGY DISSIPATOR.
12. 3' WIDE VALLEY GUTTER.

GRADING GENERAL NOTES:

- A. SEE STORM DRAIN AND UTILITY INFORMATION ON SHEET C2.0.
- B. ALL CLEARING, GRUBBING, SITE PREPARATION, OVER-EXCAVATION, EARTHWORK, ENGINEERED FILL, GEOTEXTILE MATERIAL, AND MATERIAL TESTING SHALL BE IN COMPLIANCE WITH THE GEOTECHNICAL ENGINEERING REPORT BY EARTH SYSTEMS PACIFIC, DATED JANUARY 29, 2018.
- C. ESTIMATED EARTHWORK QUANTITIES:
 CUT: 1,650 CY
 FILL: 3,500 CY
 NET: 1,850 CY (FILL)
 NOTE: THE CUT AND FILL QUANTITIES SHOWN ABOVE ARE FOR PERMIT PURPOSES ONLY. THE CONTRACTOR SHALL, AFTER EXAMINING THE GRADING PLAN, SOILS REPORT AND TERRAIN, PREPARE HIS/HER ESTIMATE INDEPENDENTLY OF THE ENGINEER'S ESTIMATE.
- D. PROPOSED SITE DISTURBANCE: 86,500 SF.
- E. 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.
- F. 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.
- G. EXISTING LOT MERGER IN PROGRESS, EXISTING INTERIOR LOT LINES TO BE DELETED.
- H. SEE SHEET PIP1.0 FOR OFFSITE STREET AND STORM DRAIN IMPROVEMENTS.

LOW IMPACT DESIGN MEASURES

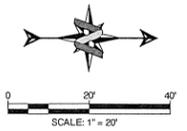
LOW IMPACT DESIGN PRACTICES SHOWN ON THIS PLAN INCLUDE STORMWATER RUNOFF REDUCTION, TREATMENT, AND RETENTION WITH THE USE OF TWO PERVIOUS PAVED AREAS, UNDERGROUND INFILTRATION CHAMBERS AND A BIORETENTION BASIN. THE PERVIOUS PAVERS ARE LAID WITH OPEN JOINTS WITH PERMEABLE AGGREGATES ON TOP OF A LARGER GRADED STONE TO PROMOTE STORAGE AND INFILTRATION IN THE UNDERLYING SOILS. THE CHAMBERS CONSIST OF 31 BURIED UNITS THAT ARE SURROUNDED BY STONE. THE SYSTEM IS DESIGNED TO RETAIN STORMWATER AND INFILTRATE INTO THE SOILS BELOW. THE BIORETENTION BASIN UTILIZES A LAYER OF BIOSOIL MIX AND VEGETATION FOR INITIAL FILTRATION TREATMENT OVER A LAYER OF AGGREGATE BASE TO RETAIN STORM WATER AND INFILTRATE TO THE UNDERLYING SOILS. THE STORMWATER CONTROL MEASURES NOTED HAVE BEEN SIZED IN ACCORDANCE WITH THE CITY OF MORRO BAY'S STORMWATER MANAGEMENT GUIDANCE MANUAL FOR LOW IMPACT DEVELOPMENT AND POST-CONSTRUCTION REQUIREMENTS.

FEMA FLOOD ZONE NOTES:

- 85 BASE FLOOD ELEVATIONS SHOWN PURSUANT TO FEMA FIRM PANEL 813H (SHEET 813 OF 2050). PROPOSED BUILDING FINISH FLOOR ELEVATION IS A MINIMUM OF 2 FEET ABOVE THE BASE FLOOD ELEVATION PURSUANT TO THE CITY OF MORRO BAY MUNICIPAL CODE.
- BASE FLOOD CONTOURS PURSUANT TO FEMA FIRM PANEL REFERENCED HERON.

POST-DEVELOPMENT SURFACES

| SURFACE TYPE | AREA | PERCENTAGE OF SITE AREA |
|--------------------------|------------------|-------------------------|
| BUILDING/ROOF | 21,175 SF | 24% |
| ASPHALT | 37,740 SF | 43% |
| HARDSCAPE | 6,638 SF | 8% |
| LANDSCAPE/PERVIOUS AREAS | 22,472 SF | 25% |
| TOTAL SITE AREA | 86,025 SF | 100% |



Know what's below. Call 811 before you dig.

| NO. | DATE | REVISIONS |
|-----|------|-----------|
| | | |
| | | |
| | | |

W WALSH ENGINEERING
 WALSHENGINEERING.NET (805) 319-4948
 1108 GARDEN STREET, SUITE 202-204 SAN LUIS OBISPO, CA 93401

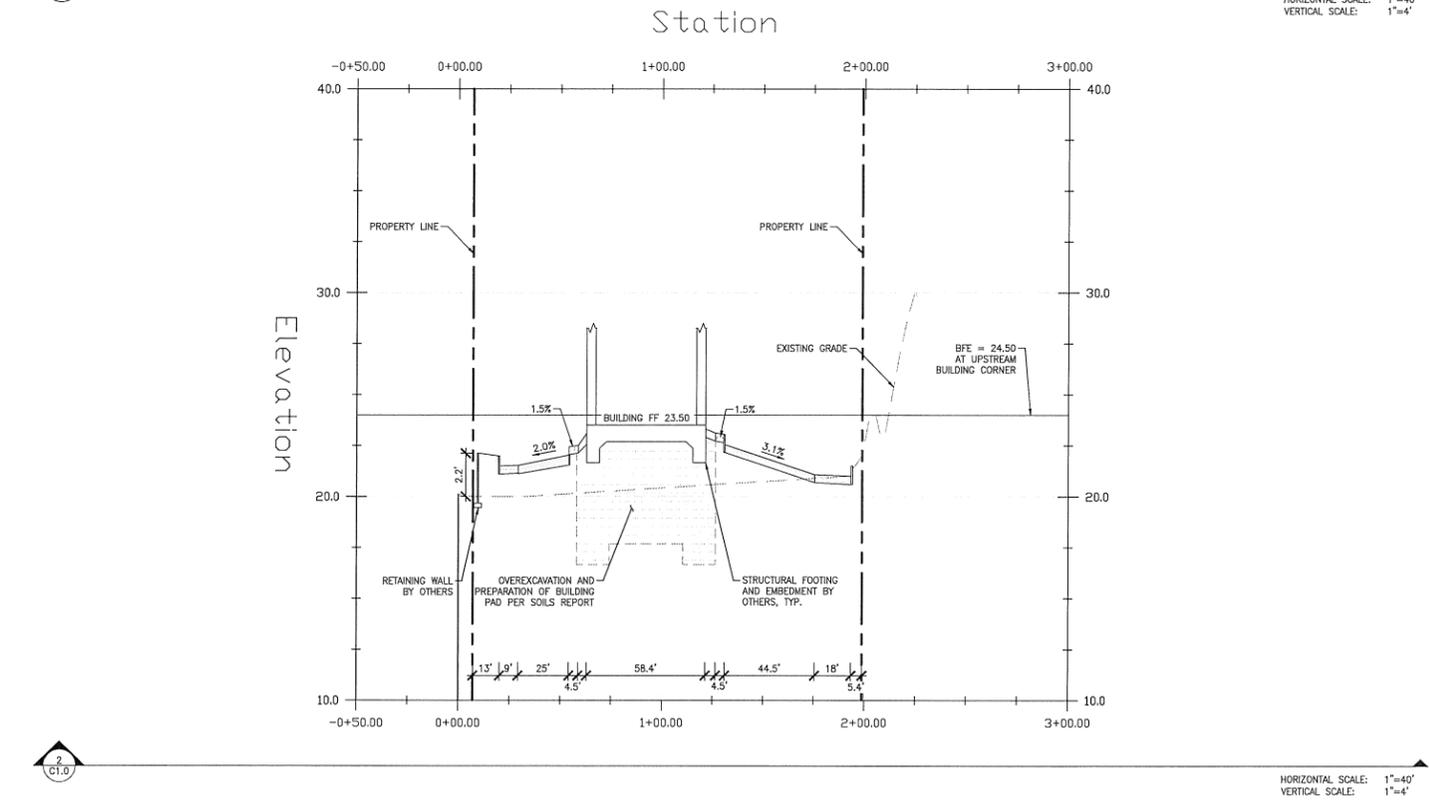
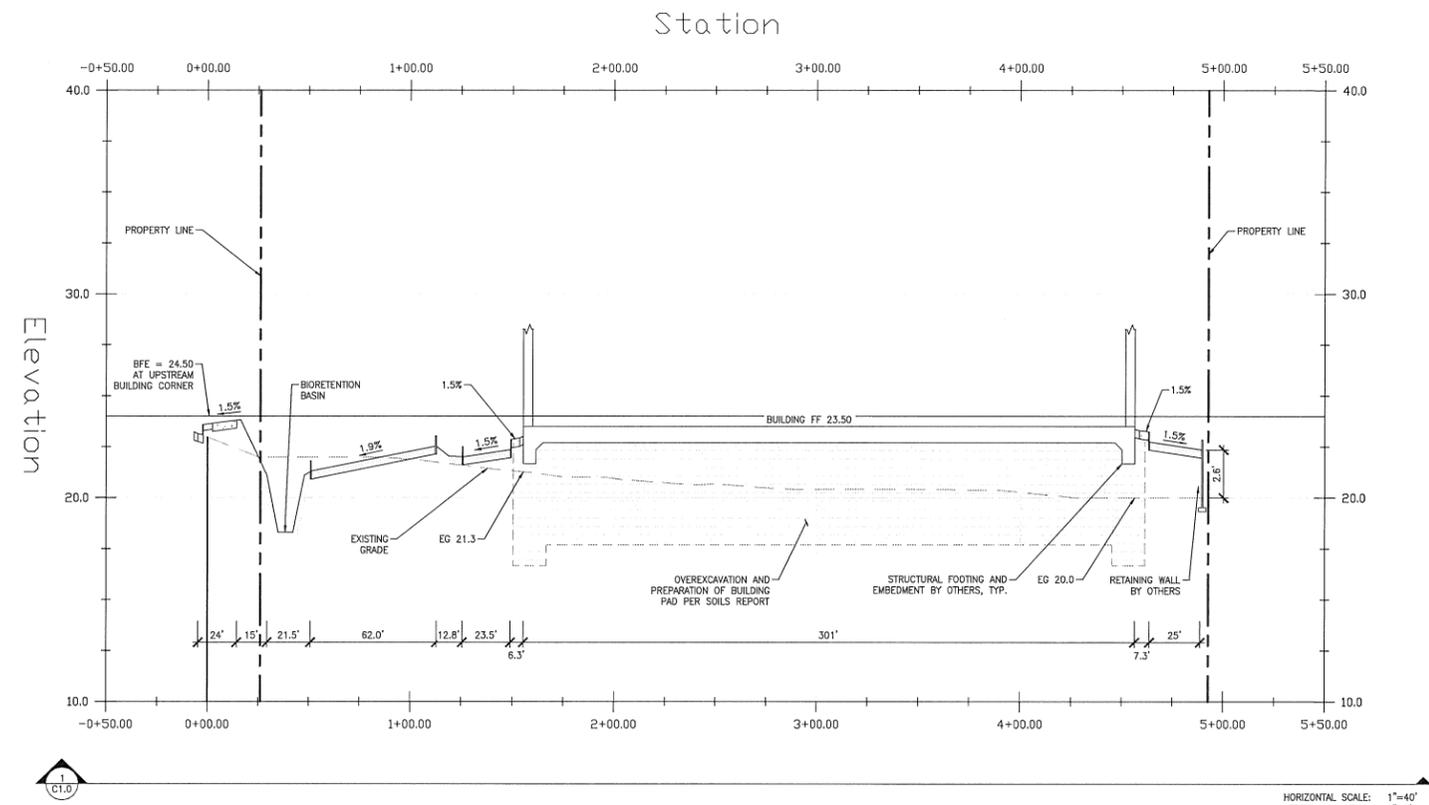
ESCAPE HOSPITALITY, LLC
 ATASCADERO ROAD HOTEL
 233 ATASCADERO ROAD, MORRO BAY, CA 93442



DESIGNED BY: HKE
 DRAFTED BY: HKE
 CHECKED BY: MRW
 DATE: 02/21/19

GRADING AND DRAINAGE

C1.0



s:\projects\enr\301820_morro_bay_hotel_atascadero_enr\drawings\site cross sections.dwg
 saved: 12/14/2018, plotted: 2/21/2019, path: s:\projects\enr\301820_morro_bay_hotel_atascadero_enr\drawings\site cross sections.dwg

| NO. | DATE | REVISIONS |
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 WALSHENGINEERING.NET (805) 319-4948
 1108 GARDEN STREET, SUITE 202-204 SAN LUIS OBISPO, CA 93401

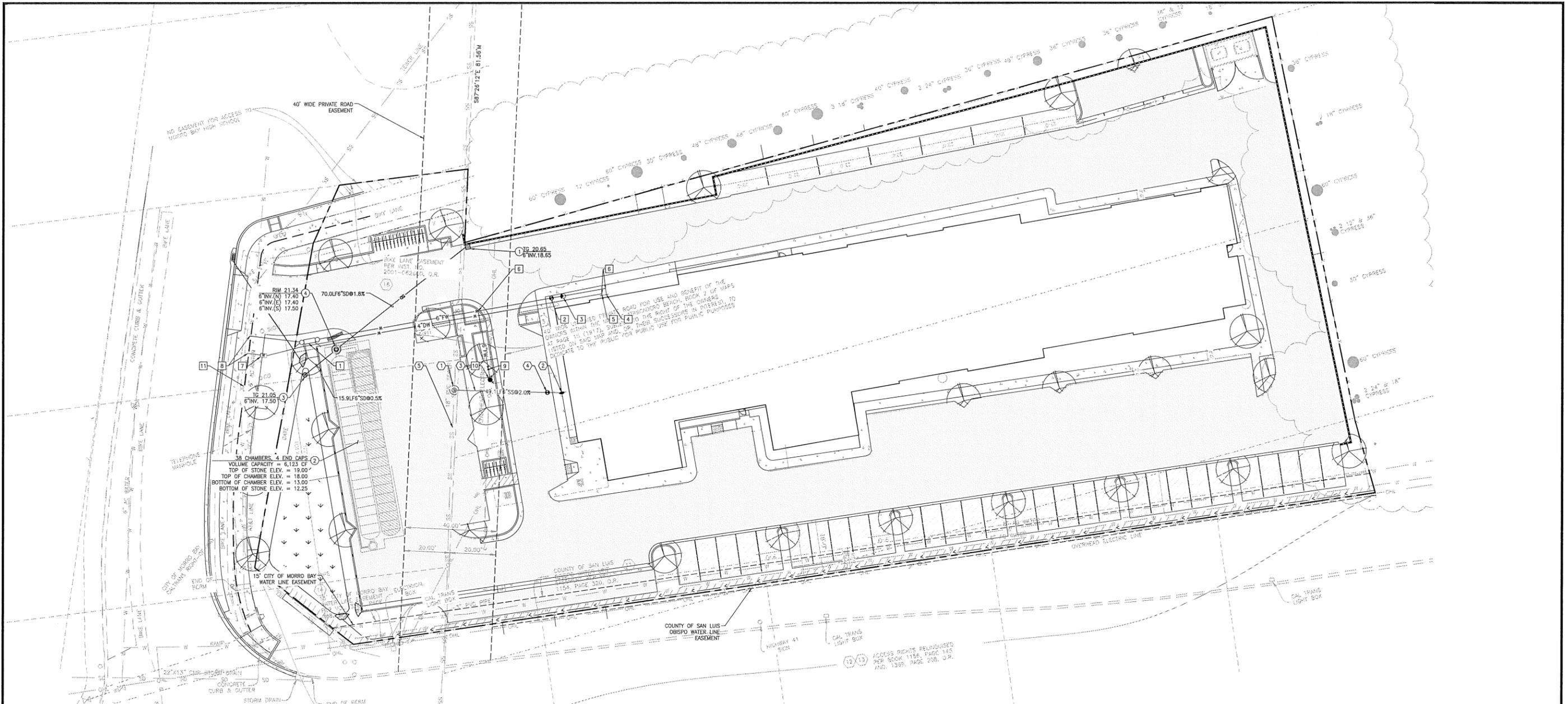
ESCAPE HOSPITALITY, LLC
 ATASCADERO ROAD HOTEL
 233 ATASCADERO ROAD, MORRO BAY, CA 93442

REGISTERED PROFESSIONAL ENGINEER
 MATTHEW R. WALSH
 C 79026
 NOT FOR CONSTRUCTION
 CIVIL
 STATE OF CALIFORNIA

DESIGNED BY: KKE
 DRAFTED BY: KKE
 CHECKED BY: MRW
 DATE: 02/21/19

SITE CROSS SECTIONS

SHEET
C1.1



GENERAL LEGEND

- EXISTING/PROPOSED CENTERLINE (CL)
- EXISTING PROPERTY LINE (EX. PL)
- PROPOSED PROPERTY LINE (P.L.)
- PROPOSED SETBACK LINE
- EXISTING/PROPOSED EASEMENT
- PROPOSED SAWCUT
- GUTTER FLOWLINE
- PROPOSED CURB AND GUTTER
- PROPOSED SLOTTED CURB
- PROPOSED RETAINING WALL HEIGHT PER PLAN
- PROPOSED CONCRETE PAVEMENT/HARDSCAPE
- PROPOSED ASPHALT CONCRETE PAVEMENT
- PROPOSED GRAVEL
- PROPOSED PERVIOUS PAVEMENT

WATER LEGEND:

- 6" DW --- DOMESTIC WATER SERVICE AND SIZE (DW)
- 6" FW --- FIRE WATER SERVICE AND SIZE (FW)
- GATE VALVE
- FIRE HYDRANT (FH)
- POST INDICATOR VALVE (PIV)
- FIRE DEPARTMENT CONNECTION (FDC)
- BACKFLOW DEVICE FOR FIRE SERVICE (RPZ OR DDC)
- BACKFLOW DEVICE FOR DOMESTIC SERVICE (RPZ)
- DOMESTIC WATER METER
- IRRIGATION METER (DESIGN BY OTHERS)

SANITARY SEWER LEGEND:

- 75 LFB'SS@2.0%--- SANITARY SEWER PIPE LENGTH, SIZE AND SLOPE (SS)
- SANITARY SEWER MANHOLE (SSMH)
- SANITARY SEWER CLEANOUT TO GRADE (SSCO)
- SANITARY SEWER BACKWATER VALVE

DRY UTILITY LEGEND:

- DRY UTILITY SERVICE
- PROPOSED PULL BOX
- PROPOSED STREET LIGHT
- PROPOSED SITE LIGHT

WATER KEY NOTES

- 1 DOUBLE CHECK BACKFLOW PREVENTER DEVICE.
- 2 POST INDICATOR VALVE (PIV).
- 3 FIRE DEPARTMENT CONNECTION (FDC).
- 4 DOMESTIC WATER SERVICE. SEE M.E.P. PLANS FOR CONTINUATION WITHIN 5' OF BUILDING.
- 5 FIRE WATER SERVICE. SEE M.E.P. PLANS FOR CONTINUATION WITHIN 5' OF BUILDING TO FIRE RISER ROOM.
- 6 CONCRETE THRUST BLOCK PER CITY STD. W-2.
- 7 4" DOMESTIC WATER METER PER CITY STD. W-3.
- 8 TIE IN TO EXISTING WATER MAIN. MAINTAIN 2' MIN. SEPARATION BETWEEN CONNECTIONS.
- 9 GATE VALVE.
- 10 FIRE HYDRANT PER CITY STD. W-1.
- 11 EXISTING 6" AC WATER MAIN.

SANITARY SEWER KEY NOTES

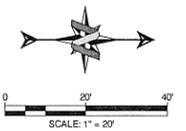
- 1 SANITARY SEWER MANHOLE PER CITY STD. S-3.
- 2 SANITARY SEWER CLEANOUT TO GRADE.
- 3 SEWER LATERAL PER CITY STD. S-1.
- 4 SANITARY SEWER BACKWATER VALVE TO GRADE. PER CPC. VERIFY LOCATION WITH BUILDING INSPECTOR.
- 5 EXISTING 18" PVC SEWER MAIN. CONTRACTOR TO VERIFY INVERT ELEVATIONS.

STORM DRAIN KEY NOTES

- 1 8"x8" TRAFFIC-RATED DROP INLET.
- 2 STORMTECH MC-4500 CHAMBER SYSTEM PER SPECIFICATIONS ON SHEET C3.0.
- 3 BEEHIVE OVERFLOW INLET AT BIORETENTION BASIN.
- 4 24" MANHOLE PER CITY STD. C-9.

UTILITY GENERAL NOTES

- A. ALL EXISTING DRY UTILITIES TO BE UNDERGROUND PER MBMC 17.48.050. ALL ELECTRIC DISTRIBUTION AND COMMUNICATIONS LINES LOCATED ON OR IMMEDIATELY ADJACENT TO THE PROJECT SITE SHALL BE UNDERGROUND IN ACCORDANCE WITH THE APPLICABLE RULES AND REGULATION OF THE CALIFORNIA PUBLIC UTILITIES COMMISSION.
- B. UNOBSTRUCTED ACCESS TO FIRE HYDRANTS SHALL BE MAINTAINED AT ALL TIMES. THE FIRE DEPARTMENT SHALL NOT BE DETERRED OR HINDERED FROM GAINING IMMEDIATE ACCESS TO FIRE PROTECTION EQUIPMENT OR FIRE HYDRANTS.
- C. SEE SHEET PIP1.0 FOR OFFSITE STREET AND STORM DRAIN IMPROVEMENTS.



811 Know what's below. Call 811 before you dig.

NOTE: UTILITIES SHOWN WERE PLOTTED FROM OBSERVED EVIDENCE AND PLANS OBTAINED FROM UTILITY PROVIDERS. EXACT LOCATIONS AND QUANTITIES MAY VARY. THE CONTRACTOR SHALL CALL 811 FOR UTILITY LOCATING SERVICES PRIOR TO EXCAVATION AND USE EXTREME CAUTION WHEN EXPOSING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

| NO. | DATE | REVISIONS |
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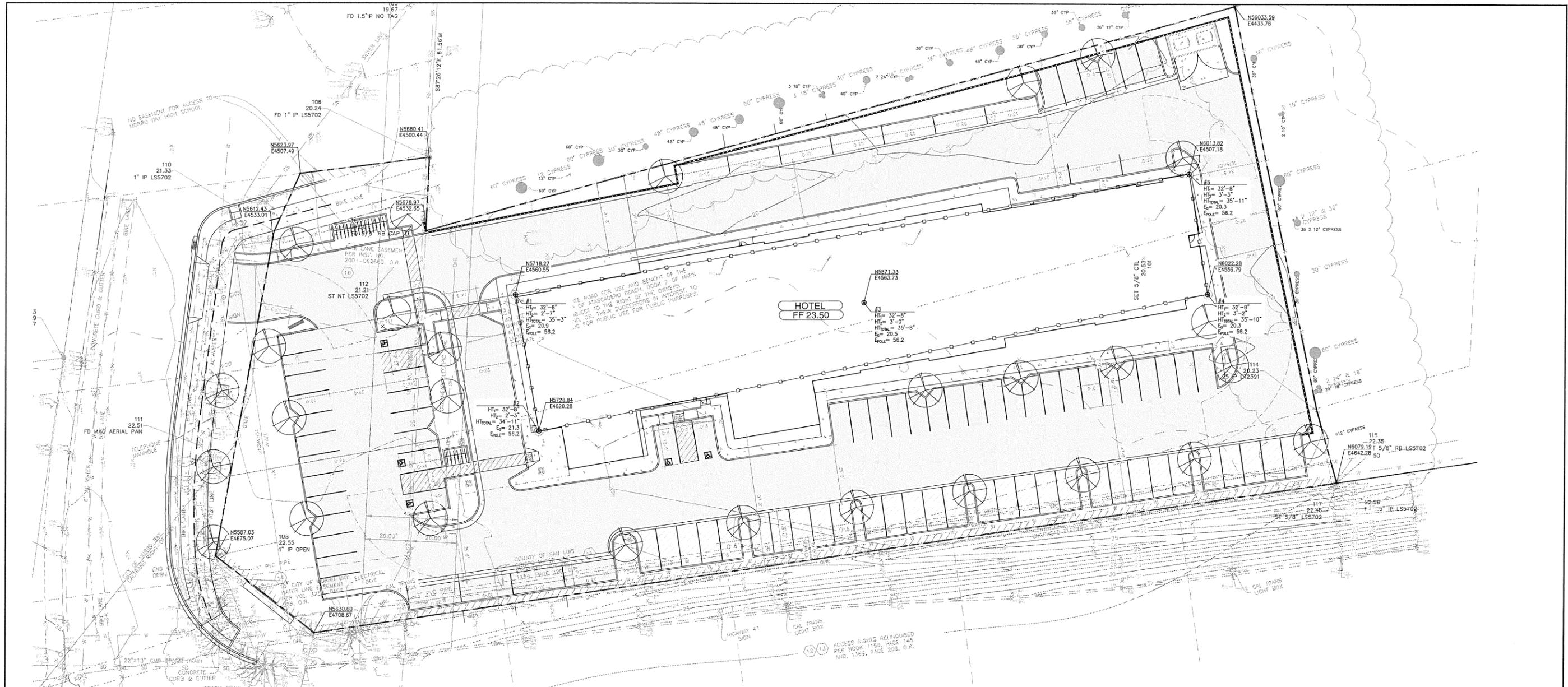
WALSH ENGINEERING
 WALSHENGINEERING.NET (805) 319-4948
 1108 GARDEN STREET, SUITE 202-204 SAN LUIS OBISPO, CA 93401

ESCAPE HOSPITALITY, LLC
 ATASCADERO ROAD HOTEL
 233 ATASCADERO ROAD, MORRO BAY, CA 93442

REGISTERED PROFESSIONAL ENGINEER
 MATTHEW R. WALSH
 C 79028
 NOT FOR CONSTRUCTION
 CIVIL
 STATE OF CALIFORNIA

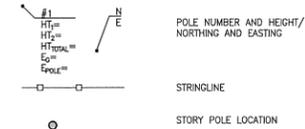
DESIGNED BY: KKE
 DRAFTED BY: KKE
 CHECKED BY: MRW
 DATE: 02/21/19

UTILITY PLAN
 SHEET
C2.0



LEGEND

1. HT_1 = DESIGN FINISH FLOOR TO TOP OF PARAPET/ROOF
2. HT_2 = DESIGN FINISH FLOOR TO EXISTING NATURAL GRADE.
3. HT_{TOTAL} = $HT_1 + HT_2$ = STORY POLE HEIGHT.
4. E_p = EXISTING GRADE AT STORY POLE LOCATION.
5. E_{POLE} = ELEVATION AT TOP OF POLE.



SURVEY AND MAPPING

THE TOPOGRAPHIC SURVEY AND MAPPING INFORMATION, INCLUDING BUT NOT LIMITED TO EXISTING SURFACE FEATURES, PROPERTY LINES, RIGHT-OF-WAY, CENTERLINE, EASEMENTS, AND RECORD INFORMATION, SHOWN ON THESE IMPROVEMENT PLANS WERE PROVIDED BY THE SURVEY BELOW. A COPY WAS PROVIDED TO BY THE PROFESSIONAL LAND SURVEYOR OR OWNER UPON THE START OF OUR DESIGN. A COPY OF SAID SURVEY IS ON FILE WITH THE DESIGN ENGINEER. WALSH ENGINEERING ASSUMES NO RESPONSIBILITY FOR INCORRECT, INACCURATE OR INSUFFICIENT INFORMATION SUPPLIED TO US AT THE TIME OF PROJECT DESIGN OR PROJECT REVISIONS.

TITLE: "TOPOGRAPHIC MAP"
DATED: 11/19/2018

MBS LAND SURVEYS
3559 SOUTH HIGUERA STREET
SAN LUIS OBISPO 93401
(805) 594-1960

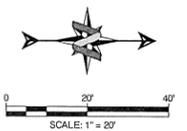
BENCHMARK

THE BENCH MARK FOR THIS PROJECT IS DESIGNATION FV1103 AT THE INTERSECTION OF MAIN ST. AND ATASCADERO RD. SET IN THE TOP AND 1" EAST OF THE WEST END OF THE NORTH CONCRETE HEADWALL.

ELEVATION = 25.47' (NAV088)

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS PROJECT IS BASED ON FOUND MONUMENTS ALONG LOTS 8 AND 9, THAT BEARING BEING N15°34'54"W.



Know what's below. Call 811 before you dig.

| NO. | DATE | REVISIONS |
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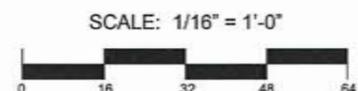
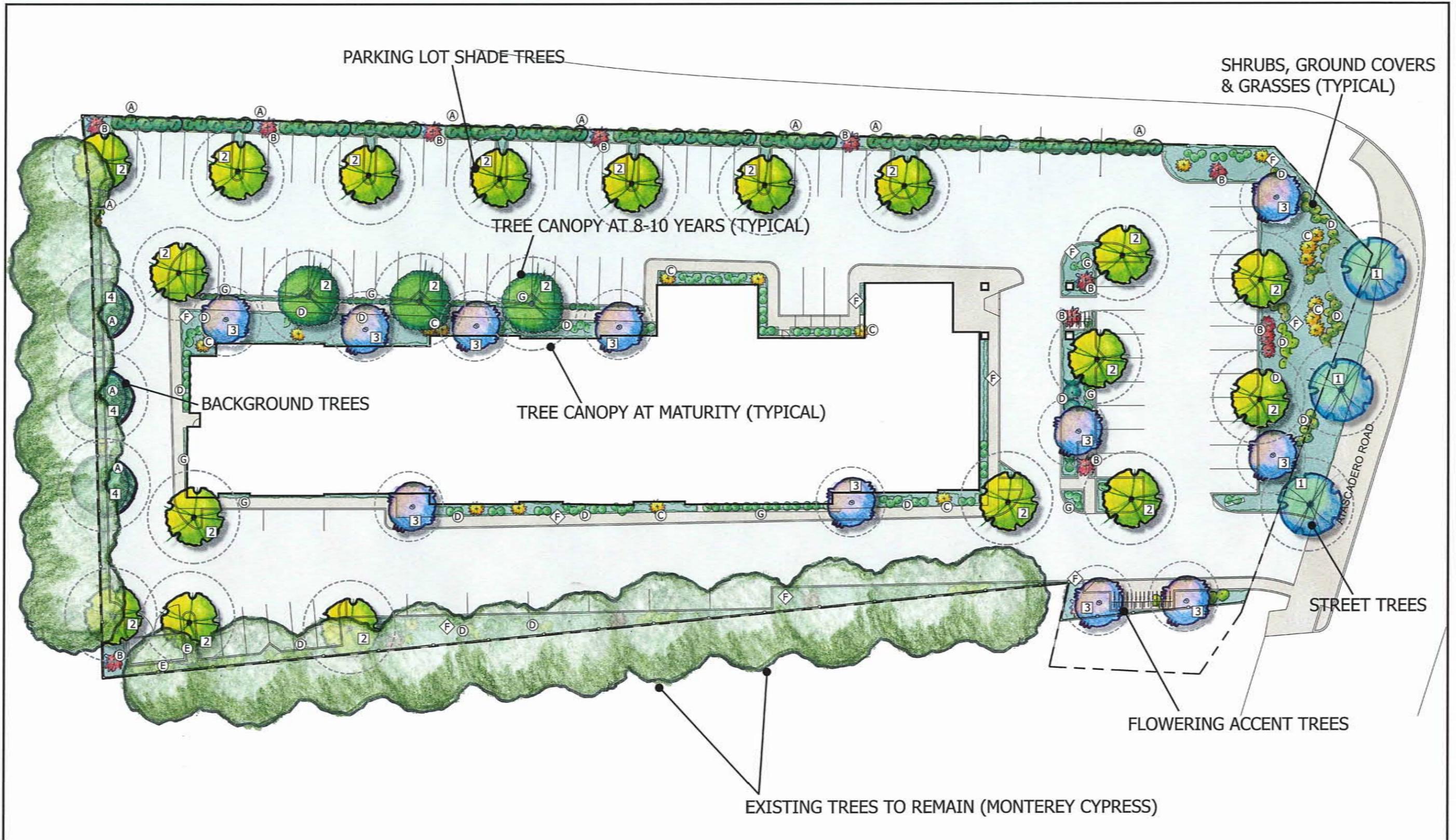
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ESCAPE HOSPITALITY, LLC
ATASCADERO ROAD HOTEL
233 ATASCADERO ROAD, MORRO BAY, CA 93442

DESIGNED BY: KKE
DRAFTED BY: KKE
CHECKED BY: MRW
DATE: 02/21/19

STORY POLE EXHIBIT

SHEET
EX1.0



CONCEPTUAL LANDSCAPE PLAN

Client:
 Escape Hospitality, LLC
 590 Morro Ave.
 Morro Bay, CA. 93442

L-1

MORRO BAY HOTEL
 ATASCADERO ROAD
 MORRO BAY, CA 93401

PROPOSED TREES – Design Notes

| TREES | WATER USE* |
|--|------------|
| ARBUTUS 'MARINA' STRAWBERRY MADRONE Height: 40-50'; Spread: 30-40'; erect or spreading canopy. Moderate growth rate (1-2' per year). Branch strength: strong. Drought tolerant. Good parking lot tree (root intrusion: low). Evergreen. Flowers: showy pink (year-round). Bark red brown, exfoliating or smooth. | L |
| ARBUTUS UNEDO STRAWBERRY TREE Height: 20-35'; Spread: 20-35'; erect or spreading canopy. Moderate growth rate (1-2' per year). Branch strength: strong. Drought tolerant. Good parking lot tree (root intrusion: low). Evergreen. Flowers: showy white (Fall-Winter). Bark striking red brown, exfoliating or smooth. | L |
| CALLISTEMON VIMINALIS WEEPING BOTTLEBRUSH Height: 15-20'; Spread: 15-20'; weeping, low canopy. Fast growth (3' per year). Branch strength: medium. Attractive weeping form. Drought tolerant. Good parking lot tree (root intrusion: low). Utility-friendly tree. Evergreen. Flowers: showy red (Spring-Summer). | L |
| CASSIA LEPTOPHYLLA GOLDEN MEDALLION TREE Height: 20-25'; Spread: 30'; broad crown form. Fast growth (3' per year). Branch strength: medium. Attractive dark green foliage. Drought tolerant. Good parking lot tree (root intrusion: low). Litter issue: dry fruit pods Semi-evergreen. Flowers: long spikes of deep yellow, 3" wide flowers (July-August) | L |
| CERCIS OCCIDENTALIS WESTERN REDBUD Height: 10-20'; Spread: 10-20'; low branching, vase-shaped form. Medium growth rate. Drought tolerant, resists oak root rot. Good parking lot tree (root intrusion: low). Deciduous. Flowers: brilliant magenta flowers (spring) Fall color: yellow to red. California native. | L |
| ERIOBOTRYA DEFLEXA BRONZE LOQUIAT Height: 15-30'; Spread: 15-30'; multi-branching form. Good parking lot tree (root intrusion: low) Fast-growing with broad crown. Attractive large, leathery green leaves, new growth copper colored. Evergreen. Flowers: garlands of creamy white flowers (fall) Drought tolerant. | L |
| METROSIDEROS EXCELSA / NEW ZEALAND CHRISTMAS TREE Height: 30-35'; Spread: 30-35'; erect or spreading with low canopy. moderate growth (2' per year). Branch strength: medium. Attractive weeping form. Drought tolerant. Evergreen. Flowers: showy red (Spring-Summer). Root intrusion: moderate. | L |
| PYRUS CALLERYANA 'ARISTOCRAT' ARISTOCRAT PEAR Height: 30-40'; Spread: 20'; erect or spreading with high canopy. Fast growth (2-3' per year). Branch strength: medium. Attractive upright branching structure Deciduous. Flowers: showy white (Spring and Winter). Root intrusion: moderate. | M |
| QUERCUS AGRIFOLIA COAST LIVE OAK Height: 20-70'; Spread: 30-60'. Dense, round crown. Slow to moderate growth. Subject to oak root rot, can have aggressive roots (root intrusion: high). Evergreen. Dense foliage. Extremely drought tolerant, California native. Litter issue: dry leaves & acorns | VL |
| ULMUS PARVIFOLIA 'DRAKE' DRAKE EVERGREEN ELM Height: 35-45'; Spread: 35-50'. Spreading or weeping, high canopy, good shade tree. Very fast growth (3' or more per year, 30" in 5 yrs). Susceptible to Dutch elm disease, relatively few pests. Branch strength: Medium. Root intrusion: moderate, shallow roots Evergreen to partly deciduous. | L |

*WATER-USE EVALUATION OF PLANT MATERIALS
WATER USE OF PROPOSED PLANTS HAVE BEEN EVALUATED USING THE "WATER USE CLASSIFICATION OF LANDSCAPE SPECIES" (WUCOLS IV, UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.)
Reference: <https://selectree.calpoly.edu/>

Water Conservation Notes

The following water conservation techniques shall be employed in this Project:
 • Water conserving plants, defined as "Low" in the "Water Use Classification of Landscape Species" (WUCOLS IV, University of California Cooperative Extension), shall be utilized in 75% of the total plant area.
 • Irrigation system shall be separated into distinct hydrozones based on plant material types, exposure and orientation.
 • Soil amendments and mulch shall be utilized to improve water holding capacity of soil.
 • Automatic irrigation system shall utilize "smart controller" technology with water budgeting feature to adjust water application based on soil moisture and/or local weather data.
 • Lawn is limited to active-use areas or is not used not used.

Statement of Water Conserving Irrigation Design

The following principles of irrigation design utilized on this project are directed specifically as conserving water and improving the efficiency of the irrigation system:

- All irrigation shall be drip or dripline emitters. No overhead spray heads will be used.
- Irrigation hydrozones shall be adjusted according to water needs and weather.
- Utilization of irrigation system master valve.
- Utilization of irrigation system "smart controller" with water budgeting feature.
- Utilization of irrigation system flow sensor.
- Utilization of rain shut-off device connected to irrigation controller.
- Utilization of backflow prevention assemblies, installed in accordance with local codes and screened from view as much as possible by landscape design features.

To help maintain the irrigation efficiency as intended in the design, irrigation system shall be tested and maintained on a monthly basis by the maintenance staff.

Water Efficient Landscape Worksheet

| California Water Efficient Landscape Worksheet | | | | | | |
|---|-------------------|--------------------------------|---|--------------|---|---|
| Reference Evapotranspiration (ET _{ref}) | 39.9 | Project Type | Non-Residential | 0.45 | | |
| Hydrozone # / Planting Description ^a | Plant Factor (PF) | Irrigation Method ^b | Irrigation Efficiency (IE) ^c | ETAF (PF/IE) | Landscape Area (Sq. Ft.) | Estimated Total Water Use (ETWU) ^d |
| Regular Landscape Areas | | | | | | |
| Med Water Use Trees | 0.4 | Bubbler | 0.77 | 0.52 | - | 0 |
| Low Water Use | 0.2 | Drip | 0.81 | 0.25 | 15,472 | 3820 |
| Med Water Use | 0.4 | Drip | 0.81 | 0.49 | - | 0 |
| High Water Use | 0.8 | Overhead | 0.75 | 1.07 | - | 0 |
| Average ETAF for Regular Landscape Areas : | | | | | Total | Total |
| | | | | | 0.25 | 15,472 3,820 |
| Special Landscape Areas | | | | | | |
| SLA-1 | | | | | 1 | 0 |
| | | | | | Totals | 0 |
| | | | | | Total Landscape Area | 15,472 |
| | | | | | Statewide ETAF | 0.25 |
| | | | | | ETWU Total | 94,505 |
| | | | | | Maximum Allowed Water Allowance (MAWA)^e | 172,236 |
| ETAF Calculations | | | | | | |
| Regular Landscape Areas | | | | | | |
| Total ETAF x Area | | | | | 3820 | |
| Total Area | | | | | 15472 | |
| Average ETAF | | | | | 0.25 | |
| All Landscape Areas | | | | | | |
| Total ETAF x Area | | | | | 3820 | |
| Total Area | | | | | 15472 | |
| Average ETAF | | | | | 0.25 | |
| Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas. | | | | | | |
| Percentage of MAWA | | | | | | |
| | | | | | 55% | |
| Non-Residential | | | | | | |
| 0.45 | | | | | | |
| Residential | | | | | | |
| 0.55 | | | | | | |
| Drip | | | | | | |
| 0.81 | | | | | | |
| Overhead | | | | | | |
| 0.75 | | | | | | |

Grasses



Shrubs



Ground Covers



Trees



Plant List

| ABBREVI | SIZE | BOTANICAL NAME / COMMON NAME | *WUCOLS RATING | |
|---|--------|---|---|----|
| 1 STREET TREES (Per City of Morro Bay Street Tree List 2018) | | | | |
| ARB M' | 24"B | ARBUTUS 'MARINA' / STRAWBERRY MADRONE (STD. FORM) | L | |
| MEL QUI | 15G | MELALEUCA QUINQUENERVIA / CAJEPUT TREE (STD. FORM) | L | |
| ULM PAR 'D' | 15G | ULMUS PARVIFOLIA 'DRAKE' / DRAKE EVERGREEN ELM (STD. FORM) | M | |
| 2 PARKING LOT SHADE TREES (Per City of Morro Bay Master Tree List) | | | | |
| ARB UNE | 24"B | ARBUTUS UNEDO / STRAWBERRY TREE (STD. FORM) | L | |
| CER OCC | 24"B | CERCIS OCCIDENTALIS / WESTERN REDBUD (STD. FORM) | L | |
| MEL QUI | 15G | MELALEUCA QUINQUENERVIA / CAJEPUT TREE (STD. FORM) | L | |
| MET EXC | 24"B | METROSIDEROS EXCELSA / NEW ZEALAND CHRISTMAS TREE (STD. FORM) | L | |
| 3 FLOWERING ACCENT TREES (Per City of Morro Bay Master Tree List) | | | | |
| ERI DEF | 24"B | ERIOBOTRYA DEFLEXA / BRONZE LOQUIAT (LB FORM) | L | |
| PYR CAL 'A' | 15G | PYRUS CALLERYANA 'ARISTOCRAT' / ARISTOCRAT PEAR (STD. FORM) | M | |
| 4 BACKGROUND TREES (Per City of Morro Bay Master Tree List) | | | | |
| CAL VIM | 24"B | CALLISTEMON VIMINALIS / WEEPING BOTTLEBRUSH (STD. FORM) | L | |
| QUE AGR | 24"B | QUERCUS AGRIFOLIA / COAST LIVE OAK (STD. FORM) | VL | |
| A SCREEN SHRUBS (8'-8' HEIGHT) | | | | |
| ARC DEN 'HM' | 5G | ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' / MANZANITA | VL | |
| CEA 'C' | 5G | CEANOTHUS 'CONCHA' / CONCHA WILD LILAC | L | |
| HET ARB | 5G | HETEROMELES ARBUTIFOLIA / TOYON | VL | |
| MYR CAL | 5G | MYRICA CALIFORNICA / PACIFIC WAX MYRTLE | L | |
| B UPRIGHT ACCENT SHRUBS (SINGULAR ACCENT) | | | | |
| ARB UNE 'EK' | 5G | ARBUTUS UNEDO 'ELFIN KING' / DWARF STRAWBERRY TREE | L | |
| COT COG | 15G | COTINUS COGGYGGRIA / SMOKE TREE | L | |
| C ACCENT SHRUBS (SMALL GROUPS OF 3 TO 5) | | | | |
| AGA ATT 'N' | 5G | AGAVE ATTENUATA 'NOVA' / BLUE FOXTAIL AGAVE | L | |
| AGA DES 'V' | 5G | AGAVE DESMETIANA 'VARIEGATA' / VARIEGATED SMOOTH AGAVE | L | |
| COR AUS 'RS' | 5G | CORDYLINAE AUSTRALIS 'RED SENSATION' / NEW ZEALAND CABBAGE TREE | L | |
| KNI UVA | 5G | KNIPHOFIA UVARIA / RED HOT POKER | L | |
| YUC GLO 'W' | 5G | YUCCA GLORIOSA 'WALBRISTAR' / BRIGHT STAR YUCCA | L | |
| D MEDIUM-HEIGHT SHRUBS (3-4' HEIGHT) | | | | |
| ANI BR | 5G | ANIGOZANTHOS 'BIG RED' / RED KANGAROO PAW | L | |
| CAL LJ | 5G | CALLISTEMON 'LITTLE JOHN' / DWARF BOTTLEBRUSH | L | |
| CHO TEC | 5G | CHONDROPETALUM TECTORUM / CAPE RUSH | L | |
| RHA CAL 'MSB' | 5G | RHAMNUS CALIFORNICA 'MOUND SAN BRUNO' / DWARF COFFEEBERRY | L | |
| ROS OFF 'TB' | 5G | ROSMARINUS OFFICINALIS 'TUSCAN BLUE' / ROSEMARY | L | |
| SAL GRE 'FR' | 5G | SALVIA GREGGII 'FURMAN'S RED' / AUTUMN SAGE (RED) | L | |
| SAL MIC 'HL' | 5G | SALVIA MICROPHYLLA 'HOT LIPS' / HOT LIPS SAGE | L | |
| E VINES | | | | |
| BOU SDR | 5G | BOUGAINVILLEA 'SAN DIEGO RED' / BOUGAINVILLEA (RED) | L | |
| ROS BAN 'L' | 5G | ROSA BANKSIAE 'LUTEA' / LADY BANKS ROSE | L | |
| F GROUND COVER | | | | |
| A | 18" OC | 1G | ACHILLEA 'PAPRIKA' / PAPRIKA 'YARROW | L |
| B | 36" OC | 1G | ANIGOZANTHOS 'BUSH RANGER' / RED KANGAROO PAW | L |
| C | 60" OC | 1G | BACCHARIS PILULARIS 'TWIN PEAKS' / PROSTRATE COYOTE BRUSH | VL |
| D | 4" OC | 1G | BERBERIS THUNBERGII 'CRIMSON PYGMY' / NCN | L |
| E | 48" OC | 1G | BOUGAINVILLEA 'ROSENA' / BOUGAINVILLEA (ORANGE-PINK) | L |
| F | 30" OC | 1G | CAREX TUMULICOLA / BERKELEY SEDGE | L |
| G | 8" OC | 1G | CEANOTHUS 'YANKEE POINT' / CARMEL CEANOTHUS | L |
| H | 8" OC | 1G | ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / (NCN) | L |
| I | 3" OC | 1G | SALVIA 'DARA'S CHOICE' / DARA'S CHOICE SAGE | L |
| J | 12" OC | FLATS | SENECIO MANDRALISCAE / BLUE CHALK STICKS | L |
| G GRASSES | | | | |
| BOU GRA 'BA' | 1G | 1G | BOUQUINVILLEA 'SAN DIEGO RED' / BOUGAINVILLEA (RED) | L |
| CAL ACU 'KP' | 1G | 1G | CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS | L |
| FES MAI | 1G | 1G | FESTUCA MAIREI / ATLAS FESCUE | L |
| LEY CON 'CP' | 1G | 1G | LEYMUS CONDENSATUS 'CANYON PRINCE' / CANYON PRINCE WILD RYE | VL |
| SES AUT | 1G | 1G | SESLERIA AUTUMNALIS / AUTUMN MOOR GRASS | M |

MULCH ALL GROUND COVER AND PLANTER AREAS WITH 3" MINIMUM LAYER 'WALK-ON' BARK.
NOTE: PLANT LIST IS FOR CONVENIENCE ONLY; IN CASE OF DISCREPANCY BETWEEN THE PLAN AND THE SCHEDULE, THE PLAN SHALL PREVAIL.

LEGEND
 VL = VERY LOW WATER USE
 L = LOW WATER USE
 M = MEDIUM WATER USE
 H = HIGH WATER USE
 G = GALLONS
 B = BOX
 STD. = STANDARD FORMS
 LB = LOW BRANCHING FORM

*WATER-USE EVALUATION OF PLANT MATERIALS
 WATER USE OF PROPOSED PLANTS HAVE BEEN EVALUATED USING THE "WATER USE CLASSIFICATION OF LANDSCAPE SPECIES" (WUCOLS IV, UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION.)



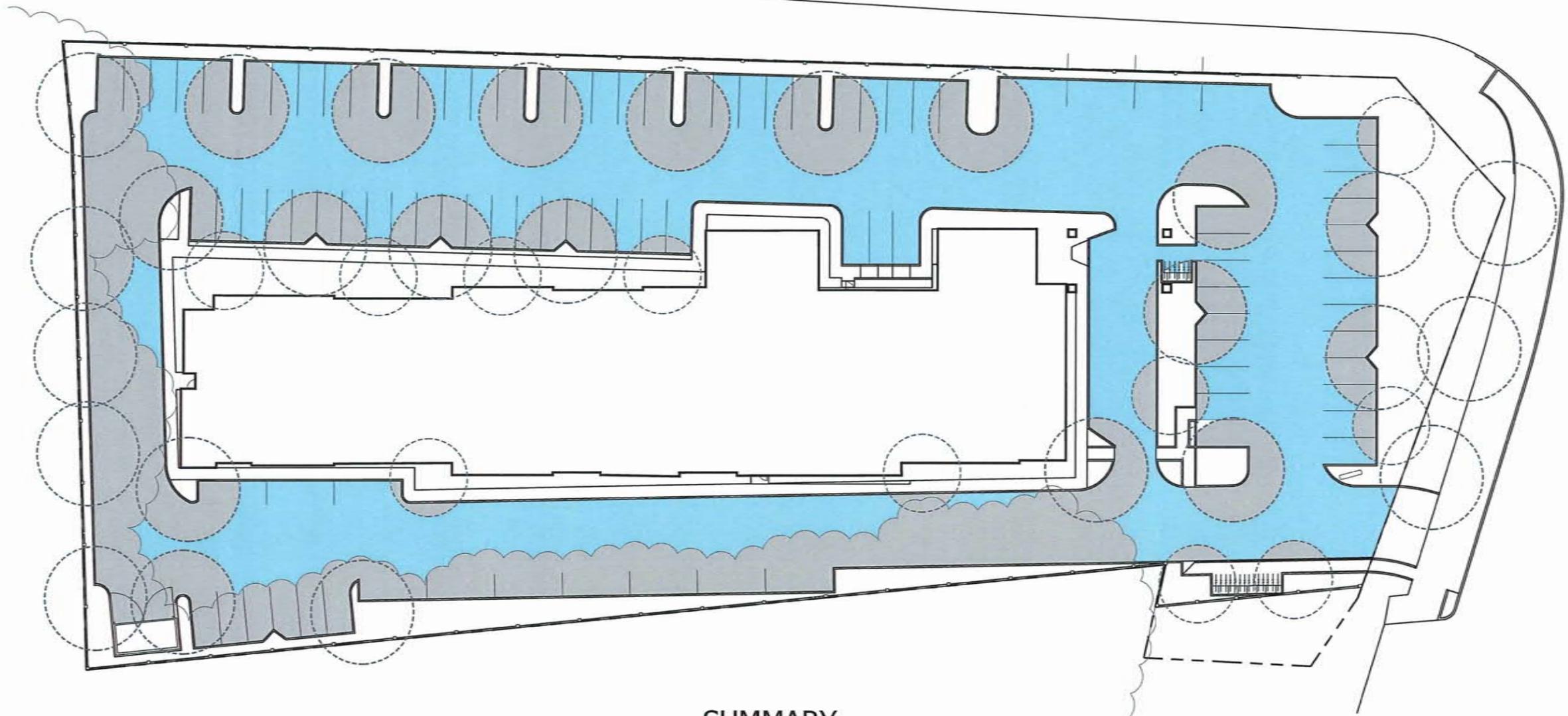
DATE: 02/19/2019 JBLA # 18-101

PROPOSED PLANT MATERIALS & WATER EFFICIENT LANDSCAPE WORKSHEET

Client:
 Escape Hospitality, LLC
 590 Morro Ave.
 Morro Bay, CA. 93442

L-2

MORRO BAY HOTEL
 ATASCADERO ROAD
 MORRO BAY, CA 93401



LEGEND

-  Tree Canopy at Mature Size
-  Shaded Portion of Parking (59%)
-  Unshaded Parking (41%)

SUMMARY

Parking Lot (Stalls & Driveways): 45,301 sf
 Shaded Portion of Parking Lot: 21,089 sf (47%)
 Unshaded Portion of Parking Lot: 24,212 sf (53%)

Parking Stalls: 15,514 sf
 Shaded Portion of Parking Stalls: 9,145 sf (59%)
 Unshaded Portion of Parking Stalls: 6,396 sf (41%)

MORRO BAY HOTEL - 233 ATASCADERO ROAD
OFF-SITE UTILITY UNDERGROUNDING

Estimate - Opinion of Probable Construction Cost



| ITEM NO. | ITEM DESCRIPTION | UNIT | APPROX. QTY | UNIT PRICE | ITEM COST |
|---|---|------|-------------|-------------|----------------------|
| GENERAL REQUIREMENTS | | | | | |
| | Engineering | LS | 1 | \$5,000.00 | \$ 5,000.00 |
| | Mobilization and Demobilization | LS | 1 | \$15,000.00 | \$ 15,000.00 |
| | Temporary Pedestrian and Vehicular Traffic Control | LS | 1 | \$7,500.00 | \$ 7,500.00 |
| | Testing and Inspecting Services | LS | 1 | \$5,000.00 | \$ 5,000.00 |
| | Native American and Archeological Monitoring | LS | 1 | \$10,000.00 | \$ 10,000.00 |
| | Biological Preconstruction Survey and Monitoring for Active Birds | LS | 1 | \$10,500.00 | \$ 10,500.00 |
| | SUBTOTAL | | | | \$ 53,000.00 |
| EARTHWORK | | | | | |
| | Temporary Shoring for Deep Excavation at Crossing | LS | 1 | \$35,000.00 | \$ 35,000.00 |
| | Disposal Contingency for Export of Deep Soil Spoils | LS | 1 | \$20,000.00 | \$ 20,000.00 |
| | SUBTOTAL | | | | \$ 55,000.00 |
| DRY UTILITIES | | | | | |
| | 3 Phase Electrical Line Underground | LF | 770 | \$85.00 | \$ 65,450.00 |
| | Fiber Optic Cable Underground | LF | 770 | \$75.00 | \$ 57,750.00 |
| | Communications Line Underground | LF | 770 | \$60.00 | \$ 46,200.00 |
| | Utility Connection/Pole Drop Service | EA | 6 | \$8,000.00 | \$ 48,000.00 |
| | Utility Box/Vault at Grade | EA | 3 | \$7,500.00 | \$ 22,500.00 |
| | SUBTOTAL | | | | \$ 239,900.00 |
| SITE PREPARATION, DEMOLITION & RESURFACE | | | | | |
| | Remove Existing Utility Pole & Haul Off | EA | 2 | \$9,500.00 | \$ 19,000.00 |
| | Remove and Replace Asphalt Concrete Pavement | SF | 330 | \$10.00 | \$ 3,300.00 |
| | Remove and Replace Class II Base | SF | 330 | \$5.00 | \$ 1,650.00 |
| | Miscellaneous Restriping/Pavement Markings | LS | 1 | \$2,500.00 | \$ 2,500.00 |
| | SUBTOTAL | | | | \$ 26,450.00 |

| | | | | |
|-------------|--------------------|-----|----|-------------------|
| 01 21 16.50 | CONTINGENCY | 20% | \$ | 74,870.00 |
| | TOTAL | | \$ | 449,220.00 |

Abbreviations:

CY = Cubic Yard, LF = Linear Foot, SF = Square Foot, LS = Lump Sum, EA = Each, LBS = Pounds, MO = Month, AC = Acres

Notes:

1. Walsh Engineering makes no warranty, either expressed or implied, that actual quantities will not vary from the amounts indicated and assumes no liability for such variances. In the event that these quantities conflict with the plans, in all cases the plans will govern for bidding purposes.
2. The engineer's opinion is NOT a guaranteed cost for a guaranteed maximum figure.
3. All costs account for material, delivery and installation, unless otherwise specified.
4. Unit Costs are based largely on *RS Means* and *PG&E Unit Costs*, and therefore, may not reflect actual market unit costs.
5. Estimate does not assume prevailing wage.
6. Costs for concrete and asphalt concrete removals include sawcutting.
7. Utility line costs include trenching excavation, bedding, pipe/conduit, fittings, couplers, backfill, compaction and disposal of spoils necessary for installation.
8. The following items are NOT included in this estimate: Development impact fees, Bonding, permit, Soils engineering, Land acquisition costs, , Surveying and construction staking, Landscaping, Street lighting and site lighting, Additional costs due to phasing.
9. A 20% contingency has been applied per RS Means Cost Data Section 01 21 16.50 specified for projects in conceptual design stages





ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.®

1422 Monterey Street, B-C200
 San Luis Obispo, California 93401
 Tel 805.543.7095 Fax 805.543.2367
 www.swca.com

January 27, 2020

Cindy Jacinth
 City of Morro Bay
 Community Development Department
 955 Shasta Avenue
 Morro Bay, CA 93442

Re: Response to Agency Comments – Morro Bay Hotel at 295 Atascadero Road IS/MND

Dear Ms. Jacinth:

The following are responses to comments received from the California Department of Transportation (Caltrans) in response to public circulation of the above referenced IS/MND for the Morro Bay Hotel Project at 295 Atascadero Road. Responses to comments submitted by the San Luis Obispo Air Pollution Control District (SLOAPCD) have also been prepared by AMBIENT Air Quality & Noise Consulting and are attached.

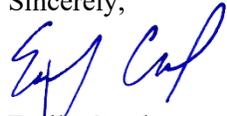
Table 1. Responses to Comments from the California Department of Transportation

| Comment | Response |
|---|--|
| Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate inter-regional and local travel. | Comment noted. No revisions necessary. |
| Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals. Caltrans supports the project's proposal to construct a Class I Bike path to replace the existing Class II Bike lane along the project's frontage. This improvement is partially within the Caltrans right of way (ROW); as such the City, applicant, and Caltrans should work closely on implementation of this aspect of the project. | Comment noted. No revisions necessary. Caltrans is identified as a potential responsible agency on page 9 of the IS/MND. |
| Please clearly denote the Caltrans ROW on the project plans; ROW lines should be clearly marked on the Highway 1 SB offramp and along the project frontage on Atascadero Road. It appears that some project mitigations are within the Caltrans ROW and thus the applicant will need to obtain a permit from Caltrans. | The requirement that State right-of-way be clearly denoted on project plans and a reference to the need for an encroachment permit from Caltrans in the event any work within, over, or under State right-of-way is necessary has been added to Mitigation Measure TR-1. Caltrans is identified as a potential responsible agency on page 9 of the IS/MND. |

| Comment | Response |
|--|--|
| <p>Any work within, over, or under the State's ROW, including but not limited to landscaping, landscape maintenance, and utility work, will require an encroachment permit from Caltrans and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: https://dot.ca.gov/caltrans-near-me/district-5/district-5-programs/d5-encroachment-permits.</p> | <p>The requirement that State right-of-way be clearly denoted on project plans and a reference to the need for an encroachment permit from Caltrans in the event any work within, over, or under State right-of-way is necessary has been added to Mitigation Measure TR-1. Caltrans is identified as a potential responsible agency on page 9 of the IS/MND and the project applicant will coordinate with Caltrans per its engineering and environmental standards if an encroachment permit is necessary.</p> |
| <p>Caltrans requests to be included in any future public noticing regarding this project to allow us to prepare for and participate in the public process.</p> | <p>Caltrans has been added to the noticing list for this project.</p> |

Should you have any questions, please contact me at (805) 539-2870 or ecreel@swca.com.

Sincerely,



Emily Creel
 Planning Team Lead

Attachment: 295 Atascadero Road Hotel Project, City of Morro Bay – Responses to Comments (AMBIENT Air Quality & Noise Consulting 2020).

ATTACHMENT A

295 Atascadero Road Hotel Project, City of Morro Bay – Responses to Comments



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MEMORANDUM

Date: January 26, 2020
To: Emily Creel, J.D.
SWCA Environmental Consultants
From: Kurt Legleiter, Principal
Subject: **295 Atascadero Road Hotel Project, City of Morro Bay – Responses to Comments**

This memorandum provides responses to comments received from the San Luis Obispo County Air Pollution Control District (SLOAPCD) for the proposed Morro Bay Hotel Project dated January 23, 2020. Comments received from SLOAPCD and responses to these comments are provided in the attached table.

Please feel free to contact me if you have any questions or if I can be of additional assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Legleiter", enclosed within a hand-drawn oval.

Kurt Legleiter, Principal



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| Response Matrix | |
|---|---|
| Comment | Response |
| <p>(1) INFORMATION COMMENTS</p> <p>Infill within Urban Reserve Lines & Village Reserve Lines</p> <p>The APCD encourages balance of residential and commercial infill within the existing urban reserve lines (URLs) and village reserve lines (VRLs), as this is consistent with the land use goals and policies of the APCD's Clean Air Plan. Increasing density can reduce emissions and vehicle miles traveled (VMT) by minimizing the number of trips and travel distances and encourage active transportation.</p> <p>The APCD supports the project proponents on their use of infill development, as it is consistent with the San Luis Obispo Council of Governments' (SLOCOG) Regional Transportation Plan and Sustainable Communities Strategy.</p> | <p>Comments Noted. As noted by the SLOAPCD, the project is an infill project, which would provide increased density. Infill projects and projects that provide for increased density can reduce vehicle miles traveled and associated mobile-source emissions.</p> |
| <p>(2) CONSTRUCTION PHASE</p> <p>Construction Phase Impacts - Below Threshold</p> <p>The project proponent evaluated the construction impacts of this project and concluded that the construction phase impacts will likely be less than the APCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (April 2012). Additionally, by comparing the size of the project to Table 1-1 in the CEQA Air Quality Handbook, the APCD concluded that the project would likely be less than the APCD's construction significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook. However, to manage fugitive dust emissions and minimize toxic air pollution impacts from idling diesel engines, the APCD is requiring the below mitigation measure(s) for this project.</p> <p>Fugitive Dust Mitigation Measures</p> <p>Construction activities can generate fugitive dust, which could be a nuisance to residents and businesses in close proximity to the proposed construction site. Projects with grading areas more than 4 acres and/or within 1,000 feet of any sensitive receptor shall implement the following</p> | <p>Comments Noted. These measures were included as mitigation measures in the Public Draft MND for the proposed project (refer to Mitigation Measure AQ-1). Minor revisions and clarifications to the measures have been made in the Final MND to reflect the language provided by the SLOAPCD.</p> |



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mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD 20% opacity limit (APCD Rule 401) and minimize nuisance impacts:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD’s limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link from the San Joaquin Valley Air District for a list of potential dust suppressants: [Products Available for Controlling Dust](#);
- c. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between



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| | |
|--|---|
| <p>top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114;</p> <p>j. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;</p> <p>k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible;</p> <p>l. All PM10 mitigation measures required should be shown on grading and building plans; and</p> <p>m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot).</p> | |
| <p>Limits of Idling During Construction Phase State law prohibits idling diesel engines for more than 5 minutes. All projects with diesel-powered construction activity shall comply with Section 2485 of Title 13 of the California Code of Regulations and the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's (CARB) In-Use Off-Road Diesel regulation to minimize toxic air pollution impacts from idling diesel engines. The specific requirements and</p> | <p>Comments Noted. These measures were included as mitigation measures in the Public Draft MND for the proposed project (refer to Mitigation Measure AQ-2). Minor revisions and clarifications to the measures have been made in the Final MND to reflect the language provided by the SLOAPCD. All feasible mitigation measures have been incorporated to reduce on-site idling of on-road and off-road diesel-fueled engines.</p> |



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| | |
|--|--|
| <p>exceptions for the on-road and off-road regulations can be reviewed at the following web sites: arb.ca.gov/msprog/truck-idling/factsheet.pdf and arb.ca.gov/regact/2007/ordiesl07/froal.pdf.</p> <p>Because this project is within 1,000 feet of sensitive receptors (Morro Bay High School), the project applicant shall comply with the following more restrictive requirements to minimize impacts to nearby sensitive receptors:</p> <ol style="list-style-type: none"> 1. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; 2. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted; 3. Use of alternative fueled equipment is recommended; and 4. Signs that specify no idling areas must be posted and enforced at the site. | |
| <p>(3) OPERATIONAL PHASE</p> <p>Operational Phase Impacts – Criteria Pollutants and PM Below Threshold Based on the project proponent operational phase emission estimates and Table 1-1 in the APCD’s CEQA Air Quality Handbook (April 2012), the operational phase emissions for criteria pollutants and PM would likely be less than the APCD’s significance threshold values identified in Table 3-2 of the CEQA Air Quality Handbook. Therefore, with the exception of the requirements below, the APCD is not requiring other operational phase mitigation measures for this project.</p> | <p>Comments Noted. No revisions needed.</p> |
| <p>Greenhouse Gas Emissions</p> <p>The MND for this project concludes that the Greenhouse Gas (GHG) emissions from the project would be less than significant with mitigation. This conclusion is based on two premises: 1) The project is consistent with the City of Morro Bay Climate Action Plan (CAP); and 2) estimated GHG emissions would not exceed levels of significance in the APCD CEQA Air Quality Handbook. The APCD bright-line threshold of significance of 1,150 metric tons per year (MT/yr) of carbon dioxide equivalent (CO₂e) and the efficiency threshold of significance of 4.9 MT/yr CO₂e per service population were based on a gap analysis and demonstrated consistency with the Global Warming Solutions Act (AB 32) and the CARB’s Climate Change Scoping Plan in order to meet the State’s 2020 GHG emissions goals. In 2015, the</p> | <p>The SLOAPCD notes that the project should not rely solely on the bright-line threshold of significance of 1,150 MTCO₂e/yr for determination of impact significance and recommends that the project consider consistency with SLOCOG’s current Regional Transportation Plan/Sustainable Community Strategies. The project includes the various mitigation measures that would reduce operational mobile-source emissions, including requirements to: provide on-site bicycle parking and/or amenities, on-site pedestrian-access network that links to adjacent land uses, features to minimize barriers to pedestrian access and increase interconnectivity, on-site traffic calming measures, designated parking spaces for alternatively fueled vehicles, and design requirements to accommodate the future installation of an electric-vehicle charging station. According to the California Air Pollution Control Officers Association’s</p> |



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California Supreme Court issued an opinion in the Center for Biological Diversity vs California Department of Fish and Wildlife (“Newhall Ranch”) which determined that AB 32 based thresholds derived from a gap analysis are invalid for projects with a planning horizon beyond 2020. The APCD, therefore, does not recommend relying on these GHG thresholds in the Handbook to make a determination of significance.

The APCD recommends review of the Newhall Ranch¹ case, as the Supreme Court identified that compliance with a local qualified Climate Action Plan is one potentially acceptable method for meeting CEQA requirements. In addition, guidance from the Sacramento Metropolitan Air Quality Management District² states: To meet statutory criteria to allow project-level CEQA tiering and streamlining, the CAP must include a community-wide inventory of GHG emissions, forecasted future emissions, targets for GHG reductions in line with state goals, quantifiable GHG reduction measures, established monitoring procedures, an environmental review, and adoption through a public process (CEQA Guidelines § 15183.5(b)). Plans that meet these requirements are referred to as “qualified” CAPs.

and: If a jurisdiction does not have a qualified CAP, development projects may have to mitigate GHG emissions from their projects to no-net increase level, which has already been done for larger development projects and is the most defensible alternative to compliance with a qualified CAP⁴.

The historic AB 32-based CAPs for jurisdictions within SLO county (including the City of Morro Bay) do not conform with CEQA Guidelines § 15183 and 15183.5, or the 2030 GHG emission goals of SB 32, and are therefore not considered qualified CAPs and are therefore not eligible for CEQA streamlining or tiering. The APCD is beginning to work with local stakeholders to determine the best approach for updating emission inventories as the first step toward updating CAPs for local jurisdictions. Updated CAPs conforming to CEQA Guidelines § 15183 and 15183.5 would be qualified and eligible for project streamlining under CEQA. SB 32’s 2030 horizon is short, relative to lives of new development projects and therefore,

Quantifying Greenhouse Gas Mitigation Measures (August 2010), the incorporation of site design features that would improve walkability and connectivity would reduce operational mobile-source emissions by approximately 3.0 to 21.3 percent. Other measures, such as traffic calming features, would provide additional reductions of approximately 0.25 to one percent. The project site is also located near a bike path, which is estimated to provide further reductions of approximately 0.625 percent (CAPCOA 2010).

It is also important to reiterate, as noted by the SLOAPCD, that the project is an infill project, which would provide increased density. Increases in density can reduce vehicle miles traveled and associated mobile-source emissions. Depending on the project location and vehicle miles traveled (VMT) reductions achieved, increased density can achieve reductions in project operational emissions by 0.8 to 30 percent. For infill projects located within urbanized areas, reductions in VMT and associated emissions can range from 10 to 65 percent (CAPCOA 2010). The proposed hotel would also provide increased access to local destinations and attractions. According to CAPCOA, providing increased destination accessibility can result in reductions in mobile-source emissions of approximately 6.7 to 20 percent.

Reductions in VMT and associated GHG emissions cannot be accurately quantified at this time. However, based on the above noted anticipated reductions, implementation of the proposed mitigation measures would likely achieve reductions in VMT and associated GHG emissions in excess of 15 percent. Other measures, such as providing designated parking for alternatively-fueled vehicles; as well as, participation in the recommended *SLO Car Free Program* would further reduce the project’s operational mobile-source emissions. The project would not be anticipated to conflict with the SLOCOG’s current Regional Transportation Plan/Sustainable Community Strategies and SB 743’s call for projects to demonstrate 15% VMT reductions.

The SLOAPCD recommends that the project “...opt up to the Monterey Bay Community Power’s MB prime program to supply 100% renewable energy for the



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projects may want to consider their consistency with the 2050 emission reduction target. It may also be beneficial for development projects to demonstrate their consistency with SLOCOG’s current Regional Transportation Plan / Sustainable Community Strategies and SB 743’s call for projects to demonstrate 15% VMT reductions relative to applicable city or regional VMT averages. APCD supports the measures proposed in this MND that would reduce the GHG emissions of the project, including Mitigation Measure GHG-1 and the “Public Benefit” measures of Level 2 EV and DC Fast Charger stations, bicycle paths, and other green measures. Taken in combination, these measures would provide project GHG emission reductions. To mitigate toward net zero GHG emission, the APCD also recommends the applicant opt up to the Monterey Bay Community Power’s MB prime program to supply 100% renewable energy for the project. The applicant should also consider utilizing the trip reduction program below.

San Luis Obispo Car Free Program. This project has the potential to increase the amount of vehicle trips and related emissions to our County and appropriate mitigation measures should be considered. San Luis Obispo (SLO) Car Free is a program to encourage car-free transportation to and around SLO County. By pledging to travel to or around SLO County without a car, visitors receive special incentives from participating hotels, restaurants, transportation services and attractions, and businesses receive free advertisement on SLO Car Free’s website. The SLO Car Free website (SLOCarFree.org) is a hub for information and web-links on transportation, lodging, attractions and other visitor needs. To mitigate the potential vehicle trips to the proposed hotel, the business should sign up to participate in the SLO Car Free Program, provide incentives to car-free travelers, and promote the program in their communication tools. To sign up for SLO Car Free, please contact Meghan Field in the APCD Planning, Outreach & Grants Division at 805-781-5912.

project.” The City of Morro Bay has signed up for Monterey Bay Community Power’s MB prime program. As a result, the Hotel will be included in the Monterey Bay Community Power. Inclusion in this program along with inclusion of the proposed on-site solar photovoltaic system would help to achieve 100% renewable energy use for the project and would further reduce the project’s operational GHG emissions by approximately 208 MTCO₂e/year.

The SLOAPCD recommends that the project consider participation in the SLO Car Free Program to further reduce operational mobile-source emissions. Participation in this program has been included as a mitigation measure for this project.



Air Pollution Control District
San Luis Obispo County

Via Email

January 23, 2020

Cindy Jacinth
City of Morro Bay
Community Development Department
955 Shasta Avenue
Morro Bay, CA 93442
cjacinth@morrobayca.gov

SUBJECT: APCD Comments Regarding the 295 Atascadero Road Hotel

Dear Ms. Jacinth:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the Mitigated Negative Declaration (MND) for the proposed project.

Escape Hospitality, LLC (owner/applicant) proposes to construct and operate a new 56,358 square-foot hotel located at 295 Atascadero Road in Morro Bay. The hotel would provide 83 guest rooms, an indoor pool, a fitness room, a meeting room, interior dining and lounge areas, and on-site parking; including 92 vehicle spaces and 19 bicycle parking spaces. Applicant is proposing to provide seven Level 2 electric vehicle (EV) chargers and two DC fast chargers. The hotel would be three stories in height and would require a modification pursuant to the Planned Development overlay standards in the City of Morro Bay Zoning Ordinance to allow a proposed height of 35.5 feet above average natural grade (ANG), 5.5 feet above the 30-foot ANG height limit. The project is anticipated to require some level of disturbance over the entire 2.02-acre (88,025-square-foot) site and would require earthwork of approximately 1,650 cubic yards of cut and 3,500 cubic yards of fill. Project construction is expected to require 14-16 months to complete.

The following comments are formatted into 3 sections. The **(1) Information Comment** Section states information pertinent to the applicant, lead agency, and/or public. The **(2) Construction Phase** and **(3) Operational Phase** Sections may state mitigation measures and/or rules and requirements in which the APCD recommends be set as conditions of approval for the project.

The **lead agency** may contact the APCD Planning Division for questions and comments related to proposed conditions of approval in (2) Construction Phase and (3) Operational Phase Sections. Both Divisions can be reached at 805-781-5912.

(1) INFORMATION COMMENTS

Infill within Urban Reserve Lines & Village Reserve Lines

The APCD encourages balance of residential and commercial infill within the existing urban reserve lines (URLs) and village reserve lines (VRLs), as this is consistent with the land use goals and policies of the APCD's Clean Air Plan. Increasing density can reduce emissions and vehicle miles traveled (VMT) by minimizing the number of trips and travel distances and encourage active transportation. The APCD supports the project proponents on their use of infill development, as it is consistent with the San Luis Obispo Council of Governments' (SLOCOG) Regional Transportation Plan and Sustainable Communities Strategy.

(2) CONSTRUCTION PHASE

Construction Phase Impacts - Below Threshold

The project proponent evaluated the construction impacts of this project and concluded that the construction phase impacts will likely be less than the APCD's significance threshold values identified in Table 2-1 of the [CEQA Air Quality Handbook](#) (April 2012). Additionally, by comparing the size of the project to Table 1-1 in the [CEQA Air Quality Handbook](#), the APCD concluded that the project would likely be less than the APCD's construction significance threshold values identified in Table 2-1 of the [CEQA Air Quality Handbook](#). **However, to manage fugitive dust emissions and minimize toxic air pollution impacts from idling diesel engines, the APCD is requiring the below mitigation measure(s) for this project.**

Fugitive Dust Mitigation Measures

Construction activities can generate fugitive dust, which could be a nuisance to residents and businesses in close proximity to the proposed construction site. Projects with grading areas more than 4 acres and/or within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD 20% opacity limit ([APCD Rule 401](#)) and minimize nuisance impacts:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link from the San Joaquin Valley Air District for a list of potential dust suppressants: [Products Available for Controlling Dust](#);
- c. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and

- landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
 - f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
 - g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
 - h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
 - i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114;
 - j. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;
 - k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
 - l. All PM₁₀ mitigation measures required should be shown on grading and building plans; and
 - m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot).

Limits of Idling During Construction Phase

State law prohibits idling diesel engines for more than 5 minutes. All projects with diesel-powered construction activity shall comply with Section 2485 of Title 13 of the California Code of Regulations and the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's (CARB) In-Use Off-Road Diesel regulation to minimize toxic air pollution impacts from idling diesel engines. The specific requirements and exceptions for the on-road and off-road regulations can be reviewed at the following web sites: arb.ca.gov/msprog/truck-idling/factsheet.pdf and arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

Because this project is within 1,000 feet of sensitive receptors (Morro Bay High School), the project applicant shall comply with the following more restrictive requirements to minimize impacts to nearby sensitive receptors:

1. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
2. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
3. Use of alternative fueled equipment is recommended; and
4. Signs that specify no idling areas must be posted and enforced at the site.

(3) OPERATIONAL PHASE

Operational Phase Impacts – Criteria Pollutants and PM Below Threshold

Based on the project proponent operational phase emission estimates and Table 1-1 in the APCD's [CEQA Air Quality Handbook](#) (April 2012), the operational phase emissions for criteria pollutants and PM would likely be less than the APCD's significance threshold values identified in Table 3-2 of the CEQA Air Quality Handbook. **Therefore, with the exception of the requirements below, the APCD is not requiring other operational phase mitigation measures for this project.**

Greenhouse Gas Emissions

The MND for this project concludes that the Greenhouse Gas (GHG) emissions from the project would be less than significant with mitigation. This conclusion is based on two premises: 1) The project is consistent with the City of Morro Bay Climate Action Plan (CAP); and 2) estimated GHG emissions would not exceed levels of significance in the APCD [CEQA Air Quality Handbook](#).

The APCD bright-line threshold of significance of 1,150 metric tons per year (MT/yr) of carbon dioxide equivalent (CO₂e) and the efficiency threshold of significance of 4.9 MT/yr CO₂e per service population were based on a gap analysis and demonstrated consistency with the Global Warming Solutions Act (AB 32) and the CARB's Climate Change Scoping Plan in order to meet the State's 2020 GHG emissions goals. In 2015, the California Supreme Court issued an opinion in the *Center for Biological Diversity vs California Department of Fish and Wildlife* ("Newhall Ranch") which determined that AB 32 based thresholds derived from a gap analysis are invalid for projects with a planning horizon beyond 2020. **The APCD, therefore, does not recommend relying on these GHG thresholds in the [Handbook](#) to make a determination of significance.**

The APCD recommends review of the Newhall Ranch¹ case, as the Supreme Court identified that compliance with a local *qualified* Climate Action Plan is one potentially acceptable method for meeting CEQA requirements. In addition, guidance from the Sacramento Metropolitan Air Quality Management District² states:

To meet statutory criteria to allow project-level CEQA tiering and streamlining, the CAP must include a community-wide inventory of GHG emissions, forecasted future emissions, targets for GHG reductions in line with state goals, quantifiable GHG reduction measures,

¹ Newhall Ranch Resource Management and Development Plan and Spineflower Conservation Plan: Final Additional Environmental Analysis. California Department of Fish and Wildlife SCH No. 2000011025, 12 June 2017.

² "Climate Action Planning In The Sacramento Metropolitan Air Quality Management District." Sacramento Metropolitan Air Quality Management District, 24 October 2017, www.airquality.org/ClimateChange/Documents/CAPWhitePaperLogoFinal.pdf.

established monitoring procedures, an environmental review, and adoption through a public process (CEQA Guidelines § 15183.5(b)). Plans that meet these requirements are referred to as “qualified” CAPs.

and:

If a jurisdiction does not have a qualified CAP, development projects may have to mitigate GHG emissions from their projects to no-net increase level, which has already been done for larger development projects^{1,3} and is the most defensible alternative to compliance with a qualified CAP⁴.

The historic AB 32-based CAPs for jurisdictions within SLO county (including the City of Morro Bay) do not conform with CEQA Guidelines § 15183 and 15183.5, or the 2030 GHG emission goals of SB 32, and are therefore not considered qualified CAPs and are therefore not eligible for CEQA streamlining or tiering. The APCD is beginning to work with local stakeholders to determine the best approach for updating emission inventories as the first step toward updating CAPs for local jurisdictions. Updated CAPs conforming to CEQA Guidelines § 15183 and 15183.5 would be qualified and eligible for project streamlining under CEQA.

SB 32’s 2030 horizon is short, relative to lives of new development projects and therefore, projects may want to consider their consistency with the 2050 emission reduction target. It may also be beneficial for development projects to demonstrate their consistency with SLOCOG’s current Regional Transportation Plan / Sustainable Community Strategies and SB 743’s call for projects to demonstrate 15% VMT reductions relative to applicable city or regional VMT averages.

APCD supports the measures proposed in this MND that would reduce the GHG emissions of the project, including Mitigation Measure GHG-1 and the “Public Benefit” measures of Level 2 EV and DC Fast Charger stations, bicycle paths, and other green measures. Taken in combination, these measures would provide project GHG emission reductions. **To mitigate toward net zero GHG emission, the APCD also recommends the applicant opt up to the Monterey Bay Community Power’s MBprime program to supply 100% renewable energy for the project. The applicant should also consider utilizing the trip reduction program below.**

San Luis Obispo Car Free Program

This project has the potential to increase the amount of vehicle trips and related emissions to our County and appropriate mitigation measures should be considered. San Luis Obispo (SLO) Car Free is a program to encourage car-free transportation to and around SLO County. By pledging to travel to or around SLO County without a car, visitors receive special incentives from participating hotels, restaurants, transportation services and attractions, and businesses receive free advertisement on SLO Car Free’s website.

The SLO Car Free website (SLOCarFree.org) is a hub for information and web-links on transportation, lodging, attractions and other visitor needs. **To mitigate the potential vehicle trips to the proposed hotel, the business should sign up to participate in the SLO Car Free Program,**

³ Governor’s Office of Planning and Research. California Jobs. <http://www.opr.ca.gov/ceqa/california-jobs.html>

⁴ “Final White Paper Beyond 2020 And Newhall: A Field Guide To New CEQA Greenhouse Gas Thresholds And Climate Action Plan Targets For California.” Association of Environmental Professionals, 18 October 2016, https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf.

APCD Comments Regarding the 295 Atascadero Road Hotel
January 23, 2020
Page 6 of 6

provide incentives to car-free travelers, and promote the program in their communication tools. To sign up for SLO Car Free, please contact Meghan Field in the APCD Planning, Outreach & Grants Division at 805-781-5912.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at (805) 781-5912.

Sincerely,

 for

VINCE KIRKHUFF
Air Quality Specialist

VJK/jjh

cc: Brandi Cummings, SWCA Environmental Consultants
Hemant Patel, Applicant

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



*Making Conservation
a California Way of Life.*

January 24, 2020

SLO 1 30.15
SCH# 2019129078

Cindy Jacinth, Senior Planner
City of Morro Bay
Community Development Department
955 Shasta Avenue
Morro Bay, CA 93442

COMMENTS FOR THE MITIGATED NEGATIVE DECLARATION (MND) FOR THE 295
ATASCADERO ROAD HOTEL PROJECT

Dear Ms. Jacinth:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the MND for the 295 Atascadero Road Hotel Project. This project proposes to construct a 83 room hotel at the intersection of Atascadero Road and Highway 1 SB offramp in Morro Bay. Caltrans has reviewed the project and offers the following comments at this time:

- Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate inter-regional and local travel.
- Projects that support smart growth principles which include improvements to pedestrian, bicycle, and transit infrastructure (or other key Transportation Demand Strategies) are supported by Caltrans and are consistent with our mission, vision, and goals. Caltrans supports the project's proposal to construct a Class I Bike path to replace the existing Class II Bike lane along the project's frontage. This improvement is partially within the Caltrans right of

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Ms. Cindy Jacinth
January 24, 2020
Page 2

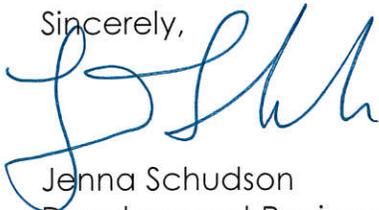
way (ROW); as such the City, applicant, and Caltrans should work closely on implementation of this aspect of the project.

- Please clearly denote the Caltrans ROW on the project plans; ROW lines should be clearly marked on the Highway 1 SB offramp and along the project frontage on Atascadero Road. It appears that some project mitigations are within the Caltrans ROW and thus the applicant will need to obtain a permit from Caltrans.
- Any work within, over, or under the State's ROW, including but not limited to landscaping, landscape maintenance, and utility work, will require an encroachment permit from Caltrans and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: <https://dot.ca.gov/caltrans-near-me/district-5/district-5-programs/d5-encroachment-permits>.

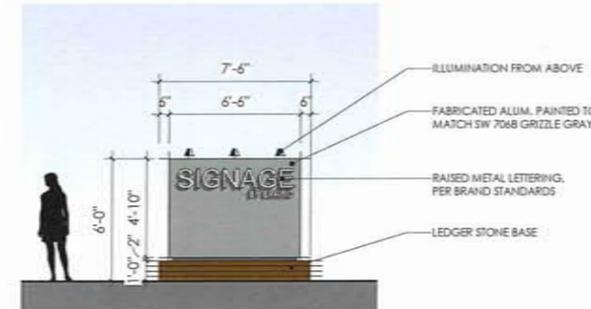
Caltrans requests to be included in any future public noticing regarding this project to allow us to prepare for and participate in the public process.

We look forward to continued coordination on this project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3432 or Jenna.Schudson@dot.ca.gov.

Sincerely,



Jenna Schudson
Development Review Coordinator
District 5, LD-IGR South Branch



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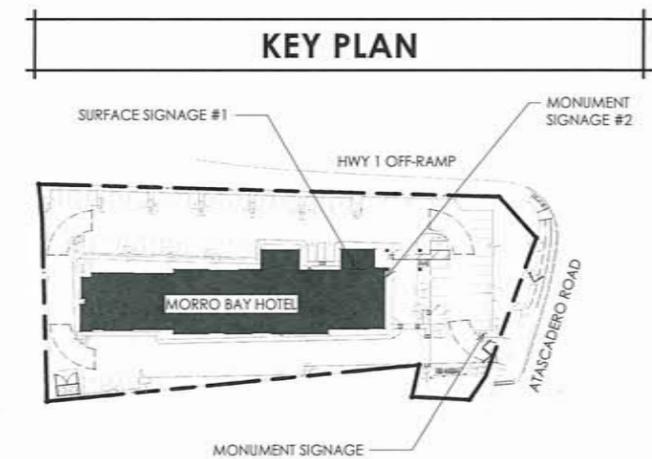
1 EAST ELEVATION - SURFACE SIGNAGE = 57 SF
 1/4" = 1'-0"

2 SOUTH ELEVATION - SURFACE SIGNAGE = 57 SF
 1/4" = 1'-0"

3 MONUMENT SIGN
 1/4" = 1'-0"



4 SOUTH ELEVATION
 3/32" = 1'-0"



5 EAST ELEVATION - SOUTH
 3/32" = 1'-0"

| | | | |
|--|---|--|--|
| | ARRIS STUDIO ARCHITECTS <small>1127 Anchor Street, Suite 205 SAN LUIS OBISPO, CA 95461 805.947.2246 / 805.947.2241</small> | MORRO BAY HOTEL MORRO BAY, CA SIGNAGE PROGRAM | Date: 01/27/20 |
| | | | Scale: 1/4" = 1'-0" Sheet: 11x17 A-16 |

PROJECT DATA

PROJECT DESCRIPTION

| | |
|--|--|
| ADDRESS: | ATASCADERO ROAD MORRO BAY, CA 93442 |
| APN: | 066-332-003, 065-182-003 & 004 |
| ZONING: | C-VS / PD (VISITOR SERVICING COMMERCIAL/PLANNED DEVELOPMENT) |
| ENTITLEMENTS: | CONDITIONAL USE PERMIT & COASTAL DEVELOPMENT PERMIT REQUIRED |
| USE PROPOSED: | HOTEL |
| OCCUPANCY GROUP PROPOSED: | R-1 |
| CONSTRUCTION TYPE PROPOSED: | TYPE V-A |
| SPRINKLERS PROPOSED: | YES (NFFA-13) |
| NUMBER OF STORIES: | 3 STORIES |
| BUILDING HEIGHT ALLOWED: | 30'-0" ABOVE AVERAGE NAT. GD. |
| BUILDING HEIGHT PROPOSED: | 35'-5" ABOVE AVERAGE NAT. GD. [SEE A-11 FOR BUILDING HEIGHT EXHIBIT] |
| MINIMUM FRONT YARD SETBACK: | 10 FT |
| PROVIDED FRONT YARD SETBACK: | 9'-6" |
| MINIMUM SIDE YARD SETBACK (EXTERIOR): | 20% OF LOT WIDTH (5 FT MIN - 10 FT MAX) = 17'-9" x 20% = 3'-6" |
| PROVIDED SIDE YARD SETBACK (EXTERIOR): | 10 FT |
| MINIMUM SIDE YARD SETBACK (INTERIOR): | 0 FT |
| PROVIDED SIDE YARD SETBACK (INTERIOR): | 3'-9" |
| AVG. NAT. GRADE | 20.74 FT |
| FINISHED FLOOR HEIGHT | 23.50 FT |
| 30 FT ABOVE AVERAGE NATURAL GRADE | 50.74 FT |
| 35.41 FT ABOVE AVERAGE NATURAL GRADE | 56.16 FT (PUBLIC BENEFIT - SEE SHEET A-15) |
| HOTEL ROOMS: | |
| 1ST FLOOR: | 18 GUEST ROOMS |
| 2ND FLOOR: | 30 GUEST ROOMS |
| 3RD FLOOR: | 35 GUEST ROOMS |
| TOTAL: | 83 GUEST ROOMS |
| PARKING SPACES REQUIRED: | |
| 1 PER ROOM + 1 FOR EACH 10 ROOMS: | 83 + 9 = 92 SPACES |
| COMPACT PARKING SPACES: | |
| ALLOWED COMPACT SPACES: | 92 X 25% = 23 SPACES |
| PROVIDED COMPACT SPACES: | 20 SPACES |
| PARKING SPACES PROVIDED: | |
| STANDARD SPACES: | 67 |
| COMPACT SPACES: | 20 |
| ACCESSIBLE SPACES: | 5 |
| TOTAL PARKING SPACES PROVIDED: | 92 SPACES |
| REQUIRED BIKE PARKING: | 1 BIKE / 5 PARKING SPACES |
| PROVIDED BIKE PARKING: | 19 BIKE PARKING |
| FAR CALCULATION: | |
| 1ST FLOOR: | 19,522 SF |
| 2ND FLOOR: | 18,755 SF |
| 3RD FLOOR: | 18,081 SF |
| TOTAL: | 56,358 SF |
| SITE AREA: | 88,021 SF (2.02 ACRES) |
| PROVIDED FAR: | 0.64 |
| REQUIRED LANDSCAPING: | PARKING LOT LANDSCAPING - 5% |
| PROVIDED LANDSCAPING: | 0.18 |
| MAXIMUM LOT COVERAGE: | 60% (HOTEL) , 80% (PARKING) |
| PROVIDED LOT COVERAGE: | |
| HOTEL: | 20,952 S.F. / 88,021 S.F.= 0.24 |
| PARKING: | 51,597 S.F. / 88,021 S.F.= 0.58 |

| | |
|-------------------------|---|
| SIGNAGE: | |
| ALLOWED SIGNAGE SF: | 1 SF OF SIGNAGE / 1 LF OF BUILDING FRONTAGE |
| SOUTH ELEVATION: | 77'-10" = 77 SF OF SIGNAGE / 2 = 38.5 SF |
| EAST ELEVATION: | 299'-3" = 299 SF OF SIGNAGE |
| TOTAL ALLOWED SIGNAGE: | 337.5 SF |
| PROPOSED SIGNAGE SF: | |
| SOUTH ELEVATION: | 55 SF |
| EAST ELEVATION: | 55 SF |
| MONUMENT SIGNAGE: | LOCATED >5 FT FROM PROPERTY LINE AT SITE ENTRANCE |
| HEIGHT: | 6'-0" |
| LENGTH: | 7'-6" |
| WIDTH: | 1'-6" |
| SF OF SIGN: | 45 SF |
| TOTAL PROPOSED SIGNAGE: | 155 SF |

THIS PROJECT PROPOSES THE CONSTRUCTION OF A NEW 3-STORY, TYPE V-A, 83 GUESTROOM HOTEL BUILDING, AND NEW ONSITE PARKING ON AN EXISTING VACANT LOT.
 AMENITIES INCLUDE AN INDOOR POOL, PORTE COCHERE, MEETING ROOM, INTERIOR DINING AND LOUNGE AREAS, AND FITNESS ROOM.
 SEE A LIST OF THE PUBLIC BENEFITS PROPOSED FOR THE PROJECT BELOW.

PROJECT DIRECTORY

DRAWING INDEX

| | | | |
|-------------------|--|--------------------|--|
| OWNER: | ESCAPE HOSPITALITY, LLC 590 MORRO AVE. MORRO BAY, CA, 93442 PHONE: (805)801-1224 CONTACT: HEMANT PATEL & PRADEEP PATEL EMAIL: HEMANT196@YAHOO.COM | ELECTRICAL: | JMPE ELECTRICAL ENGINEERING 156 W. ALAMAR AVE. SANTA BARBARA, CA, 93105 PHONE: (805)569-9216 CONTACT: JOHN MALONEY EMAIL: MALONEY@JMPE.NET |
| ARCHITECT: | ARRIS STUDIO ARCHITECTS 1327 ARCHER STREET, SUITE 220 SAN LUIS OBISPO, CA, 93401 PHONE: (805)547-2240 CONTACT: THOM JESS EMAIL: TJESS@ARRIS-STUDIO.COM | CIVIL: | WALSH ENGINEERING 979 OSOS STREET, SUITE F4 SAN LUIS OBISPO, CA, 93401 PHONE: (805)319-4948 CONTACT: MATT WALSH EMAIL: MATT@WALSHENGINEERING.NET |
| PLANNER: | CATHY NOVAK CONSULTING PO BOX 296 MORRO BAY, CA, 93443 PHONE: (805)772-9499 CONTACT: CATHY NOVAK EMAIL: NOVAKCONSULTING@CHARTER.NET | LANDSCAPE: | JBLA 979 OSO STREET, SUITE B6 SAN LUIS OBISPO, CA, 93401 PHONE: (805)439-3209 CONTACT: JIM BURROWS EMAIL: JIM@JBLA-SLO.COM |

| | |
|----------------------|--|
| ARCHITECTURAL | COVER A-0 PROJECT DATA A-1 DEMOLITION PLAN A-2 PROPOSED SITE PLAN A-3 FLOOR PLANS A-4 FLOOR PLANS A-5 ELEVATIONS A-6 ELEVATIONS A-7 ELEVATIONS A-8 ELEVATIONS A-9 ELEVATIONS A-10 SECTION A-11 BUILDING HEIGHT EXHIBIT A-12 MATERIAL BOARD A-13 RENDERINGS A-14 FENCE DETAILS A-15 PUBLIC BENEFIT A-16 SIGNAGE PROGRAM |
| ELECTRICAL | ED.1 GENERAL NOTES, SYMBOLS, SCHEDULES & DETAILS ED.2 OUTDOOR LIGHTING COMPLIANCE FORMS E1.0 SITE LIGHTING PLAN E1.1 SITE LIGHTING PHOTOMETRIC PLAN |
| CIVIL | C1.0 GRADING & DRAINAGE C1.1 SITE CROSS SECTIONS C1.2 UTILITY PLAN C2.0 SECTIONS & DETAILS C3.0 STREET & STORM DRAIN IMPROVEMENTS PIP1.0 STORY POLE EXHIBIT EX1.0 |
| LANDSCAPE | L-1 CONCEPTUAL LANDSCAPE PLAN L-2 PROPOSED PLANT MATERIALS & WATER EFFICIENT LANDSCAPE WORKSHEET L-3 PARKING SHADE STUDY |

PUBLIC BENEFIT

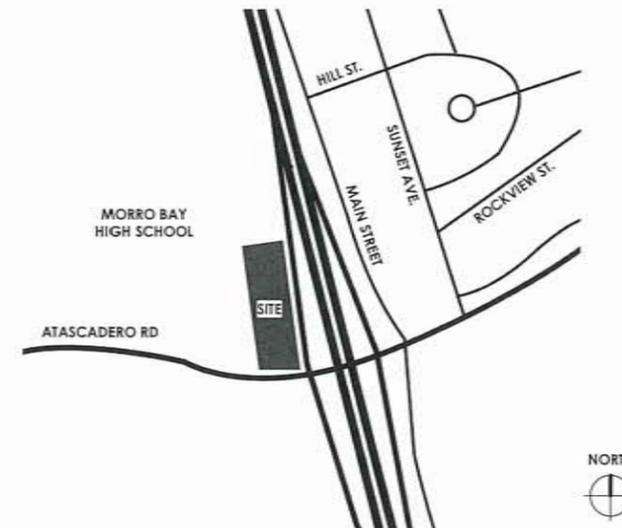
VICINITY MAP

EV CHARGING STATIONS:
 (9) EV CHARGING STATIONS TOTAL WILL BE OPEN TO THE PUBLIC. THE PROJECT WILL PROVIDE (7) LEVEL-2 CHARGING STATIONS AND (2) LEVEL-3 CHARGING STATIONS AT THE FRONT OF THE SITE ALONG ATASCADERO ROAD. THE PROJECT IS PROVIDING AN ADDITIONAL ACCESSIBLE PARKING SPACE DEDICATED TO ONE OF THE (9) EV CHARGERS.

CLASS 1 BIKE LANE:
 SAFE BIKE ACCESS CONNECTING THE INTERSECTION FROM THE BIKE TRAIL TO MORRO BAY HIGH SCHOOL

DEDICATION TO HIGH SCHOOL:
 THE SOUTHWEST CORNER WHERE THE EXISTING BIKE PATH ENTERS THE PROPERTY OF MORRO BAY HIGH SCHOOL WILL BE DEDICATED TO THE HIGH SCHOOL

ADDITIONAL GREEN MEASURES:
 - SOLAR PANELS ON THE ROOF
 - NET ZERO ENERGY CONSUMPTION GOAL
 - BIKE SHARE
 - RECYCLED CONTECT BUILDING MATERIALS
 - WATER CONSERVING PLUMBING FIXTURES
 - KEY CARD CONTROLLED ELECTRICAL WITHIN THE GUEST ROOMS
 - LED LIGHTING
 - REFLECTIVE ROOFING
 - PERMEABLE PAVERS
 - RECYCLING BINS IN GUEST ROOMS
 - EXCESS BATHROOM PRODUCT RECYCLING PROGRAM
 - HIGH PERFORMANCE GLAZING SYSTEMS



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| | | |
|---|---|--|
| ARRIS STUDIO ARCHITECTS 1327 Archer Street, Suite 220 SAN LUIS OBISPO, CA 93401 PHONE: (805)547-2240 | MORRO BAY HOTEL MORRO BAY, CA PROJECT DATA | Date: 01/27/20 Scale: 24x36 Sheet: 11x17 A-1 |
|---|---|--|