



AGENDA NO: B-1

MEETING DATE: May 5, 2020

**AGENDA CORRESPONDENCE RECEIVED
BY THE PLANNING COMMISSION
FOLLOWING POSTING OF THE AGENDA
IS ATTACHED FOR PUBLIC REVIEW
PRIOR TO THE MEETING**

From: Sean Green <[REDACTED]>
Sent: Tuesday, May 05, 2020 11:35 AM
To: PlanningCommission <PlanningCommission@morrobayca.gov>
Cc: Scot Graham <sgraham@morrobayca.gov>; Cindy Jacinth <cjacinth@morrobayca.gov>
Subject: 5/5/20 Planning Commission Item B-1: 1001 Front St

Planning Commission and staff,

Thank you for continuing to take seriously the longstanding infringement of coastal access at 1001 Front St. In response to the limited changes proposed by the applicant, I ask you not to allow yourselves to get worn down by this ongoing game of inches and hours, and to instead do right by the Coastal Commission and people of Morro Bay. This means wrapping up this "negotiation" once and for all by mandating:

1. the permanent removal of north access gate
2. the permanent relocation of "Tank 2" at the midpoint junction
3. the permanent relocation of south takeout window

1. Planning Commission has already favored the removal of the north gate, and no new information has been learned since last you met. Removing this gate solves all coastal access issues at the north side of this property. If, however, you decide to soften your stance, two inferior alternatives would be to (a) remove opaque wood from chainlink link fence, which would slightly improve lines of sight whether open or closed, or (b) reconfigure the north access gate to a sliding gate that opens east against the STAX building rather than swinging open to block upwards of 10-12' of bay views as it currently does. In the case of either (a) or (b), I'd hope the dawn-to-dusk requirement remain in place, and for all temporary closures to be publicly logged in writing on the gate itself.

2. Pedestrian pathways along the public waterfront should never be redirected around movable, private obstacles, but rather those private obstacles relocated to accommodate the optimal flow of pedestrian traffic. There currently exists a 5' concrete sidewalk immediately east of the wooden dock surface than can serve straight-line pedestrian traffic perfectly if a ramp is extended south or southwest at the 12" drop and a westbound railing installed. To do this, Tank #2 could be relocated east, where the asphalt build-up is currently being proposed, which would additionally prevent the corner pinch point caused by Parking Space #1 vehicles whose front bumpers consistently extend into the 5' public right-of-way. If, however, you decide to soften your stance and accept the applicant's asphalt build-up proposal, please consider removing Parking Space #1 (or conversion to motorcycle or bike parking) and address the additional right-of-way infringement caused by Parking Space #4. Unrelated to public access issues here, the applicant may help better inform the public about their own fishing activities by posting schedules or catch data directly onto these highly visible tanks, which may doubly serve as advertising without violating sign ordinances and better reflect the "working waterfront" moniker they seem to value.

3. Planning Commission has thankfully recognized the inevitability of customers lining up along the south public access walkway against the westbound railing when waiting to order food. Though the new proposed changes do provide minimum coastal access on paper, blueprints don't dictate actual flow of pedestrian traffic. The 6-foot social distancing tape currently marking the public access walkway, while appreciated, seems to acknowledge this inevitability as well. And though the applicant's p.14 response says, "the take out window food service line can be relocated," the p. 44 proposed drawings sadly make clear that the "existing order window to

remain," thus, the pinch point remains, perhaps even worsens as customers are pushed into a one-way corner. Relocating the order window itself seems like the only permanent fix here. However, if you opt to give special consideration to the applicant and soften your stance, please consider the two inferior alternatives of (a) rotating the entire order line eastbound along the applicant's own building such that strategic placement of the window only impacts private property and not public, which may require the acceptable loss of one parking space, or (b) extend the proposed bollards all the way to the south property line at or near the triangle section of asphalt currently striped "no parking," as this would require customers to much earlier self-identify as CUSTOMER (motionless line) or PEDESTRIAN (free-flowing traffic).

Failure to mandate the clearing and permanent maintaining of coastal access at 1001 Front St would be a big loss for pedestrians and businesses up and down the waterfront and suggest to future leaseholders that coastal access in Morro Bay isn't the rule but a negotiation.

Respectfully submitted,

Sean Green
Morro Bay, CA

Lines of sight from Beach Street and pedestrian sidewalk







