



AGENDA NO: A-4

MEETING DATE: November 9, 2021

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

Dana Swanson

From: betty winholtz [REDACTED] >
Sent: Tuesday, November 09, 2021 4:22 AM
To: John Heading; Jeffrey Heller; Dawn Addis; Laurel Barton; Jennifer Ford
Cc: Dana Swanson; Chris Neumeyer
Subject: agenda item a-4

Dear City Council:

I continue to object to not meeting in person at the Veterans Hall for reasons I have stated previously:

"I am disappointed that you have chosen to renege on your promise to open up the Veteran's Hall to public city meetings. I understand the Governor has given you the means to keep our meetings on zoom, but you have the option."

Other County agencies are holding in person meetings as are public schools, churches, and clubs. So I know it is possible to safely hybrid a meeting.

Sincerely,
Betty Winholtz



AGENDA NO: A-7

MEETING DATE: November 9, 2021

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

From: [Don Maruska](#)
To: [Council](#)
Cc: [Scott Collins](#)
Subject: Item A7 on Morro Bay 11/9 agenda -- please see letter and analysis submitted to SLO City Council
Date: Monday, November 8, 2021 2:22:57 PM
Attachments: [SLO City Council Redistricting Letter .pdf](#)

Dear Council members,

Like you, the San Luis Obispo City Council will be addressing County redistricting on November 9.

As you consider your actions to ensure fair and effective representation of Morro Bay's interests in redistricting, I thought you'd like to see the letter and analysis that a diverse group of civic leaders submitted to SLO.

Thank you for your consideration.

Don Maruska - climate health leader, entrepreneur, author, Master Certified Coach
895 Napa Avenue, Suite A-5, Morro Bay, CA 93442
805-772-4667; fax: 805-772-6475

Author of "How Great Decisions Get Made," "Take Charge of Your Talent," and ebook series "Grow and Enjoy Your Business" (available for free download at <https://DonMaruska.com>)

Author of the upcoming book "Climate Health Today-How You Can Have Fun Taking Action." Please share your stories about having fun in taking action for a healthy planet.

No trees were harmed in the transmission of this email, but trillions of electrons were excited to participate.

November 7, 2021

Dear Mayor and Council Members:

We are a group of citizens who want to share our concerns regarding the San Luis Obispo County redistricting discussion.

The Board of Supervisors' redistricting timeline is tightly compressed, and we are glad that you will be engaging in the process on November 9. While the principles outlined in your staff report are a good starting point for assessing the City's interests, we urge you to be strong and clear about which proposed redistricting maps are reasonable and consistent with the law, and which are not.

Here's our general take, supported by a more detailed analysis (attached):

- Maps proposing drastic boundary revisions have been introduced to the Board. They are poorly conceived and pose threats to proper and fair representation. Unfortunately, they seem to have support among some Board members.
- Given our county's relatively small population growth since the last census, the current district boundaries are fully compliant with state law. No changes are legally required. There certainly is no compelling case – legal or moral – for radical revisions.
- The current boundaries (Map A) have worked well for many years, and with small changes they can serve well for many more. Three districts are appropriate for SLO, given the city's size and complexity. It is also necessary in order to avoid rippling negative impacts on communities of interest elsewhere in the county
- It should be noted that over the last 15 years the board has leaned conservative (3-2) for 11 of those years, including the last six years. Advocating for retaining the current boundaries is, therefore, not about "flipping" partisan advantage.
- The staff report does not mention the Patten map, which would create radically unwelcome and legally dubious impacts on San Luis Obispo and other communities. Map C would have similarly negative impacts. It is quite possible that more maps will be introduced before the Board of Supervisors adopts a plan on November 30, 2021.

Therefore, we strongly recommend that Council:

1. Establish a Council subcommittee empowered to provide strong and timely comment to the County on the City's behalf.
2. Authorize your subcommittee to be specific about why some proposed maps and plans (specifically Maps C, D, and Patten) do not satisfy Election Code Section 21500, and provide other comments as appropriate, if and when new maps and plans unfold.
3. Insist that the Board of Supervisors retains the current legal and fair supervisor districts (Map A), with only minor revision, such as ensuring that Cal Poly is in only one district and not split between two.
4. Advocate for the retention of three board districts within San Luis Obispo.

We hope that the Board of Supervisors will work in good faith with the City and other local governments to complete its redistricting process. However, if the Board chooses partisan interests over the rules set forth in the Elections Code, the City's positions and points must become part of the public record in order to have full effect.

Thank you for your consideration.

Sincerely,

Dave Christy
Maggie Cox
Dave Cox
Sandra Duerr
Tom Duggan
Jim Gardiner
Ken Hampian
Bob Koob
Don Maruska
Steve McGrath
Deb Spatafore
John Spatafore
Sandi Sigurdson
Ben Taylor
Courtney Taylor
Graham Updegrove
Chip Visci
Ellie Washington
Jermaine Washington
Sharon Young

Attached: ANALYSIS OF REDISTRICTING FOR COUNTY OF SAN LUIS OBISPO

ANALYSIS OF REDISTRICTING FOR COUNTY OF SAN LUIS OBISPO (11-5-21)

The existing district boundaries (Map A) meet legal requirements and do not need significant adjustments. The County's population growth has been relatively small. Therefore, under redistricting law, no significant adjustments to the current districts are required or warranted to balance population or other demographic considerations. The California State Election Code stipulates that redistricting should neither favor nor disfavor partisan interests. The current boundaries accomplish this balance.

A few minor adjustments to the existing boundaries would be sensible (Map B). Specifically, the new dorms at Cal Poly on Grand Avenue split the on-campus population into two districts. This can be cured by a minor adjustment to place the entire campus within a single district.

The map submitted by Richard Patten, which some supervisors deemed "interesting," radically reconfigures the traditional districts for no compelling reasons.

- It separates Morro Bay from Los Osos, two communities that have many similarities and common interests. For example, they share the shoreline boundaries of the Morro Bay National Estuary. In severing Los Osos from Morro Bay, the plan links Los Osos to Avila Beach in a convoluted, newly configured district.
- To make the Los Osos to Pismo Beach and Avila Beach linkage contiguous, and to make this district sufficiently populous to meet legal criteria, this district encompasses a significant portion of the City of San Luis Obispo – but along new district lines that are radically different from existing ones. This redivision is unnecessary, and the new lines force disparate communities of interest into a new district, a result precisely opposite the intentions of state redistricting law.
- The Patten map divides the historic north coast district among four radically reshaped districts such that Los Osos ends up in one district, Morro Bay in another, Cayucos in a third and Cambria/San Simeon in yet a fourth. These communities have a long history of common interests, inextricably linked by their coastal environmental and economic features (e.g., tourism) and their sharing of the Highway 1 corridor. The connections and interests among these communities are much stronger than interests with inland areas such as Atascadero, Paso Robles, Creston and Shandon.
- This map removes Oceano from the district with Nipomo, ignoring that these two unincorporated communities have several shared interests and issues related to

county governance. These areas comprise a much stronger and obvious community of interest than Nipomo does with areas adjacent to San Luis Obispo.

- Furthermore, Oceano and Nipomo have significant Latino populations; putting Oceano and Nipomo into separate districts will dilute Latino representation and influence.
- All of these proposed modifications appear to be politically motivated.

Map C is unnecessary, ahistorical, and requires an egregious reconfiguration of District 1 that separates Cambria from the other north coastal communities. Further, it ignores strong ties between San Luis Obispo and nearby communities.

- Map C is intended to remove any portion of the City of San Luis Obispo from District 5. This adjustment is not demanded by demographic changes, but rather seems politically motivated and for the benefit of certain incumbents. This is inconsistent with Election Code 21500(d), which states *“The board shall not adopt supervisorial district boundaries for the purpose of favoring or discriminating against a political party.”*
- San Luis Obispo has been divided among three districts historically and this seems warranted for several reasons:
 - It is by far the county’s largest city, especially when the on-campus population of Cal Poly (technically outside the city limits) is considered.
 - It is the county seat, the location of key state and district offices and home to Cal Poly’s main campus, as well as many businesses and services of a regional nature. Thus, its relationship to adjacent areas is strong in terms of education, employment and services.
 - For these reasons, District 5 communities of Atascadero and Santa Margarita are closely linked to SLO, as are Morro Bay/Los Osos and Avila Beach/Pismo Beach. All are areas where many residents commute to San Luis Obispo for work and regional services. Continuation of the division of the city among these three districts serves their respective communities of interest and is more important than any attempt at strict adherence to existing city limits.
- Without its traditional San Luis Obispo population, District 5 must expand to the north and south, triggering undesirable outcomes, notably:

- The new District 5 would take Templeton from District 1. Templeton has traditionally had especially strong connections with Paso Robles.
- To make up the population loss in District 1, it must incongruously expand to the coast to encompass Cambria and San Simeon, separating these coastal areas from the rest of the north coast communities (see above). The geographic, economic, social and environmental interests linking Cambria to the other coastal communities are clearly stronger than those to the inland communities.
- No objective analysis of the proposed changes in Map C would conclude that removal of portions of San Luis Obispo from District 5 are so compelling as to justify the severing of Cambria from the north coast communities.

For all the reasons outlined in this analysis, the Board of Supervisors should follow the California State Elections Code and make only minor refinements to the existing district boundaries. To embrace more radical revisions in order to advance partisan political interests will not be consistent with the law or the Board's moral obligation to fairly represent the interests of all County residents.

From: [Don Maruska](#)
To: [Council](#)
Subject: Comment on Item A7 for Tuesday, November 9, 2021--Please act to protect effective representation of Morro Bay on the County Board of Supervisors
Date: Friday, November 5, 2021 2:32:44 PM

Dear Council members,

Please urge the Board of Supervisors to fulfill its legal responsibility to establish fair districts. Under California law, these districts must satisfy demanding criteria that prioritize to the extent practicable communities of interest over jurisdictional boundaries. They also require proof that the redistricting by an incumbent majority doesn't serve partisan purposes. The public and the courts, if necessary, will require nothing less.

Kindly consider the following analysis of the proposed maps offered in the spirit of fairness and based upon the law rather than any effort to seek partisan advantage.

The existing district map (Map A) meets legal requirements and does not need significant adjustments. The County's population has not grown so much that significant adjustments to the current districts are required or warranted to balance population or other demographic considerations under redistricting law. The California State Election Code says that redistricting should not be designed to favor or disfavor partisan interests and the current boundaries fully satisfy this requirement.

A small number of *minor* adjustments to the existing districts is sensible (Map B).

Specifically, the new dorms at Cal Poly on Grand Avenue split the on-campus population into two districts. This can be simply cured by a minor adjustment to include the entire campus within a single district.

The map submitted by Richard Patten and which was deemed "interesting" to some of the supervisors radically reconfigures the traditional districts for no compelling reasons.

This map separates Morro Bay from Los Osos, two communities that have many similarities and common interests. For example, they constitute the shoreline of the state and nationally recognized Morro Bay estuary. The plan while disconnecting Los Osos from Morro Bay, links it to Avila Beach in a convoluted, newly configured district.

In order to make the Los Osos to Pismo Beach and Avila Beach linkage contiguous, and to make this district sufficiently populous to meet other legal criteria, this district encompasses a significant portion of the City of San Luis Obispo – but along new district lines that are quite different from existing ones. This redivision is unnecessary and the new lines can only be justified in order to force disparate communities of interest into a new district.

It divides the traditional, single north coast district among four newly (and radically re-shaped) ones, such that Los Osos ends up in one district, Morro Bay in another, Cayucos in a third and Cambria/San Simeon in yet a fourth. These communities have historically/traditionally linked and shared the coastal zone, the Highway 1 corridor and their coastal environmental and economic features. The connections and interests among these communities are much stronger than interests with inland areas such as Paso Robles and Atascadero. The unique nature of the North Coast includes numerous and contentious issues involving the California Coastal Commission, and focusing on the importance of preserving the pristine coast from Los Osos to the southern Big Sur, and the Monterey Bay Marine Sanctuary, will help to establish that our North Coast is not only a local community of interest but also a community of interest of statewide, national and international significance.

This map removes Oceano from the district with Nipomo although these two unincorporated communities have increasingly common interests in such issues as groundwater, the disposition of the coastal dunes complex and the impacts on the “airshed” of the Nipomo mesa. These areas comprise a much stronger and obvious community of interest than Nipomo does with areas adjacent to San Luis Obispo.

All of these proposed modifications, taken together, appear to be politically motivated. Since the net effect of them clearly favors the partisan interests of the Board majority, the map is not legal per Election Code section 21500(d).

Map C is unnecessary, ahistorical, ignores strong ties between San Luis Obispo and nearby “bedroom” communities, and requires an egregious reconfiguration of District 1 that separates Cambria from the other north coastal communities, which makes it not legal.

Map C is intended to remove any portion of the city of San Luis Obispo from District 5. This adjustment is not demanded by demographic changes, but rather seems politically motivated and for the benefit of certain incumbents. This map violates Election Code 21500(d), which states *“The board shall not adopt supervisorial district boundaries for the purpose of favoring or discriminating against a political party.”* Consequently, it is illegal.

San Luis Obispo has been divided among three districts historically and this seems warranted for several reasons:

It is by far the largest city in the county, especially when the on-campus population of Cal Poly (technically outside the city limits) is taken into account.

It is the county seat, the location of key state district offices and home to Cal Poly’s main campus, as well as many businesses and services of a regional nature. Thus, its relationship to adjacent areas is strong in terms of education, employment and services. District 5 communities of Atascadero and Santa Margarita are closely linked to San Luis Obispo for these

reasons, as are Morro Bay/Los Osos and Avila Beach/Pismo Beach. All are, in part, areas where many residents commute to San Luis Obispo for work and regional services. Continuation of the division of the city among these three districts serves their respective communities of interest (and is more important than any attempt at strict adherence to existing city limits).

Without its traditional San Luis Obispo population, District 5 must expand to the north and south, notably taking Templeton from District 1; Templeton has traditionally had especially strong connections with Paso Robles. To make up the population loss in District 1, it must incongruously expand to the coast to encompass Cambria and San Simeon, separating these coastal areas from the rest of the north coast communities (see above). The geographic, economic, social and environmental interests linking Cambria to the other coastal communities are clearly stronger than those to the inland communities. Again, the unique nature of the North Coast includes numerous and contentious issues involving the California Coastal Commission, and focusing on the importance of preserving the pristine coast from Los Osos to the southern Big Sur, and the Monterey Bay Marine Sanctuary, will help to establish that our North Coast is not only a local community of interest but also a community of interest of statewide, national and international significance.

No objective analysis of the changes would see the removal of portions of San Luis Obispo from District 5 as so necessary as to warrant the separation of Cambria from the north coast communities.

Map D divides fundamental communities of interest, and, therefore, is not legal.

Requests:

1. Please insist that the Board of Supervisors retains the current legal and fair supervisor districts (Map A) so that Morro Bay will continue to be part of a district whose communities of interest are logically aligned for full and fair representation.
2. Be clear and specific about why other proposed maps and plans (specifically Maps C, D, and Patten) do not satisfy Election Code 21500, and, therefore, are not legal. Your rationale needs to become part of the public record in order to have full effect.
3. Since there are many fast-moving pieces in this process with the final map and redistricting plan adoption scheduled for November 30, 2021, please establish a Council subcommittee empowered to provide comment on behalf of the City to the Board of Supervisors as maps and plans unfold.

Thank you for your consideration.

Don Maruska – climate health leader, entrepreneur, speaker, Master Certified Coach

895 Napa Avenue, Suite A-5, Morro Bay, CA 93442; 805-772-4667; fax: 805-772-6475

Author of "How Great Decisions Get Made" and "Take Charge of Your Talent"

ebook series "Grow and Enjoy Your Business" -- my gift to you at <https://DonMaruska.com>

Author of upcoming book: "Climate Health Today – How You Can Have Fun Taking Action" Please share your stories of fun ways to take action for a healthy planet.

No trees were harmed in the transmission of this email, but trillions of electrons were excited to participate.



AGENDA NO: B-1

MEETING DATE: November 9, 2021

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

RECEIVED

NOV 09 2021

11.4.21

City of Morro Bay
Community Development Dept.

TO: MORRO BAY COMMUNITY DEVELOPMENT DEPT.
RE: CDP21-019 & CUP21-05

AS AN ADJACENT PROPERTY OWNER
AND BUSINESS OWNER, I HEARTILY
ENCOURAGE THE DEVELOPMENT DEPT.
TO DENY THE APPEAL OF THE ABOVE REFERENCED
PERMIT.

I APPROVE OF THE ORIGINAL
DEVELOPMENT PERMIT. THE PROJECT WILL
ENHANCE THE CITY OF MORRO BAY AND,
AT THE SAME TIME, ELIMINATES AN
EYESORE.

RESPECTFULLY,



MIKE NEENIER





AGENDA NO: B-2

MEETING DATE: November 9, 2021

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

From: [Sean Green](#)
To: [Council](#)
Cc: [PlanningCommission](#); [Cindy Jacinth](#); [CityClerk](#)
Subject: 11/9/21 Council Agenda Item B-2: 715 Embarcadero
Date: Monday, November 8, 2021 7:00:12 PM

Council and staff,

I just want to take a moment to thank the Planning Commission and community development staff for helping to refine this project in ways that benefit the city without unduly burdening the developer. In particular, I'd like to thank Planning Commissioner Bill Roschen, who defended the historical significance of the adjacent pier that can serve as design focal point and timeless conversation piece for pedestrians who travel the bayside lateral access for years to come. Though adding a public bathroom would be icing on this project's cake, today's redevelopment plan is still objectively net-positive and a great example of our planning commissioners looking out for what's best for Morro Bay.

Much appreciation,

Sean Green
Morro Bay, CA



AGENDA NO: C-1

MEETING DATE: November 9, 2021

**AGENDA CORRESPONDENCE
AND STAFF PRESENTATION
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**



WALKER
CONSULTANTS

City of Morro Bay

Embarcadero & Downtown Parking Study



Presentation Agenda

01 Study Area & Data Collection

02 Existing Conditions

03 Recommendations





01 | Study Area & Data Collection

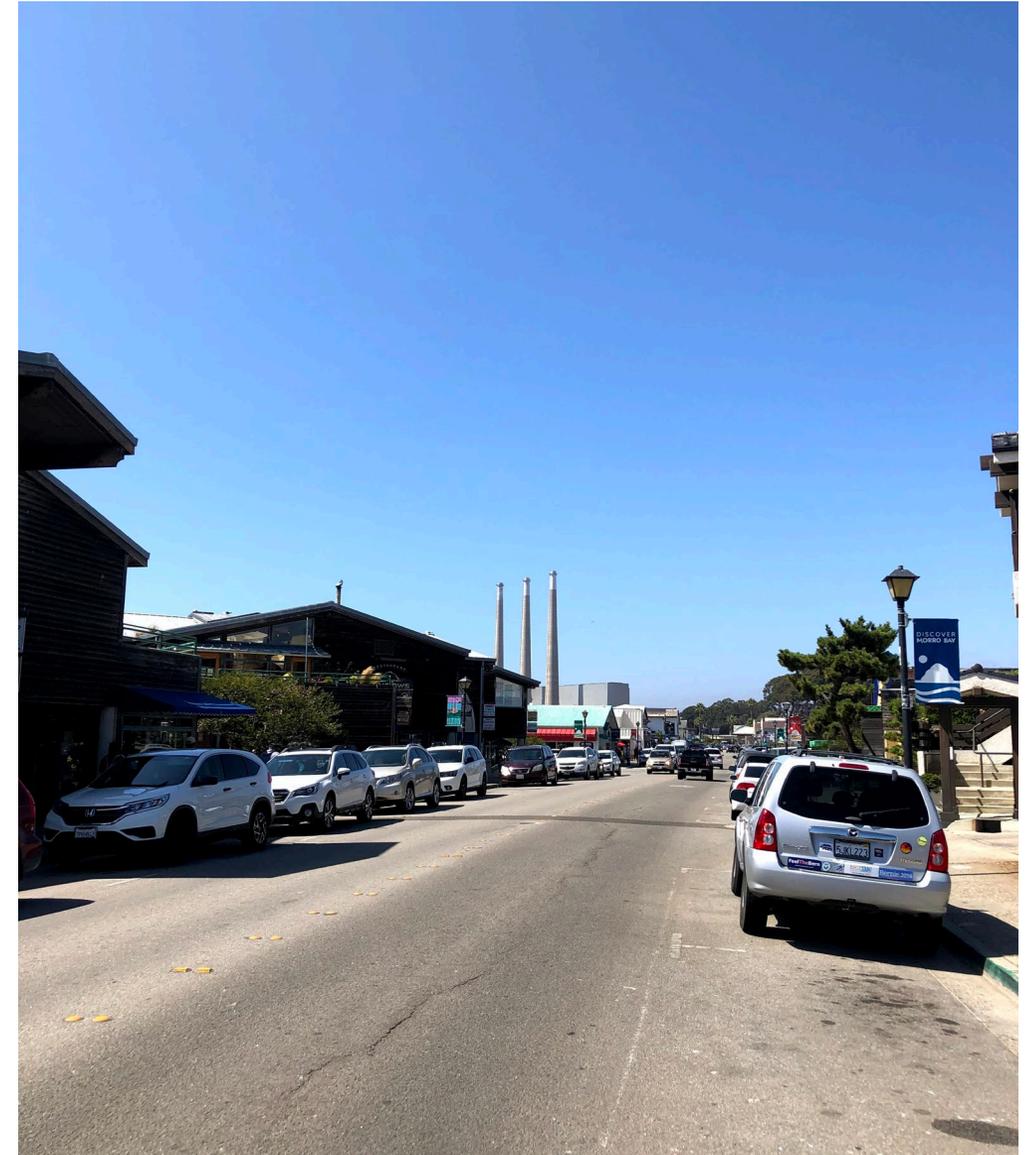
STUDY AREAS

- Embarcadero, public on- & off-street
- Morro Rock parking areas
- Downtown, public on- & off-street
- Private off-street with 20+ spaces (excluding dedicated private parking for hotels)



DATA COLLECTION

- Summer Data Collection
 - Thursday, August 6, 2020
 - Saturday, August 8, 2020
- Off-Season Data Collection
 - Thursday, November 19, 2020
 - Saturday, November 21, 2020
- On-Street counts collected from 10 a.m. to 8 p.m. every 2 hours
- Off-Street counts collected at noon, 2 pm. & 6 p.m.
- Parking turnover (how long people park) collected hourly Friday, August 7 & November 20, 2020, from 9 a.m. to 5 p.m.





02 | Existing Conditions

EXISTING PARKING SUPPLY (SPACES)

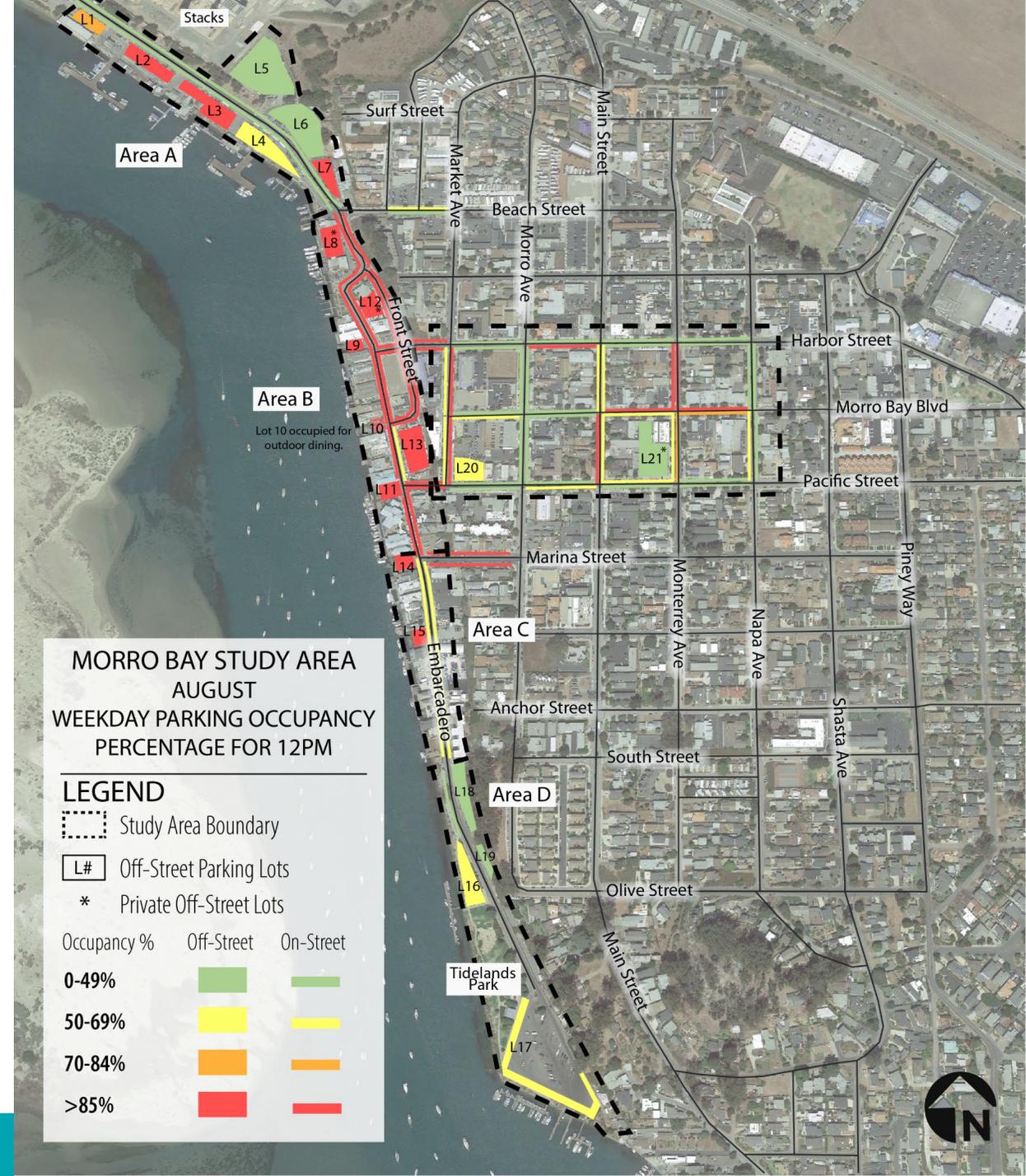
Number of Parking Spaces

Study Area	Embarcadero	Downtown	Morro Rock
On-Street Spaces	383	369	-
Off-Street Spaces	753	88	384
Total	1,136	457	384



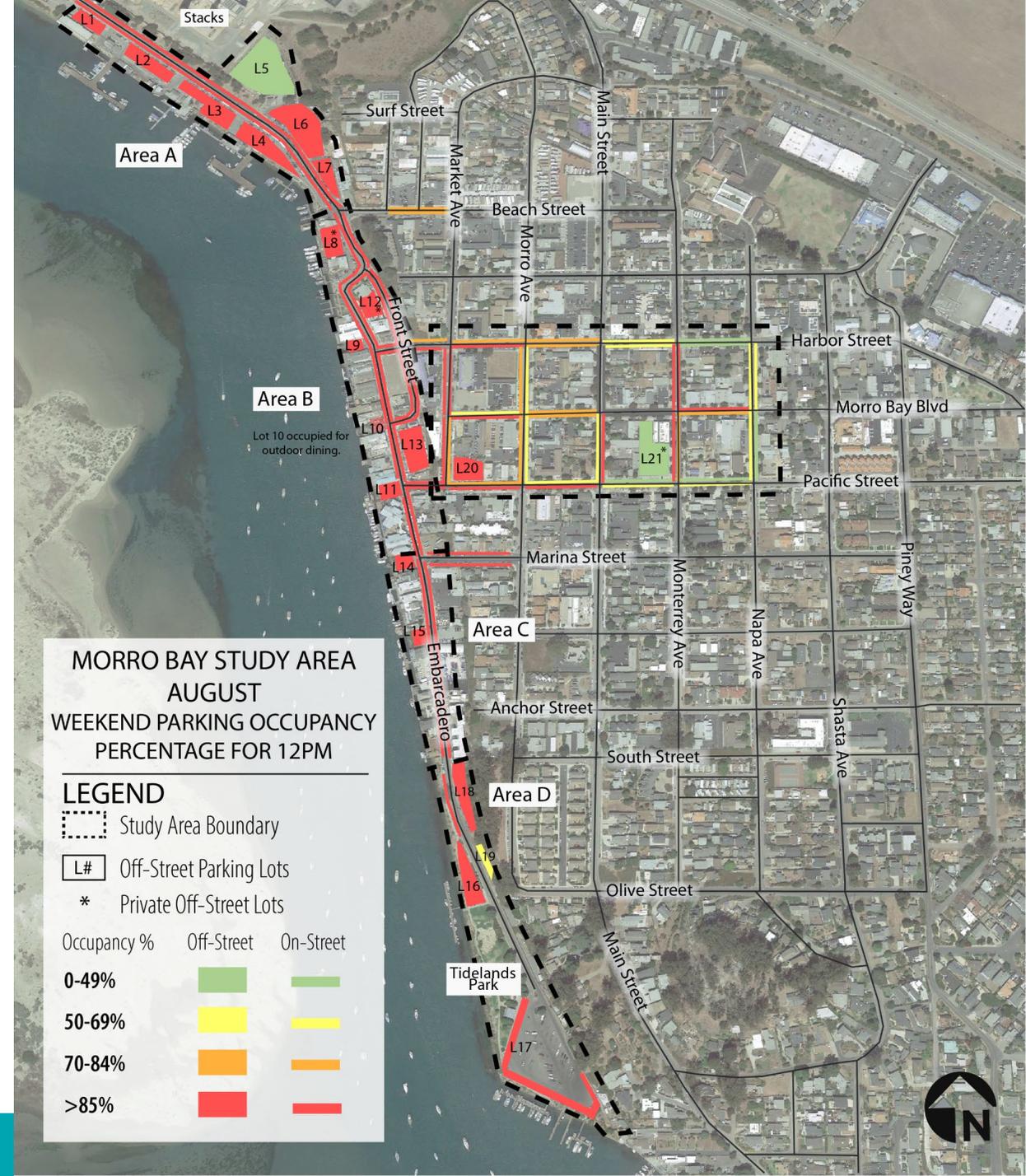
SUMMER - WEEKDAY

- **Peak demand:** lunchtime
- **Embarcadero**
 - 67% of spaces utilized
 - Most highly utilized areas:
 - On- and off-street parking between Beach Street and Marina Street
 - Off-Street lots north of Beach St, west side of Embarcadero (shown as L2 & L3 on map)
- **Downtown**
 - 47% of spaces utilized
 - Segments of high utilization on some blocks



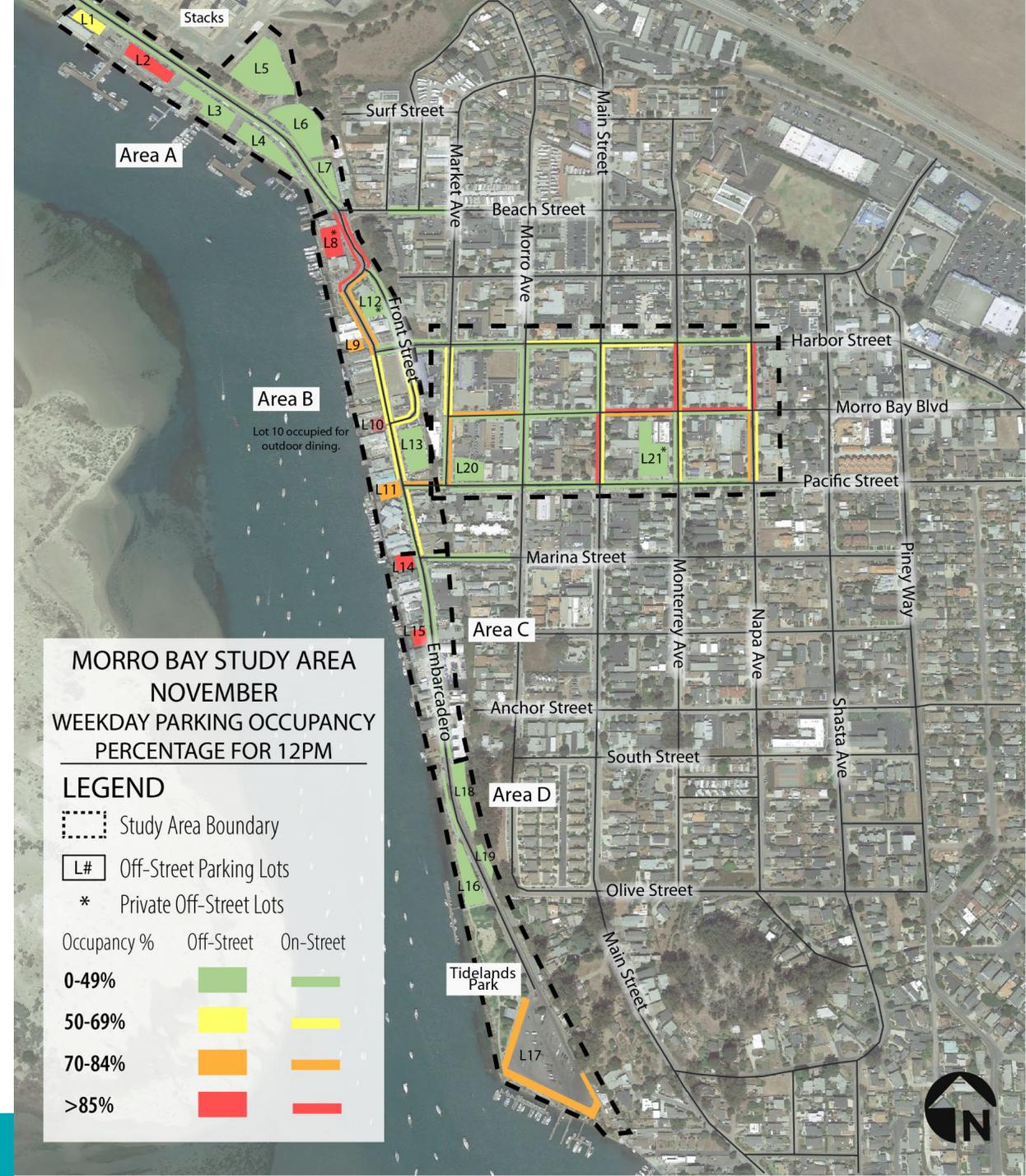
SUMMER - WEEKEND

- **Peak demand:** lunchtime
- **Embarcadero**
 - 86% of spaces utilized
 - Most highly utilized areas:
 - All public and private parking along the Embarcadero was highly utilized during a busy summer weekend
 - The unpaved just south of “the Stacks” is the only parking area that always experiences low occupancies
- **Downtown**
 - 72% of spaces utilized
 - Segments of high utilization on some blocks; generally higher utilization overall



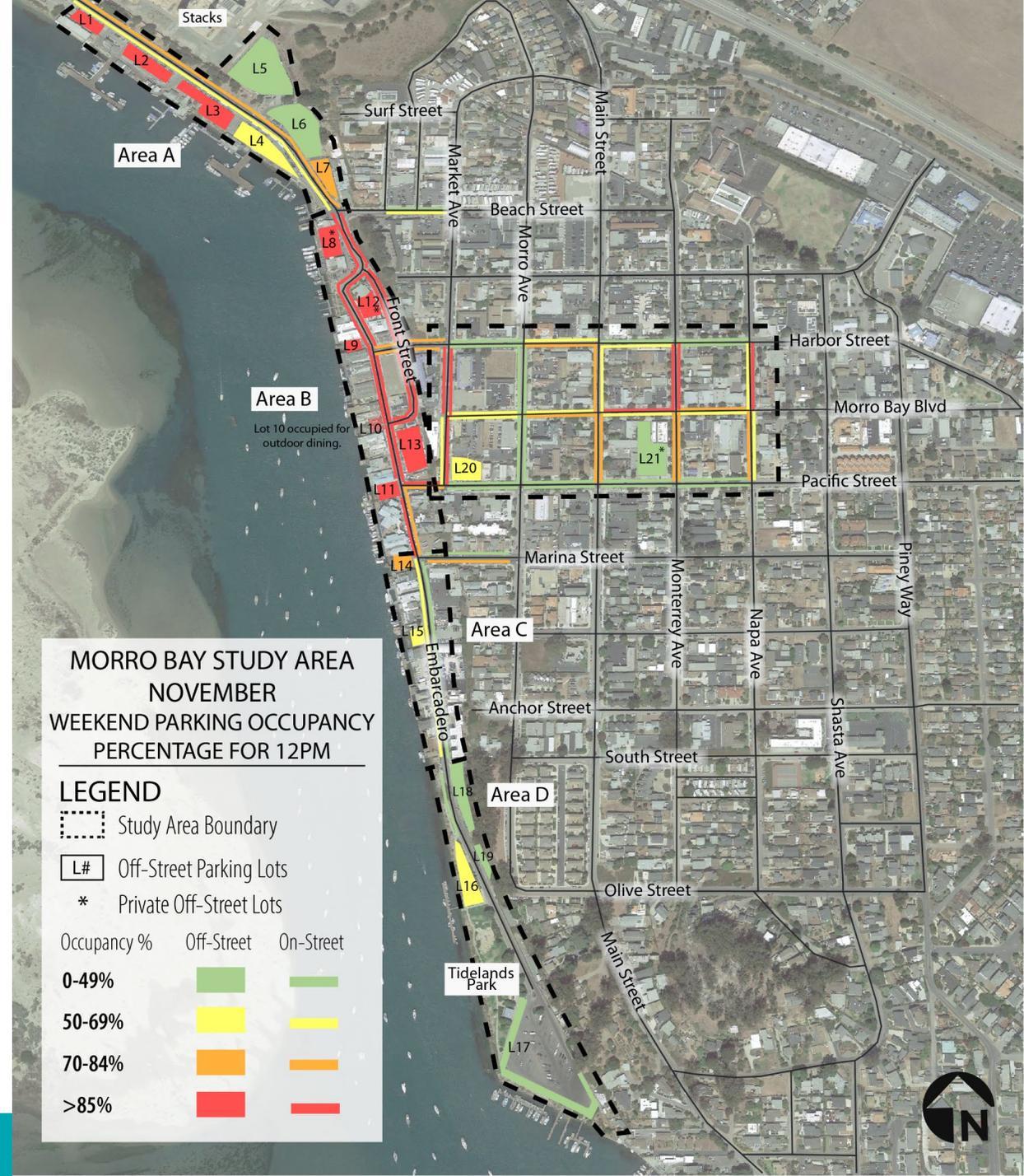
OFF-SEASON - WEEKDAY

- **Peak demand:** lunchtime
- **Embarcadero**
 - 42% of spaces utilized
 - Significantly more availability than during the summer
 - Core area between Beach St & Marina St continue to be the busiest & some lots north of Beach St (L2 on map)
- **Downtown**
 - 38% of spaces utilized
 - Segments of high utilization on some blocks
 - Overall lower utilization than summer



OFF-SEASON - WEEKEND

- **Peak demand:** lunchtime
- **Embarcadero**
 - 67% of spaces utilized
 - Significantly more availability than during the summer
 - Most highly utilized areas:
 - Core area between Beach St & Marina St experience the highest utilization
 - Lots north of Beach St, west side of Embarcadero (L1, 2, & 3 o the map)
- **Downtown**
 - 38% of spaces utilized
 - Segments of high utilization on some blocks
 - Overall lower utilization than summer



MORRO ROCK - SUMMMER

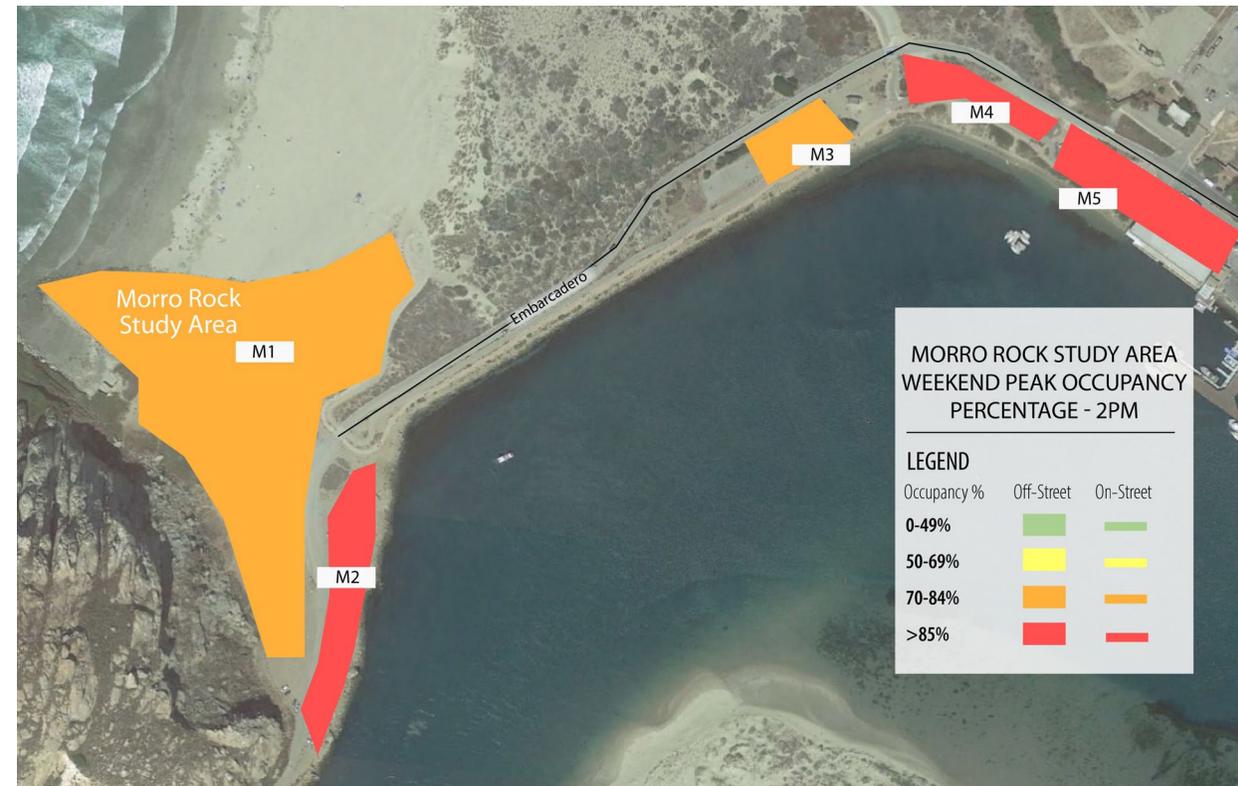
Weekday

- Peak: lunchtime
- 52% of spaces utilized



Weekend

- Peak: 2 p.m.
- 89% of spaces utilized



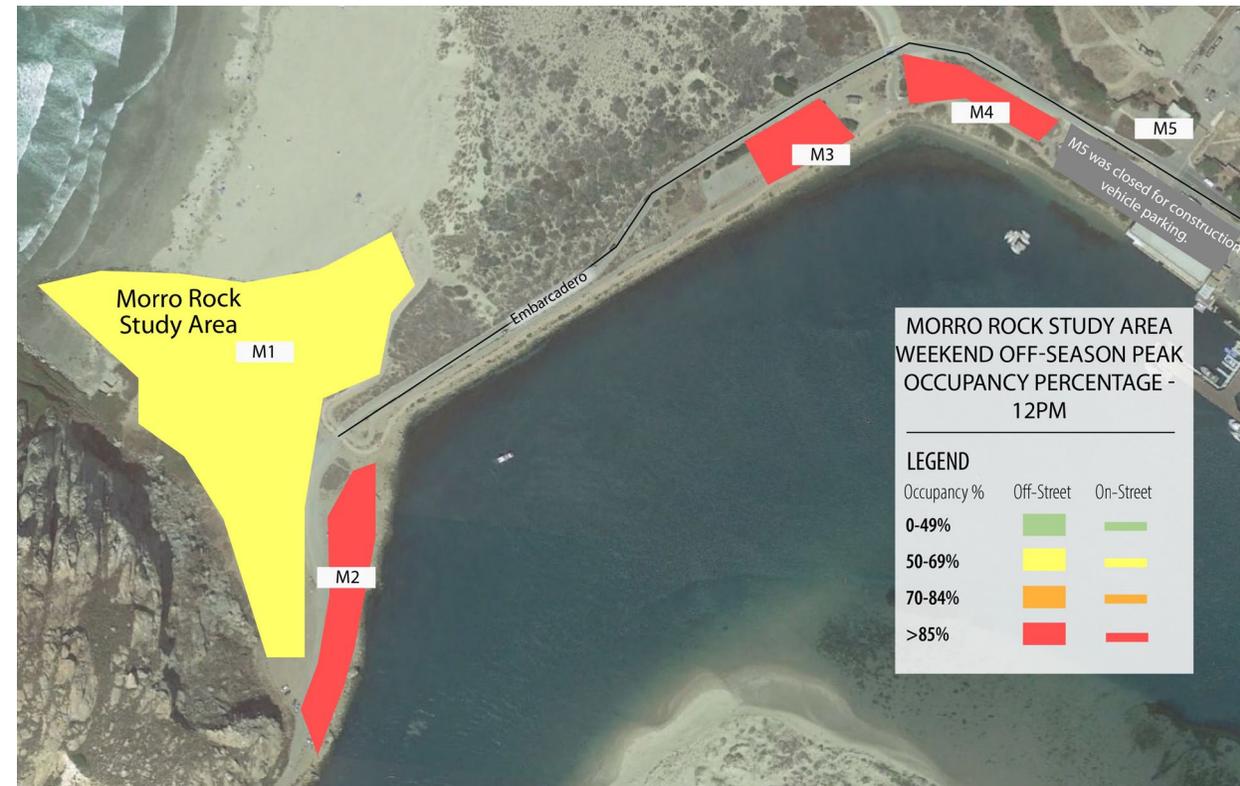
MORRO ROCK – OFF-SEASON

Weekday

- Peak: lunchtime
- 25% of spaces utilized

Weekend

- Peak: lunchtime
- 67% of spaces utilized



HOW LONG DO PEOPLE PARK?

- Similar trends in parking turnover were observed during both the summer and off-season
- **Embarcadero**
 - Majority park for 1 – 2 hours
 - Of vehicles collected, ~50 were parked for 3+ hours*
- **Downtown**
 - Majority of vehicles abide by the posted 2-hour time limits



*If 50% of these cars represent owners or employees of businesses that could park elsewhere, 25 spaces could have parked customers. With a turnover of approximately every two hours, this could mean a capacity of 75 to 100 or more customer cars on busy days which could equal 150 or more customers

EXISTING DEMAND

Key Findings:

- Summer was significantly busier than off-season
- Lunchtime was the busiest period – restaurants & coastal access are key drivers of parking demand
- Embarcadero parking demand was much higher than Downtown
- Busiest areas of the Embarcadero are between Beach St & Marina St & the off-street lots north of Beach St on the west side of the Embarcadero
- Majority of people park for 1-2 hours though there are a significant number of vehicles parked long-term on the Embarcadero, likely employees
- Morro Rock parking demand was significantly higher during the summer



03 | Recommendations



THE EMBARCADERO

1. Parking time limits (e.g., 3-hrs, 9 a.m. – 6 p.m.)

2. Paid parking

- Begin with pilot program in core areas & then expand
- Pricing may be dynamic – based on time of day, time of year, area, etc.
- Pay-by-cell capabilities
- Option to have longer or no time limits & allow people to pay for more time instead

3. Enforcement

- Adopt a Parking Ambassador model of enforcement that is hospitality & customer-service driven



MORRO ROCK

3. Paid parking at Morro Rock

- Fee to park at Morro Rock
 - May be based on time of day, year, etc.
- Fees may go toward lot improvements, maintenance, amenities (e.g., bathrooms, bike & walking trails)
- Roadway maintenance in/out of the Morro Rock area
 - Area experiences heavy traffic during peak times



BENEFITS OF ACTIVELY MANAGING PARKING & PARKING REGULATIONS

- More frequent turnover of prime parking spaces
- Increased access to parking
- Parking is easier to find for visitors (less time circling & searching for space)
- Increased coastal access
- Bring more visitors to shop, dine, & recreate in Morro Bay



THE EMBARCADERO

4. Improved pedestrian access

- Morro Bay is incredibly scenic & walkable
- Consider removing some on-street spaces on the Embarcadero to create wider sidewalks & devote more space to pedestrian access

5. Maintain free parking area

- If paid parking is implemented, maintain a free parking area in the unpaved lot south of the Stacks
- This would increase utilization of an underutilized lot & provide a free parking option to those who don't mind the longer walk to the core of the Embarcadero



DOWNTOWN

6. Maintain existing 2-hr time limits

7. Actively enforce 2-hr limit should utilization of the Embarcadero increase & significant spillover occur



COMMUNITY INPUT

Public Works Advisory Board, Harbor Advisory Board and Planning Commission

Subcommittee of HAB with various parking users

Embarcadero Master Lease group

Chamber of Commerce

Visit Morro Bay (Morro Bay TBID)

Businesses on waterfront

Key considerations:

Develop clear goals, use revenues for waterfront needs/public access

Continue engagement if parking management moves forward

Account as best possible for variety of competing parking needs

“Free parking” for longer-term parking

Safety

STAFF RECOMMENDATIONS

- 1) Pursue parking management, with paid parking in the Embarcadero**
- 2) Conduct further assessment/analysis of paid parking at Morro Rock parking lots**
- 3) Staff consult with California Coastal Commission staff**
- 4) Seek additional input from waterfront parking user groups**
- 5) As first step toward implementation, develop a paid parking pilot program for the Embarcadero core areas, and bring back for Council consideration**

Thank you!
Questions?



WALKER
CONSULTANTS





Morro Bay Chamber Analysis and Position on Paid Parking

Background and Analysis

In July 2020 the Morro Bay Chamber of Commerce affirmed its support for paid parking in selected areas of the community. This position of support was made in the context of the Chamber's recommendations for fiscal recovery and sustainability, and to enhance access to the community's waterfront assets. Put simply, the city's current free parking lots are non-performing real estate assets that require maintenance but are being provided free of charge. The City of Morro Bay's Harbor Department and property and sales tax payors cannot afford to maintain nor upgrade essential visitor services, including coastal access. Concurrently, there are no dedicated and reliable revenue sources to provide for maintenance of the streets, sidewalks, bathrooms, sanitation facilities, parking lots and other essential facilities to support our robust visitor economy which features Tourism Occupancy Tax (TOT) growth trending at 5% annually over the last ten years.

The City has over 1.1 million square feet of streets, parking lots, sidewalks, pedestrian pathways and bike paths along the Embarcadero from the Rock to Tidelands Park. All of these require regular maintenance and rehabilitation but have no identifiable long-term funding sources. Required maintenance and depreciation on these existing facilities is approximately \$250,000 per year. "Free" parking is not "free" to the City.

There are also many access deficiencies such as dirt parking at the Rock Beach Parking Lot (and the correlative erosion into the bay), lack of adequate sidewalks (both in terms of adequate width and extent), incomplete portions of the Harbor Walk (many of which are the City's responsibility), inadequate and unsafe access to Coleman Beach and Rock Beach, inadequate erosion control, and inadequate planting and landscaping (both for functional and ornamental purposes). Unless and until a reliable funding program is established these deficiencies will not get addressed. "Free" parking also reduces the turnover in prime customer spots that exacerbate already impacted parking areas. Paid parking also provides a funding source for pedestrian and bicycle facilities to encourage non-auto forms of transportation.

Paid parking in coastal communities is the norm, not the exception. Morro Bay is, in fact, the outlier amongst the group having no paid parking and no adopted policies and programs to fund beach access strategies. A review of waterfront and beach communities on the Central and South Coast (Monterey County, San Luis Obispo County, Santa Barbara County, Ventura County, Los Angeles County and Orange County) indicates that at least the following communities have paid parking as part of their beach and waterfront access programs: Pismo Beach, Malibu, Pacific Palisades, Venice, Capitola, Playa Del Rey, San Pedro, Huntington Beach, Seal Beach, Long Beach, Hermosa Beach, Manhattan Beach, Santa Monica, Port Hueneme, Avila Beach, Monterey, Pacific Grove, Isla Vista, Del Mar and Pacifica.

Locally, both Avila Beach and Pismo Beach have paid parking as part of their beach and waterfront access programs, with each having gross parking revenues of \$500,000 to \$550,000 per year. The draft Parking Study prepared for Morro Bay believes that full implementation of a paid parking program would net over \$200,000 per year. Based on actual operating results for Avila Beach and Pismo Beach, the Chamber believes that those estimates are conservative.

There is an existing policy of the Chamber to support paid parking along Embarcadero Road, at City beach parking lots, and at premium locations. The draft General Plan/LCP contains Policy Circ-4.2 stating that the City "...may seek a Coastal Development Permit to establish paid public parking spaces with reasonable rates in appropriate places." The draft parking study prepared for the City has affirmed that this is a desirable strategy from the parking supply management standpoint.

To be sure, there have been numerous suggestions for the institution of paid parking in the community. Arguments made against paid parking have included the enforcement costs, merchant resistance, a belief that there is no net revenue for park parking, or that the city is legally obligated (by the Coastal Commission or others) to provide free parking to any and all persons. The 2007 Parking Management Plan commented that paid parking "...was determined to be ineffectual as a component of the parking management strategy because the most critical demands for parking occur for very brief periods (over 1-hour periods mid-day) and in very limited locations (the core blocks within the Embarcadero). When utilized in areas such as these, metered or paid parking can create the unintended consequence of actually deterring needed commerce. Second, pay-for-parking may not offset the costs associated with the acquisition and maintenance of devices and equipment, or related personnel and operational resources, and could have negative impacts on the City budget." The Chamber believes the 2007 parking study is now outdated and the current parking study is better suited to meet the city's current and future needs.

Position

Free public parking is in fact not free. There is a direct cost to maintain parking and accessibility, and without the necessary funds, existing access and parking facilities will only continue to diminish and degrade. The lack of funds to provide for access and maintenance of existing parking can be remedied via a paid parking program which will result in the funding to provide for necessary service and facilities in order to maintain and enhance coastal and waterfront access and parking areas.

Paid parking should be part of an overall waterfront and beach access improvement program, with net revenues dedicated to the waterfront. Under such a program premium Embarcadero parking and parking at The Rock should all be paid parking. Free access could continue to be provided from free outlying parking lots with shuttle service to ensure affordability. Avila Beach and Pismo Beach have successfully implemented such programs. The City's draft parking study is the first important step in making this happen.

Therefore, the Chamber continues to support paid parking on the Waterfront area, including off-street lots and on-street spaces, with a pricing program that has higher rates at the premium locations, with some lower cost and free spaces at locations that are served by the local transit Trolley. Current parking fee programs can also have dynamic pricing with high pricing during peak days, seasons or hours. It can fund access improvements and fund maintenance that are now unfunded. Based on the number of existing and potential off-street parking spaces in comparison to those in Pismo Beach and in

Avila, the revenue received from those agencies from their paid parking programs, and rates that the Coastal Commission considers “affordable” and “non-discriminatory” potential gross revenue from a paid parking in prime off-street lots in Morro Bay could be \$225,000 to \$400,000 per year. This would close the gap for required maintenance of existing facilities, and provide construction funds and/or matching funds for needed improvements. Now that the Parking Study has affirmed the feasibility and desirability of this approach, an Access Management and Enhancement Plan should be commenced to start the next phase of this process.

From: [katie fortman](#)
To: [Council](#)
Subject: paid parking
Date: Friday, November 5, 2021 4:35:21 AM

I realize parking is difficult on Embarcadero street. If something needs to be done about THIS area then so be it. People can park a block or two away and still enjoy the waterfront. However please do not make parking paid at the dirt parking lot at the rock! Consider the impact on families with less means- making beach side parking a fee will severely limit their ability to enjoy the beaches, which are supposed to be accessible for all. Our town gets abundant visitors who spend only they day and do so on a budget. There is no way to enjoy a beach outing with a toddler, towels, kites, boogie boards etc and hike a distance to the nearest free parking- and then back covered in sand and the kids are worn out from playing so hard. Those families will not want to bother to come here if they are trying to have a family beach trip on a tight budget if you make it impossible to enjoy making that happen here.

Growing up in Morro Bay there have been an untold number of times that I have driven by the rock to park for a few minutes to check out the waves, to eat a quick lunch, to take a quick walk- please do not make this an unnecessary struggle and financial obligation! There is no other option or adequate replacement for this parking area due to the isolated nature of the roadway coming in and the desirable area at the base of the rock.

Thank you for your consideration.

[Sent from AT&T Yahoo Mail on Android](#)

From: [Dana Swanson](#)
To: [Bob Fowler](#)
Cc: [Cathy Novak](#); [Smith Held](#); [Paul Van Beurden](#); [Heather Goodwin](#)
Subject: RE: EML Letter to Council on Parking Management Plan
Date: Monday, November 8, 2021 7:48:11 AM
Attachments: [Member Comments on Parking.pdf](#)
[City Council Re Parking 10-8-21.pdf](#)

Good morning Bob,

Your letter has been received and will be included with agenda correspondence for tomorrow's meeting.

Best regards,
Dana

From: Bob Fowler <[REDACTED]>
Sent: Sunday, November 07, 2021 1:06 PM
To: Dana Swanson <dswanson@morrobayca.gov>
Cc: Cathy Novak <[REDACTED]>; Smith Held <[REDACTED]>; Paul Van Beurden <[REDACTED]>
Subject: EML Letter to Council on Parking Management Plan

I had meant this letter to go to the Council Members when they reviewed the Parking Management Plan issue. I believe it is on this weeks agenda. Would you kindly add it to their correspondence on the matter?

Thank you,

Bob Fowler

Embarcadero Master Leaseholders, LLC

701 Embarcadero Road

Morro Bay, CA 93442

October 7, 2021

City of Morro Bay City Council
Community Development Department
955 Shasta Street
Morro Bay, CA 93442

Re: Public Parking Management Plan

Mr. Mayor and City Councilmembers,

The Embarcadero Master Leaseholders Association met with Scott Collins and reviewed the Morro Bay Public Parking Management Study by Walker Consultants dated April 26, 2021. The information provided by the study and the supplemental discussion with Mr. Collins was very helpful and was appreciated by our members.

We have since polled our members for their comments and suggestions and we have included a list of their comments as an attachment to this letter for your information.

This letter is intended to inform you that the EML is in general agreement that a parking management plan is needed for parking on the Embarcadero and that the Walker study is a good analysis to provide us with a start.

The following are comments specific to how we would like to see the Council provide direction to staff to begin implementation of the plan:

1. While paid parking should be one of the tools to be utilized in the parking management plan, the plan should not be driven by the need or desire for additional revenue. The goal should be to manage parking more efficiently, to encourage turnover, and to make less desirable parking available to longer term users. Any revenue from paid parking or enforcement should be used to pay for the cost of implementation and enforcement first and any additional revenue

should be earmarked for improvements to coastal access in the area of the Embarcadero.

2. We would like to see the City Council direct staff to form a committee that would include a representative or representatives of the EML to wade through the details of the plan and its implementation. As you can see from the attached comments there are many devils in the details. While the Walker Study is informative it misses significant, on the ground, details that local experience is needed to clarify. For example, on the south end of the Embarcadero the prime parking spots are on the street and street ends, while on the north end beyond Beach Street, it is the west side parking lots that are the prime spaces and the street spaces that are less prime. The EML representation is also critical for the consideration of the differing needs of the different users on the Embarcadero; hoteliers, fishermen, employees, live aboards, etc.
3. Walker's proposed pilot program is a good beginning, but also misses some of the needs of the differing users and it needs to be tweaked with the local businesses input to more fully accommodate those differing users. That might entail a slightly different area for paid parking and an area of free unlimited time parking to accommodate long term parkers such as employees, live aboards, hotel guests and fishermen.
4. The question of parking management at the Rock parking lot should be separated from the discussion of parking management on the Embarcadero. The issues surrounding parking at the Rock parking lot are a lot more contentious and involve a much different set of stakeholders than does the Embarcadero. In order to assure speedier progress on the Embarcadero parking issues, we would recommend separating the two issues into separate plans. Perhaps the Harbor Advisory Board is the appropriate group to provide direction on the Rock parking issues.
5. While this study does not address the congestion that we have experienced on the Embarcadero north of Beach Street for the past couple of years, we believe this is a problem begging for a solution. The current conditions are simply unsustainable and potentially dangerous. A simple short term solution would be to open the pedestrian bridge to one way traffic, but a long term solution is also necessary and overdue. If the Vistra battery proposal is to move forward, perhaps they could conduct a specific plan for their property that includes a circulation study for their and some of the surrounding properties (such as the old WTF property) that would address this congestion issue too. (Widening that pedestrian bridge to two way traffic and bringing a new access from Main Street near Quintana might be other long term solutions worth consideration.)

To summarize; the EML is in favor of and would encourage the City Council to begin implementation of a Public Parking Management Plan for the Embarcadero . We would offer to participate in a committee authorized by the City Council to advise on its implementation.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Van Beurden", written in a cursive style.

Paul Van Beurden,
EML President

Board of Directors:

Paul Van Beurden, President, [REDACTED]

Smith Held, Vice-President, [REDACTED]

Bob Fowler, Secretary/Treasurer, [REDACTED]

Comments from EML members on parking

- Employees / Business owners / and Commercial Fishermen aren't often able to run to the meter whilst working/fishing, how will this be addressed?
- Following up to the first comment is it a certainty that Kiosk style meters would be used, meaning time can be added via an app on a phone?, or will they be traditional style meters, or a combination of both?
- Enforcement will be key, I can personally attest that I have customer ONLY parking signs everywhere, and tourists continually park and leave for the day, luckily for them I'm not spiteful enough to call tow trucks, but it sure gets frustrating..
- Where EXACTLY will the money go? We're all familiar "parking in Lieu Funds" that have been paid for decades yet Morro Bay still has zero parking structures, how can we be sure this isn't another cash grab for the city.
- Paid parking at the rock seems sure to draw criticism, and questions of legality of charging for natural resources. Should be interesting..
- We need a MAP so it's clear which areas we are considering. There are a lot of different parking types along the waterfront, private lots, city lots, unutilized lots, motel, business, street parking, etc etc.

- I'm still against any paid parking in all aspects on this end of the Embarcadero.
- The city has TAKEN my parking and given me NOTHING in return. As you know, we lobbied for a parking spot replacement on the Embarcadero right in front. DENIED! Then we lobbied for a parking spot in the cul-de-sac. DENIED!
- So...I do not trust the city at all in any way, shape, or form to implement any paid parking along the Embarcadero and then 'give' us a 'hotel' waiver/exemption etc. We need to fight this useless non money making endeavor. It's a net loser anyway one looks at it.
- Hotel guests should have free parking all day and all night as they stay for multiple days and nights. My check in starts at 2 pm
- I oppose any metered parking in any form on the Embarcadero. Nothing but a headache that will chase away \$\$ while trying to make quarters.

- Individual smart meters on Embarcadero Beach St to Anchor(point of connection if it continued to Embarcadero). Meters would run 10-7, \$1/hr June-September everyday and Saturday and Sunday year round. Hotel guests would have a pass on dash that cleared them during check in 3pm to check out next day 11am.
- Timed parking same hours as above all parking at Embarcadero level Coleman to Tidelands. Same hotel dash pass and permits given to liveboards, commercial fisherman, boaters with moorings or slips and owners/employees based on business permit employee calculations. (Stickers that can be on rear view mirror hangers)
- Free parking with way-finding signs at Triangle parking lot and Market st lot. Two access points for Triangle lot. Trolley stops for both locations.
- All profits go to maintenance/safety of parking and eventual construction of parking garage at Triangle.
- Any development that goes into Distasio site must contain as many free parking spaces that are currently available and have additional spaces that include the whatever the needs the new businesses that are built on site.
- Definitely enforced- amount of fine tbd
- We don't want to piss off our guests or lose our employees.

- Info on enforcement hours and if the paid parking would be twenty four seven
- I am opposed to any sort of metered or kiosk parking. I do not believe we have a "Parking Problem" on the Embarcadero. I arrive for work between 8-9 each morning, except for a few occasions there is ample parking anywhere. The same for the evenings. When we leave after closing by 9 pm the Embarcadero is empty and plenty of parking.
- Now the few occasions that I find it difficult to park are when there is some sort of event on the Embarcadero. Harbor festival used to be horrible because all the vendors parked on the Embarcadero by 8am closing any spots for customers or employees.
- The Virg's Sport fishing trips also always fill up all the parking spaces by Giovanis by 6:30 am until 3-5pm. Giovanis weekend market vendors also take up all the parking spaces before 8 am and last all day. Gio also took out quite a few parking spaces when he placed the picnic tables on the site.
- Then there are the three parking spots that Anderson Inn now has as private parking only.
- I believe vendors and fishing customers should all park in a designated space away from the center of the Embarcadero.
- Employees and Hotel guest should not be required to pay extra for parking. Also for the safety of employees they should be able to park close to work place.
- I have never had a problem finding parking even in the busiest time by just going up a few streets. Honestly have not heard my customers complain about parking and we had a record summer.
- As Business Owners and Lease Holders we are all responsible to make the Embarcadero Customer friendly and having people whom are looking for parking digging for change or find a Kiosk is not the way to do it.
- Has the City clearly articulated a goal for changing the status quo? IE, are they looking to make money, or are they looking to control parking?
- I am hearing credulous noises that the paid parking in our area, at the very best case scenario, will only break even. I also hear that it can be a cash cow. Is the financial incentive the primary driver of this conversation?
- If financial remuneration is not the primary consideration, but rather, controlling the behaviors of parkers is the primary consideration, then I believe there are less toxic ways of doing that.
- Enforcement of the existing 2-hour green curbs in mid-Embarcadero would be a great start. Wayfinding signs to get cars into our underutilized public lots would be another. A trolley service with a comprehended route that locals and hotel guests could figure out and use would be a third.
- Paid parking at the rock is going to be a non-starter for many many people. If we want to sink a parking management plan, we should start with threatening paid parking at the rock.
- We have an EML meeting Tuesday to gather more input on this subject, and hopefully choose some representatives from the group to walk this issue thru City Hall. I hope all will attend -- this is probably too important to sit this one out.

From: [Sean Green](#)
To: [Council](#); [Scott Collins](#)
Cc: [CityClerk](#)
Subject: 11/9/21 Council Agenda Item C-1: Paid Parking
Date: Monday, November 8, 2021 5:21:49 PM

Council and staff,

For years, the City has subsidized waterfront activities and businesses in many ways, sometimes with good intentions, free parking being one of them. Sadly, the time has come to recalibrate and roll back the practice for the sake of our deteriorating infrastructure. In addition to a trial period of paid parking along Embarcadero, however, one idea that isn't getting enough consideration, both for the sake of revenue and meeting visitor parking demands, is the **elimination of boat storage at the former Vistra dirt lot**. Just like Embarcadero employees should be parking a little farther away for the sake of short-term visitors and paying customers, private boats that are rarely (if ever) used should be stored farther away from the water, likely on private land, or be charged a premium for the scarce waterfront parking resource they consume. At only \$104/month for dry storage of boat-plus-trailer, your recent fee study doesn't consider the opportunity cost of lost paid parking spaces as a result of private boat storage on public property (understandably when conducted, but context has shifted). While I support eliminating this discounted storage practice altogether, should you choose to keep private boat storage in place at the dirt lot, the dry storage monthly rates must absolutely increase in relative proportion to the per-space expected revenue generated by paid public parking spaces in the immediate vicinity.

Similarly, should a paid parking program be implemented, and if the paid parking program spans Tidelands to the Rock and east to the triangle and dirt lots, then **all city fees that are directly or indirectly impacted by paid parking must be looked at and amended**. One that comes to mind is the city's practice of leasing public parking spaces for private businesses' trash dumpsters. The expansive trash collection area in the triangle lot is the direct result of private businesses failing to provide their own trash enclosures as is required by code, and the city has essentially gifted public parking spaces for pennies on the dollar these past few years in order to accommodate noncompliant businesses. Should paid parking be established in areas where private businesses lease city space for trash enclosures, those rates absolutely must increase in proportion to lost city revenue and reduced visitor parking capacity.

Other city leases or fees that should be analyzed and considered for price increases upon implementation of paid public parking along Embarcadero include:

- per-night RV campsites that consume 1-3 public parking spaces each
- any assigned public parking spaces dedicated specifically to a business or entity
- event-related fees that require the closure of public parking lots or spaces
- construction-related fees that require the closure of public parking lots or spaces

I support a trial period of paid parking, but if we're charging for parking, we absolutely must maximize both parking availability and revenue (no matter who or what is occupying spaces in our public parking lots), and no one should be given a free pass.

I'll add that I oppose paid parking downtown (for now), I oppose pay stalls and signposts being installed on the already narrow west Embarcadero sidewalk, and I oppose Rock paid parking until a full-fledged design plan emerges that considers striping, gating, etc. (possibly

in conjunction with Coleman Park redevelopment). Aesthetics matter so much to the Coleman-Morro Rock corridor, and it's worth sacrificing short-term revenue to figure out how best to implement and enforce paid parking on dirt we're so used to seeing undeveloped; gates and booths and pavement out at the Rock isn't Morro Bay, nor would I want them to be.

Respectfully submitted,

Sean Green
Morro Bay, CA

From: [Lynda Merrill](#)
To: [Council](#)
Subject: Approve recommendations in Parking Management Plan
Date: Wednesday, November 3, 2021 5:44:48 PM

Dear Mayor Headding, Councilmembers Addis, Ford, Heller and Barton,

Regarding the Parking Management Plan: As a 35 year resident I have been aware of the Parking situation at the Embarcadero and Downtown. The Embarcadero with few limitations seems to be used (according to the survey) for all day parking for property lease holders and their employees. While there has been a great deal of money spent to pave over most of the Eastern side of the Embarcadero (to the bluff) there is always a push for MORE parking (costly garages or whatever) for visitors. The Lease Holders Group has always resisted any planned, limited and paid parking over the years. The latest very comprehensive study seems to hit the nail on the head. The City needs help paying for all of the now free services to the Embarcadero area. I hope that you will consider the tremendous increase in traffic out to the Rock (and charge to park there) and listen to the consultants about the undesirable 'all day parking' along the Embarcadero and the surrounding streets. The Parking Lots were purchased by the City many years ago for visitors but obviously leaseholders/employees fill these lots! Please support and implement the suggestions presented by the Parking Management Group.

Sincerely, Lynda Merrill



AGENDA NO: C-2

MEETING DATE: November 9, 2021

**AGENDA CORRESPONDENCE
RECEIVED BY THE CITY COUNCIL FOR
PUBLIC REVIEW PRIOR TO THE MEETING**

Dana Swanson

From: betty winholtz <[REDACTED]>
Sent: Tuesday, November 09, 2021 4:14 AM
To: John Heading; Jeffrey Heller; Dawn Addis; Laurel Barton; Jennifer Ford
Cc: Dana Swanson; Greg Kwolek
Subject: agenda item c-2

Dear City Council:

I am wondering why the 2-step Intersection Control Evaluation (ICE) is not attached to, or at least given a link in, the staff report. In particular of interest would be the second step for noting how and what criteria were used in making the decision to support a roundabout over signalization. This is the second time in two regular meetings, Council has not been afforded complete information.

<http://www.morrobayca.gov/DocumentCenter/View/9736/OM-SR1-Main-SR41-Evaluation-Step-1-Report?bidId=>

<http://www.morrobayca.gov/DocumentCenter/View/9737/OM-STEP-2-Final-Report?bidId=>

Below are quotes from the 2-step study in 2016. The roundabout was given points for projected reduced collisions and levels of service. It was an unstated assumption that pedestrians/bicyclists (high schoolers) would obey the rules of roundabouts. Signalization was given points for better economics (half the cost) and less environmental impact due to utilizing current configuration of intersections. As noted below, the roundabout is not widening Route 41 because it would cost even more to build. Instead, the smallness will create access restrictions for businesses and side streets. (see Appendix C) The original design for the Quintana/Morro Bay Blvd roundabout had the same issue of being designed too small; ultimately, it had to be redesigned and enlarged, increasing the cost 50-100%.

If the City Council votes to keep the money for this intersection, it should be used for signalization because it is--

- (1) less expensive,
- (2) less impact to the environment and consumes less resources,
- (3) less restrictive, permanent impacts to adjacent businesses and residential streets,
- (4) less signage required,
- (5) better for truck and larger-than-30-foot-RV turning,
- (6) equal level of service,
- (6) shorter construction time frame, overall less disruption,
- (7) no surprises that would add cost.

Sincerely,
Betty Winholtz

"To provide acceptable operations, widening of the SR 41 segment to four lanes, beginning at the SB ramps and through both study intersections is required. For the purpose of this analysis, widening of the SR 41 was not considered to be economically feasible. Therefore, traffic operations for these improved conditions were not evaluated." (Step 1; all the rest are from Step 2)

"The primary assessment of both the signal and roundabout alternatives shows that the coordinated signal system and the roundabout alternative both provide acceptable LOS (except for Intersection 1 during the AM peak hour under the Ultimate Design condition [year 2040]). (page 28)

Signalization: "Minimal right-of-way impacts beyond City/State's right-of-way.

Roundabout: "Would likely involve right-of-way take at the gas-station and the proposed Sonic." (page 29) [Diagrams show "take" from Chevron as well.]

"This exception is for the STAA truck u-turn movements between Main Street and the SR 1 NB ramps. As shown in Appendix B, on Figure No. B-5, though these movements can be accommodated, the truck speeds are less than 10 MPH. Though a design exception fact sheet will not be required, Caltrans has requested that any design speed that will be less than 10 MPH be documented as to why this minimum speed cannot be provided during the PA&ED phase." (page 21) [In other words, trucks cannot make the turn onto northbound Route 1 due to the tightness of the roundabout.

"It needs to be stated and understood that the identified features and the resulting study alternative should not be considered complete and comprehensive. During detailed engineering design, some design parameters and/or elements may change before the intersection concept is approved and constructed." (page 22)

"Due to the roundabout alternative's complex design and non-conforming features, the signal alternative was found to best meet the performance criteria for standard intersection design." (page 23) [My emphasis]

"The Signal and Roundabout alternatives were compared based on the complexity of the guide signing needed to support the proposed geometric configurations. Signing for the Signal alternative would be simpler due to the fact that this alternative would mimic existing movements throughout the study area. The Roundabout alternative would require additional guide signage at the approaches and exits to ensure drivers can safely and efficiently reach their destination." (page 21)

"As noted above, the CMF [Crash Modification Factors] for converting the intersections to a roundabout is higher when compared to converting it to a signal. The higher CMF directly correlates to a greater reduction in collision rates. The CMF does not, however, account for the closely spaced intersection which needs a detailed examination of conflict point parameters for both alternatives." (page 30)

"Typically, the roundabout design forces the driver to reduce the speed in the intersection to 20 MPH. [If you have traversed the Quintana/Morro Bay Blvd roundabout you know this isn't true.] However, drivers can travel an intersection with signal control at speeds higher than posted speed limits due to there being no geometric constraints. [Probably not higher speeds when there are 2 signals within 75 feet of each other.] Due to reduced travel speeds through the intersection and fewer conflict points, the Roundabout alternative is likely to eliminate most severe crash types." (page 31)

"The maintenance and operation cost for a traffic signal is estimated to be about \$6,000 per year per signal. The Roundabout alternative would incur minor maintenance cost." (page 32)

"The landscape maintenance cost is projected to be 50% greater or more for the Roundabout alternative compare to the Signal alternative." (page 32)

"Based on the concept-level preliminary project cost estimates (Appendix G), construction cost would be higher for the Roundabout alternative since the footprint is almost twice as big as the Signal alternative....pavement rehabilitation costs for the Roundabout alternative are projected to be at least twice as much the Signal alternative." (page 32)

"Both the Signal and Roundabout alternatives are projected to provide acceptable service for both the interim design year (2030) and the ultimate design year (2040)." (page 33)

Appendix G costs:

Signalization in 2015 was \$3,450,000, and projected to cost \$3,750,000 in 2020

Roundabout in 2015 was \$4,600,000, and projected to cost \$5, 050,000 in 2020

[My emphasis]