



AGENDA NO: PC

MEETING DATE: June 27, 2023

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



June 27, 2023

Good evening, Mayor Wixom, and Council Members. I'm Judy Salamacha, a resident of Morro Bay and serve on the Board of Trustees for the Morro Bay Maritime Museum.

Thank you for your recent trust and encouragement approving Morro Bay Maritime Museum's lease and future expanded footprint at 1210 Embarcadero. Together we will celebrate our community's maritime museum's growth and sustainability.

Tonight, I'm officially announcing we are once again diligently preparing for Morro Bay to welcome San Diego Maritime Museum's *San Salvador* for public touring, August 11-20. Just as in 2015 when this full-scale replica of Juan Rodriguez Cabrillo's galleon first visited and guests toured the tall ship, we believe 2023 can be just as significant for our museum and our community.

Cabrillo's ship and explorations are studied by our children in the 4th-5th grades. This ship will remind all of us what Cabrillo's crew endured in 1542 as he explored our Pacific shores.

But why is this significant to the City of Morro Bay? The *San Salvador* is NOT just another attraction our visitors can enjoy. San Diego Maritime Museum generously shares 50-50 on each ticket sold just as they did in 2016, which helped us build the first building of our community's maritime museum debt-free. If residents and visitors purchase the available 1,200 tickets per day during the 10-days the ship is visiting – do the math – Morro Bay Maritime Museum will have a significant start-up building fund to expand our facilities again.

How can the community help us in August? Simply go to morrobaymaritime.org, click on "buy tickets," and select the date and time you prefer to tour Cabrillo's *San Salvador*. Ticket prices are family affordable. *San Salvador* will be docked where all can see adjacent to Great American Fish Company. Once onboard, take your time and explore. Bring the family and ask your children what they already know about Cabrillo's explorations or give them a heads-up what they will be learning soon in school.

And then let's congratulate ourselves that in 2023 we have helped to preserve the memories of so many explorers - fishermen - boaters - yachtsmen - dreamers and historians. In 2023 we have helped expand the Morro Bay Maritime Museum that celebrates a maritime lifestyle by telling their stories to the generations that will come after us.

Together, Morro Bay, we will move forward. Thank you.

Judy Salamacha, VP-Development, Morro Bay Maritime Museum



AGENDA NO: Multiple Agenda Items

MEETING DATE: June 27, 2023

**AGENDA CORRESPONDENCE
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Dana Swanson

From: Jamie [REDACTED]
Sent: Tuesday, June 27, 2023 7:43 AM
To: Council
Cc: Dana Swanson
Subject: Agenda correspondence

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Honorable Mayor and Council,

The following are comments and input for tonight's City Council meeting.

A1 - Support and approve. These services have proven their worth through successful grant awards. It is also important for strategic decision making for any future project in the City.

A2 - Support and approve. It's great to have this relationship with Cal Poly.

As a side note; consider the possibility if Cal Poly wanted an acre of land on the power plant property to build a research campus. Under the proposed citizens initiative it would have to go back to a vote of the people. The current zoning amendment process is much more affective and still involves the community in the decision.

A3 - Support and approve. Alishire & Wynder services have been excellent. Having their broad legal expertise provides for sound and expeditious decision making.

A4 - Great Report!! Thank you PW. Team!!

Support and approve, and support Planning Commission recommendation for an accelerated implementation plan for recycled water, exploring additional partnerships to a avoid SWP disruptions.

B1 - Consider restricting compact parking space to managers parking for a compact car of course. It's hard to control the size of a guest's car might be and based on the size of the unit it's likely to be a large SUV.

C1 - Support and approve the Roundabout option. Adding to agenda correspondence about the Truckee/Tahoe roundabout example. We just drove through that a week ago with a travel trailer and it worked great. Additionally we utilized another roundabout in South Lake Tahoe on the same trip. It provided us the ability to make a u-turn instead crossing traffic.

The do nothing option is the most expensive. Past cost estimates for this intersection was in the \$2-3M range. Delaying the inevitable will certainly cost more.

Sincerely,
Jamie and Monica Irons.

Sent from my iPhone



AGENDA NO: A-4

MEETING DATE: June 27, 2023

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

Dana Swanson

From: betty winholtz [REDACTED] >
Sent: Monday, June 26, 2023 1:00 PM
To: Carla Wixom; Laurel Barton; Jennifer Ford; Zara Landrum; Cyndee Edwards
Cc: Greg Kwolek; Damaris Hanson; Daniel Heimel; Dana Swanson
Subject: agenda item a-4

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear City Council:

This item was presented to the Planning Commission and the Public Works Advisory Board. At each meeting I asked for clarification regarding which agency--the County or the City-- gets its amount of State Water annual allocation provided by whatever % the State Department of Water Resources declares at the beginning of the calendar year. In each case, City staff answered that it is the City's subscribed amount to which the % is applied.

However, the Notice to Contractors (NTC) from the State Department of Water Resources (DWR) dated January 20, 2022 says SLO County FC&WCD was to get 15% of its 25,000 AFY of its State Water allocation. In that particular year, each of the County's subcontractors would have received 78% of its subscribed amount. Why are we told by City staff that it is only a percentage of the City's subscribed amount? There is a huge difference.

Sincerely,
Betty Winholtz



AGENDA NO: B-1

MEETING DATE: June 27, 2023

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

Dana Swanson

From: Wanda D Hendrix [REDACTED]
Sent: Monday, June 26, 2023 9:01 PM
To: Council
Subject: Scott street

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear city council,

I support Mr. Green's new project. I watch him on TV at meetings and he has thoughtful things to say. He contributes good ideas and got our trailer park cheaper rates for utilities. I like the design and how it has lots of parking. Other neighbors block off the street and post no parking signs. Also, people said at another meeting this is residential but they are wrong its commercial. Some properties are in pretty bad shape and leave their dumpsters everywhere. It would be good to have a new project here by a good person.

Thank you for listening,

Wanda H.

Morro Bay native

Sent from [Mail](#) for Windows

Dana Swanson

From: Terry Simons [REDACTED]
Sent: Monday, June 26, 2023 5:17 PM
To: Dana Swanson
Subject: Item B-1 Appeal of project at Scott St to be heard June 27 City Council Meeting
Attachments: Green Project statement 5.pdf

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dana,
Please forward the attached to the CC and PC for inclusion in the June 27 agenda package,
Thanks,ts

For the June 27 B-1 Appeal of the micro hotel at 1175 Scott Street, Morro Bay

SUMMARY REQUEST AND RECOMMENDATION

As the appellant, I make the following request of the City Council as to the subject project:

1- That the project be approved as a 3 unit hotel plus security residence as was originally applied for by the applicant subject to the following:

- The building design and spatial layout remain similar to that presented;
- That the total Hotel Area not be greater than 1600 sqft;
- That no Hotel room be larger than 800 sqft
- That the required parking be 1 space for each hotel room;
- That required parking beyond the 3 spaces available be provided via:
 - In Lieu Parking Fee Program, or;
 - Parking secured on another property within 500 feet, or;
 - Development of a Neighborhood permit parking program.

2- That the owner may develop and operate the 1st floor ADA unit once complete and shall not operate the additional hotel units until such time as additional parking is provided.

This project shall not be approved in reliance on public on street parking unless and until a Scott Street Parking District is operational.

3- The Owner is in a unique position to act as a citizen liaison between the Community Development Department and the Scott St Neighborhood property owners and has previously demonstrated significant public involvement in development of community goals to facilitate public-private partnerships. As such, he could provide significant public benefit by helping to develop programs and standards that allow for the development of small commercial and mixed use projects on small lots within the community. The solutions to the Scott Street issues may provide additional city wide applications.

GRANTING OF SPECIAL PRIVILEGE—A case study

In the arena of public development processing, one of the most sacred precepts is that no action by a government employee, elected public official or commission shall constitute the granting of “Special Privilege”. This concept is so ingrained in the processing of development applications that typically all approvals contain specific language that the granting of the approval does not provide any form of special privilege.

The greatest opportunity for “special privilege” occurs in the processes done to provide: exceptions; variances; conditional use permits and other special deviations from generally accepted standards or codes as they apply to the details of projects. Currently under appeal, the development project at 1175 Scott Street, Morro Bay is being evaluated as to process and if there were any significant deviations from appropriate standards that would lead one to conclude that the potential granting of Special Privilege is implied in the methodology used to review and process the project. If so, was this inadvertent; incidental; intentional by the applicant, staff or commissioners reviewing the project.

When this project was originally submitted to the Community Development Department, the planning notes indicate that it was submitted as a 3 unit hotel with a residential security unit above. This proposal was rejected by staff and the applicant was directed by staff to redesign the facility to include only one hotel unit and the security unit.

It is not clear how the allocation of space was determined such that the final submittal was for a two story 1535 sqft “suite” as a single hotel room. At the PC hearing, when questioned, the Community Development Director specifically determined that the 4BR suite in his opinion constituted a “single hotel room” and as such only required a single parking space. On the face of this argument, the size of this “single room” is totally inconsistent with nationally recognized standards for a Hotel Room. Typical hotel rooms are sized from 300-500 sqft with 2bedroom suites ranging to 800 sqft. The proposed project “suite” consists of 4 individual bedroom and

associated baths and kitchen facilities. This is roughly the size of 3 conventional hotel rooms or two large two bedroom suites. Clearly requiring only 1 parking space for the hotel portion of the project is not supported by convention, nor is there any apparent size discussion in the Zoning code basically giving that authority to the Community Development Director to determine what the appropriate size and parking should be. The staff report speaks to the "exception" for the compact space but does not specifically build a foundation for the parking requirement for a 4 bedroom suite.

Public Works approval for dedication of the entire street frontage to site access-

One of the additional special considerations afforded this project is the exception to the max 50% frontage driveway rule. Staff suggests that this is "normal" for the neighborhood but does not provide any evidence of prior PW encroachment permits for neighboring parcels to facilitate this parking arrangement. As a practical matter, when the entire frontage of the property is given over to the proposed project for parking access, the net effect is to reduce the frontage parking by 1 or more spaces effectively transferring those "public parking spaces" to the private developer without due consideration. This could be seen as a gift of public property to the project with no net public benefit to the neighborhood. One of the adjacent parcels has a series of garage doors fronting on the street property line, probably not done without permits, and then the parking is done parallel to the street front in the street ROW (right-of-way) This seems to be a solution promoted by staff as consistent with the neighborhood, but no citing of approvals is given for these examples.

The operational dilemma posed by the 1 ADA space-

ADA guidelines allow parking lots no greater than 4 spaces to not require a sign indicating a Handicap Space and that under this exception, non-handicap vehicles may use the handicap space. However, the HC Space (in this case a Van Accessible Space) must be provided including pavement markings indicating HC parking and Access Isles. This will, by design, build future issues of enforcement into the neighborhood. As the parking exception is not widely known, it is very likely that the HC space will not be used, or if used by a non-HC vehicle be the focus of

confusion within the neighborhood. This may place an additional burden on the MBPD to explain why they will not enforce the ADA parking standards at the hotel.

From an operational perspective, having 3 total parking spaces, one of which is required to be a Van Accessible ADA space, presents an interesting challenge for operating the hotel.

Specifically, unless a proposed occupant of the hotel room drives/parks an ADA placarded vehicle, that guest would of necessity need to park in one of the other two spaces or off premises (subject to the exception as noted above). There is no direct nexus in the ADA parking space being assigned to the ADA suite. Parking in ADA spaces requires that the vehicle have appropriate Placarding. This would severely limit the economic viability of the 4 bedroom Suite. Further, the Applicant represented that, in his opinion, his anticipated hotel guests would be “dropped off” at the site thus not requiring a parking space on site. Historically, the typical tourist coming to Morro Bay is a regional visitor and most likely drives to Morro Bay. The proposed single ADA unit is shown to sleep 9 or more persons. To limit occupancy of a 4 bedroom unit in the hotel to a drop off arrival seem most unlikely and also would require provision for a “Drop-Off” space in the front of the hotel currently not shown in the plans. Hence, any drop off would have to occur in the substandard street.

Operationally, what seems most likely is that when expecting arriving guests, hotel management will need to clear sufficient parking in the provided spaces and unless one of the guests is driving an appropriate ADA vehicle or is informed of the ability to park in the ADA space, the entire parking lot will need to be dedicated to the hotel room. This will put an additional load (security unit parking 2 vehicles) in the existing neighborhood that is not anticipated by Staff’s analysis.

Lastly and most likely, hotel guests would be directed to park off premises. And owing to the capacity of the Hotel suite, it seems likely that this will add two or more parked vehicles to the already impacted street scape. This would not appear to meet the test of “no neighborhood impacts” as to the use of the proposed facilities.

There are surplus parking spaces in a reasonable distance from the hotel. It seems appropriate to require the hotel, via the use permit process, to arrange for a long term off-site parking solution. Alternatively, the Beach St Plan seems to have anticipated the need for in lieu parking, but the specifics of this option were not made clear in the Staff Report.

The private roof deck as a threat to the public-

The fourth level roof deck is a challenge to the neighborhood and emergency services.

It is quite clear that the primary goal of this entire project is to develop a roof deck of sufficient height and scale to provide a spectacular amenity to the owner's personal unit. At over 700 Sqft and fully detailed with all the amenities for large group entertaining: full kitchen; large spa; gracious seating for 6+ and an imitation lawn for sunbathing, this amenity is designed to have spectacular views of the Rock, Harbor and a 360° view from a lofty perch. Unfortunately, the invasive overlook into the surrounding yard spaces seems inconsistent with recent design guidelines for decks overlooking other residences. At the PC hearing some of the adjoining neighbors spoke to this issue.

From a public safety perspective, the only egress from the roof deck is via a stairway that requires evacuees to go through the residential unit below the deck to leave the building. Since the greatest opportunity for residential fire exists in the kitchen portion of any residence, this is concerning. Staff (hopefully facetiously) suggested "jumping off the roof". Even if this were considered, the roof overhang precludes this opportunity. Staff notes that the Fire Department has a significant extension ladder to be able to evacuate the roof. There was no evidence of fire department corroboration of this suggestion. However, included in the Fire Department review of the project, was the specific requirement that "if an elevator(s) is provided it must access all floors" (perhaps the roof?). The elevator shown on the plans does not appear to meet this requirement and may or may not meet the minimum interior dimensions as required by the Fire Department

CONCLUSION

The need for more creative parking solutions-

The future of the Downtown core redevelopment will be dependent on development of programs that facilitate creation of creative parking options to meet both local and ADA compliance parking standards. Currently we do not see our Community Development Department working towards a comprehensive solution to future parking in the downtown. Many communities do not require onsite parking in their downtown core and instead have active Public Parking programs funded via in lieu fees. This may be the future of old town Morro Bay.

Dana Swanson

From: betty winholtz [REDACTED]
Sent: Tuesday, June 27, 2023 2:21 AM
To: Carla Wixom; Laurel Barton; Jennifer Ford; Zara Landrum; Cyndee Edwards
Cc: Nancy Hubbard; Dana Swanson
Subject: agenda item b-1, appeal

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear City Council:

The staff report states on page 103 of 226 that Exhibit B is the plans for this development. However, there is no Exhibit B attached to the staff report. I hope you will seek them out in the Planning Commission Agenda for May 16, 2023.

It is clear that the developer is caught between a new Land Use designation and an old Zoning Ordinance. However, he chose this time to bring his project forward, so you must hold him to both sets of rules.

Parking is the dominant and sufficient reason to deny the project or to send it back to the Planning Commission. However, there are a few other items that should be addressed as well.

Parking: Number and kind of spaces required.

1. This is the most obvious and insufficiently resolved problem. Three parking spaces are provided. Two spaces are for the 3rd floor occupants; this is not debated; what is questioned is whether one of those spaces should be allowed to be substandard in size.

This is the first decision.

2. The 3rd parking space is only for an ADA van. What if the customers of the "hotel suite" do not have an ADA person with them, where do they park their one or more vehicles? Parking is required to be on-site or pay parking in lieu fees. Parking cannot consistently be provided onsite, so parking in lieu fees must be paid or there is a granting of special privilege not afforded other developers. Area D of the Beach Street Specific Plan requires new uses to provide parking in accordance with Section 17.44.020 of the zoning code but allows Planning Commission to approve payment in lieu of providing all or some of the parking spaces on the site. **This is the second decision.**

3. In addition, 17.44.020 - Parking facilities. Off-Street Parking—General Requirements states under section (D)(3)(h.) "For handicap parking spaces, the minimum dimensions shall be fourteen feet by twenty feet and such spaces shall be so located so that the driver may exit the vehicle directly onto a curb ramp. Such spaces shall be designed, located and in the quantity consistent with state law." I do not see from the drawing that this is true; rather, it appears that an ADA driver may not have the required curb ramp or the space to exit from the driver's side if the parking space to the left is occupied. This may be why an ADA van rather than an ADA car was specified because there is no room for an ADA driver in the space provided. This situation is created because only 9 feet is allotted for the width of the ADA space rather than the required

14 feet. To get around this, the "Accessible Aisle" is doubling as both ADA width compliant and the entry walkway into the building. So an ADA person may only be a passenger, not a driver. **Whether this is compliant with ADA law is a third decision.**

4. There is also an issue with backing into a public street to exit. 17.44.020(D)(3)(i.) states, "Open parking spaces which back directly onto a public street shall be set back a minimum of twenty feet from the back of the sidewalk, regardless of the zoning of the property and shall not encroach into the street yard setback." In only one drawing does it appear there is a sidewalk. The parking spaces are not set back 20 feet from the back of the sidewalk.

This is a fourth decision.

Fire Department Conditions.

Condition #9 states, "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)

This project calls its elevator a "security lift." It only stops on the third floor. Can it stop on the second floor or the roof in case of an emergency? It is not the required size for a stretcher. **Whether a lift is a form of an elevator is a fifth decision.**

Public Works Conditions.

Condition #3 states, "Driveway Approach: An exception to MBMC 17.44.030 (no single commercial or industrial driveway shall be wider than fifty percent of actual lot frontage or more than thirty feet) has been approved by the Public Works Director." 17.44.030(C) gives the Public Works Director the authority to declare a driveway abandoned. However, no other section in 17.44.030 grants that position the authority to make an exception. Exceptions are normally the prerogatives of the Planning Commission and the City Council. **This is a sixth decision.**

Beach Street Specific Plan regarding public improvements.

"Scott and West [Avenues]

1. Retain 2-way traffic lanes 12-feet wide.
2. Stripe parallel parking..on the west side of Scott.
3. Require 40-foot pave-out out curb and gutter with 4-foot sidewalks." Whether the **public improvements have been met is a seventh decision.**

Beach Street Specific Plan mandatory language: "shall make the following findings"
"17.70.080(B)(3) That the proposed use will not result in excessive or unreasonable light or glare on adjacent residential or visitor-serving uses;"
"17.70.080(E) New uses or expansions to existing uses shall provide parking spaces pursuant to the requirements of Chapter 17.44"

The lighting requirement is met in the Conditions.

The parking requirement is not met. As stated in the staff report, "The Conditional Use permit specifies approval for use as a hotel and manager/security residential unit. A change in use to full residential uses would not be allowed under the current or proposed new zoning code." A possible alternative would be to eliminate the living space on the first floor and make it all parking. The security lift could be made ADA accessible to the second floor.

Please honor the Municipal Code and uphold the appeal.

Sincerely,
Betty Winholtz

Heather Goodwin

From: Mary Ann Gustafson [REDACTED] >
Sent: Thursday, June 22, 2023 8:05 PM
To: Nancy Hubbard; Cindy Jacinth; Council
Cc: Gregory Sawyer
Subject: Proposed hotel on Scott Street-CDP21-025

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Hi Nancy:

After receiving a postcard from your department, I looked up the proposed Hotel development at 1175 Scott Street. This project, if you include the rooftop deck, is four stories tall. We are an area of mainly residential homes with a few small businesses and multi-family homes that are no taller than two stories. Most of the homes are one-story.

My understanding is the area of east West Street, Scott Street and Market Street was zoned to support the fishing industry. At this point, there's only two fishing businesses in this area with the rest being mainly homes, a restaurant, a hotel and a vehicle body shop that is empty.

This area is attractive to purchase land due to its proximity to the Embarcadero and downtown for single-family or multi-family homes. My concern is this hotel sets a precedent for three story/four story buildings in this area.

This "hotel" sounds like two separate houses with a four-bedroom house and three baths on the first two stories. The second house on the third-story is a residence with a rooftop deck on the fourth floor. There is nothing to keep the owner from using the first floors as a private home and sharing the rooftop deck with both houses.

Most of the homes in this area are stucco or craftsman. The proposed development is shipping containers and is not in the character of the neighborhood.

In addition, due to the mobile home park and multi-family housing nearby, parking is at a premium. Three parking spaces is not adequate for a hotel that may have 4 guests + the private residence.

Is this "hotel" going to be advertised via VRBO or AirBnb? Will they apply for a STR license with the city? I can't imagine a "hotel" of this size will get listed anywhere or pay for advertising. My concern is this proposal is trying to get around height limits for a house by listing part of it as a commercial business.

For the reasons listed above, I believe this development should be rejected. If they want to build a house, build a two-story house. Do not try to bend the rules to allow a four-story building in a neighborhood of mainly one-story homes.

Thank you for your consideration.

Best,

Mary Ann
Mary Ann Gustafson
[REDACTED], Morro Bay

Heather Goodwin

From: maggie@beachnbaygetaways.com
Sent: Saturday, June 24, 2023 10:15 AM
To: Council
Subject: Correspondence related to Agenda item B-1, 6/27/23 Council meeting
Attachments: 1175 Scott St Project_Sean Green.docx

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Please include this in public correspondence for Sean Green's micro-hotel project that has been appealed (item B-1) for regular City Council meeting on June 27th.

Maggie Juren

Office: 805-528-2888

Maggie@BeachnBayGetaways.com



www.BeachNBayGetaways.com

June 25, 2023

To the Morro Bay City Council:

Re: Proposed Micro hotel project at 1175 Scott Street, Morro Bay

I am sending this letter to show my support for the approval of the micro hotel project at 1175 Scott Street being proposed by Sean Green. I have reviewed the proposal and associated drawings and I think this would be a great addition to our community because of its contemporary appearance and the use of sustainable materials. The location is one that will be attractive to visitors who will enjoy easy access to the Embarcadero and other tourist-based businesses.

I have had the opportunity to work with Sean in a few different capacities and find him to be a person with a lot of integrity and a passion for the continuous improvement of Morro Bay in all aspects. I served with Sean on the TBID for 2 years and was impressed with his "outside-the-box" thinking that always reflected his concern for the community. He and I also served together on the Vacation Rental Ordinance committee that crafted the new VR regulations and again, Sean was a positive contributor to that process and was very neutral in his approach, even though he was operating a VR at the time. We are both members of the Chamber of Commerce and I know Sean has been very active in other city projects. I feel he will be a good business operator and that this project will be a very positive add for our city.

Maggie Juren

Owner, Beach-N-Bay Getaways Vacation Rental Management

Heather Goodwin

From: Susan Stewart <[REDACTED]>
Sent: Friday, June 23, 2023 10:17 AM
To: Council
Cc: Nancy Hubbard
Subject: Item B-1, 6/27/2023

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Honorable Mayor and Council,

I'm writing in support of Sean Green's proposed project at 1175 Scott Street, and urge you to uphold your Planning Commission's unanimous approval and follow staff's recommendation to deny the appeal.

This project is an investment in an area which has quite the identity crisis and has been somewhat neglected in recent years. Mr. Green's proposal fits the type of development that the new Community Commercial designation prescribes, and should be a good addition to the neighborhood.

I love the modern industrial-style "shipping container" design and materials, which gives a nod to our architectural history as a World War II military training base, 1950's style power plant site, and a fishing port complete with canneries and fish processing facilities. Mr. Green's project meets or exceeds all development standards for the zoning district, which is to say that it provides larger setbacks and smaller lot coverage than would be allowed. I appreciate that the design does not build out to the edge of the lot, and that there is an overall sense of open site-lines with visual interest points from every angle.

Having living quarters above the hotel spaces provides housing for staff, which in this case will be the owner. Having a manager apartment is often seen in the larger hotels; here it is a perfect solution to on-site oversight. Mr. Green has created a comfortable outdoor space for personal use on the deck of his property, as well as providing a "street tree"/foliage on the second floor balcony.

This property is situated to allow and encourage walk-ability to the Embarcadero and Downtown. I can see the contemporary young traveler who flies in to San Luis Airport and takes a ride-share to Morro Bay enjoying this kind of lodging--while most travelers to Morro Bay now come in cars, I think that model is changing. I can also see a family or wedding party finding this type of lodging perfect for a week's stay. Parking on the property is more than is offered at nearby hotels on Front Street and is sufficient to accommodate three vehicles, including an accessible space as well as standard and compact car spaces, with access to an EV charger.

"Stowaways", as Mr. Green has named this hotel, would be a great addition to this district and will hopefully encourage other owners to feel confident about revitalizing their own properties. Kudos to Mr. Green for his willingness to invest in his community in such a creative and thoughtful way.

All the best to you, and good luck in your deliberations,

Susan Stewart
Morro Bay business owner



AGENDA NO: C-1

MEETING DATE: June 27, 2023

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

Dana Swanson

From: Nicole Dorfman [REDACTED]
Sent: Tuesday, June 27, 2023 11:06 AM
To: Council
Cc: Brian Dorfman
Subject: Public Comment Item C-1
Attachments: Speed & Fatality.png

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear Mayor Wixom and City Councilmembers,

We are writing again to request that the City adopt the "No Build" option at the 41/Main Street/Hwy 1 intersection.

Our primary reason for this request is pedestrian safety. Specifically, **safety** for the scores of high school students who walk through this intersection on a daily basis while school is in session. Any other considerations for this intersection must take a backseat to pedestrian safety.

It is well established that the speed of the motor vehicle is the most important consideration when it comes to injury and death of pedestrians. The attached graphic shows clearly how just a 20 mile an hour decrease in speed can have a huge beneficial impact on pedestrian fatalities.

A report out yesterday from NPR, titled "US Pedestrian Deaths Reach a 40-Year High" further details the benefits of reducing traffic speed in preventing pedestrian deaths in motor vehicle accidents.

Fortunately for Morro Bay, the location in question is already equipped with the BEST way to assure very slow speeds of vehicles - STOP signs - where EVERY vehicle must stop. With both roundabouts and traffic lights, vehicles can go at significantly faster speeds - and, with the case of traffic lights, may even speed up to dash through a yellow light before it turns red.

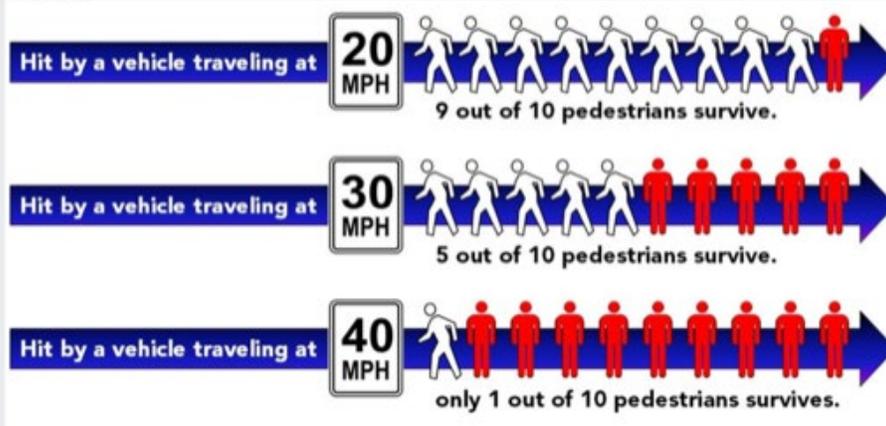
Investing a small amount of money into the intersection can make it even safer with a new coat of paint for crosswalks and potentially a crossing-guard at peak hours. All other "improvements" being proposed will inevitably make the intersection LESS SAFE for high school students, and other pedestrians.

Thank you for your attention to this important matter.

Sincerely,
Brian and Nicole Dorfman

8 Pedestrian conflicts 24 Pedestrian conflicts

Added graphic to highlight the vital importance of slowing traffic at conflict points:



These discussions regarding roundabouts never seem to cease. Anecdotes can be helpful, but in this case, there is a large body of study on the issue. Unless one

Dana Swanson

From: Gail Johnson [REDACTED]
Sent: Tuesday, June 27, 2023 12:36 PM
To: Council
Subject: Regarding intersection Improvements at State Route 41, State Route 1, and Main Street.

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Honorable May Wixom and Council Members:

Regarding the Council Agenda Item C-1: Continued Discussion on the Intersection Improvements at State Route 41, State Route 1, and Main Street.

Please choose Alternative 2, the No-Build Alternative, and direct City staff to explore pedestrian safety measures as part of the Local Road Safety Plan. A roundabout at the intersection would be an expensive and disastrous solution, and is likely to lead to more problems than it will solve.

I live on Arbutus St. and pass/use the roundabout at the intersection of Quintana Road and Morro Bay Boulevard at least once a day. This experience has taught me that **crosswalks as a “feature” in a roundabout are insane solutions to pedestrian safety.** The POINT of a roundabout is to yield to the traffic on your left without stopping, so a driver will always concentrate their attention to the left. But pedestrians trying to cross from the right are often not seen. How many accidents have occurred at the Quintana Road and Morro Bay Boulevard roundabout? How many more pedestrians, possibly young and distracted, will try to cross at the intersection under consideration than the rare pedestrian on Quintana & Morro Bay Blvd. Please consider this before you vote this evening.

The roundabout at Quintana and Morro Bay Blvd only addresses a simple two-street intersection. The intersection at State Route 41, State Route 1, and Main Street is much more busy and complicated, and can not be safely “fixed” with a roundabout.

I lived and worked in Arroyo Grande 35+ years ago when Oak Park Road, the Frontage Roads & offramps from Hwy 101 all converged at an intersection similar to the one in question under consideration (Council Agenda Item C-1). The solution that was reached has been safe and successful: The north- and south-bound off-ramps were relocated so that the Hwy 101 traffic emptied on to the frontage roads about 1/4 mile before the Oak Park Road overpass. The Oak Park/Hwy 101 intersection was therefore simplified and the entire flow of traffic (vehicles and pedestrians) are managed by well-timed traffic lights.

We have the perfect opportunity to “fix” the flow of traffic between the Quintana & Main Street overpass, the Berwick/Main intersection and the Main St/ Hwy 41 mess. We already have an off-ramp to Main Street from north-bound Hwy 1 traffic. With that as the main access to Main Street from north-bound Hwy 1, and with a intelligent use of traffic lights, several problems could be solved.

Please vote for Alternative 2, the No-Build Solution and go back to the drawing board with a different and creative team of thinkers.

Thank you,

Gail Johnson

[REDACTED]
Morro Bay

Dana Swanson

From: John Mandeville [REDACTED]
Sent: Tuesday, June 27, 2023 12:16 PM
To: Council
Subject: Agenda Item C-1 June 27 Council Meeting

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear Council members,

The council receives much input based on opinion and anecdotal evidence. As important as this input is, it should not carry the same weight into the Council’s decision as evidence based conclusions and statistical analyses. An individual’s point of view can be affected by many personal factors such as a single traumatic event or hearsay and is not a reliable indicator repeatable events. Scientific and statistical conclusions accurately predict repeatable events. Staff’s recommendation is based on solid analysis and evidence. It is supported by both the International Institute of Highway Safety (IIHS) and the Highway Loss Data Institute (HLDI) who have studies thousands of data points/events.

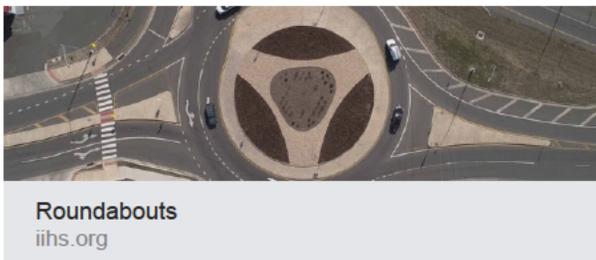
The IIHS is an independent, nonprofit scientific and educational organization dedicated to reducing deaths, injuries and property damage from motor vehicle crashes through research and evaluation and through education of consumers, policymakers and safety professionals. The HLDI shares and supports it's mission through scientific studies of insurance data representing the human and economic losses resulting from the ownership and operation of different types of vehicles and by publishing insurance loss results by vehicle make and model. Both of these institutions have made the following findings based on evidence and statistical analysis:

Roundabouts are a safer alternative to traffic signals and stop signs. The tight circle of a roundabout forces drivers to slow down, and the most severe types of intersection crashes — right-angle, left-turn and head-on collisions — are unlikely.

Roundabouts improve traffic flow and are better for the environment. Research shows that traffic flow improves after traditional intersections are converted to roundabouts. Less idling reduces vehicle emissions and fuel consumption.

Roundabouts generally are safer for pedestrians. Pedestrians walk on sidewalks around the perimeter and cross only one direction of traffic at a time. Crossing distances are relatively short, and traffic speeds are lower than at traditional intersections.

An expanded explanation provided by these two organizations can be found at the following website:



Please make your decision based on what the evidence shows will be best for the community.

Thank you for your consideration.

Dana Swanson

From: June Swall [REDACTED]
Sent: Tuesday, June 27, 2023 9:58 AM
To: Council
Subject: Intersection 41/1/Main

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

To: City Council Members
From: June Swall, Morro Bay resident

The following are statements from retired CALTRANS Civil Engineer/Supervisor:

- 1) In Round About, "there are more vehicular accidents but of less serious nature".
- 2) Regarding Pedestrian Safety, "with the Round About the tendency is to watch traffic and not Pedestrians".

These statements come from Civil Engineer whose career was devoted to wise design and construction practices with public safety top consideration.

Respectfully submitted for your consideration, June Swall Sent from my iPad

Dana Swanson

From: C Betonte (sonic) [REDACTED]
Sent: Monday, June 26, 2023 11:02 PM
To: Council
Subject: July 27, 2023, Agenda Item C1, Round-About at HWY 1, Hwy 41, Main street

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear City Council Members,

I wholeheartedly support the construction of a roundabout at the intersection of Main Street, HWY 1, and HWY 41. Data as referenced in the staff report supports this as the safest option for everyone and the most cost effective solution for Morro Bay Tax payers in the long run. Do not let the current availability of outside funding slip away.

There are very good reasons why roundabouts are being built all over the country. (as well as internationally) A roundabout is a much safer option for everyone involved. Cars are forced to travel at a lower speed helping to calm traffic as opposed to encouraging increased speed to “make the light”. Drivers are less agitated when they can keep moving as opposed to waiting at a stand still for traffic signals. There is more space between cars and pedestrians and pedestrians only have to watch for traffic coming from 1 direction on a round-about.

The multiple signals near the intersection of HWY 101 and HWY 41 in Atascadero are a nightmare! I was glad to hear they will be replacing these signals with roundabouts. Multiple PWAB groups have supported this solution and the staff report is clear; the stop signs or multiple signals will not be adequate in the future.

Please act now to build the round-about and avoid the loss of outside funding and potential cost increases in the future.

Thank You,
Cindy Betonte
Morro Bay Resident



Virus-free www.avg.com

Dana Swanson

From: Derek Dahlgren [REDACTED]
Sent: Monday, June 26, 2023 8:58 PM
To: Council
Subject: Agenda Item C-1 Enhancing Pedestrian Safety at the Intersection of Highway 41 and Main Street: Advocating for a Preferred Hybrid Do-Nothing Approach

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear Members of the Morro Bay Mayor and City Council,

I hope this email finds you well. I wanted to express my thoughts regarding the intersection of Highway 41 and Main Street, specifically advocating for the implementation of a Preferred Hybrid Do-Nothing option to enhance pedestrian safety, despite the disclosed lack of accidents or injuries at this particular location. By adopting this approach, we can expedite the timeline for implementing additional safety measures, bypassing the lengthy process of right-of-way acquisition and sensitive lands review. Moreover, this alternative will provide a cost-effective solution that is fit for purpose, ultimately freeing up our city's limited staff resources to focus on other equally important projects.

To commence the improvement process, recommend installing well-marked and highly visible crosswalks at all approaches to the 4-way stop. These crosswalks should be meticulously maintained, featuring clear signage and visible pavement markings to ensure maximum visibility and awareness for both pedestrians and motorists alike. Additionally, pedestrian signals should be installed to facilitate safe pedestrian movement.

Furthermore, it is crucial to consider the construction or improvement of sidewalks and walkways leading to and from the 4-way stop and freeway ramps area. These pedestrian pathways should be designed to be wide, well-lit, and properly maintained, fostering a secure environment that enables pedestrians to traverse comfortably and safely.

To enhance driver awareness, prominent and informative signs should be strategically placed in advance of the 4-way stop, serving as crucial reminders for motorists to yield to pedestrians at the upcoming crosswalks. These signs ought to explicitly indicate the presence of pedestrians and stress the imperative need for caution.

In order to promote safer driving habits and pedestrian interaction, the implementation of traffic calming measures in the vicinity of the 4-way stop is highly recommended. This could include the installation of speed humps, raised intersections, or narrower lanes, encouraging drivers to reduce their speeds and remain more attentive to pedestrian activity.

Another vital aspect of pedestrian safety is ensuring optimal visibility. Therefore, it is imperative to remove any visual obstacles that might obstruct the line of sight between pedestrians and drivers at the 4-way stop. Additionally, maintaining effective street lighting is essential, as it guarantees pedestrians remain clearly visible, particularly during nighttime hours.

Lastly, it is worth noting the flexibility that pedestrian-focused improvements offer, allowing for the accommodation of future changes to traffic patterns and developments. Should the need arise to adjust or modify the intersection in the future, it is often easier and less costly to make alterations to pedestrian infrastructure compared to modifying traffic lights or roundabouts.

In conclusion, by embracing the Preferred Hybrid Do-Nothing option, we can enhance pedestrian safety at the intersection of Highway 41 and Main Street in an efficient and cost-effective manner. Through the

implementation of well-marked crosswalks, pedestrian signals, improved sidewalks, informative signage, traffic calming measures, and enhanced visibility, we can create a safer environment for pedestrians while preserving our city's valuable resources. I strongly encourage the Morro Bay City Council to consider this approach and its numerous benefits.

Thank you for your attention to this matter, and I trust that you will carefully consider these recommendations.

Sincerely,

Derek E. Dahlgren

Dana Swanson

From: Jeffrey Heller [REDACTED]
Sent: Monday, June 26, 2023 10:12 PM
To: Council
Subject: Agenda Item C-1; Reg. Mtg. 6/27/23

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Dear Council

I have studied all three options for some time now. All three have legitimate pros and cons and the staff report defines them excellently.

My choice--is Staff's recommendation for the roundabout with a few minor additional requirements:

1. Add large continual (or button operated) yellow blinking lights at each pedestrian crosswalk. San Luis Obispo has many good options to consider.
2. Add "speed tables" to slow traffic in all lanes entering the roundabout.
3. Improve general lighting at the roundabout including under the HWY 1 overpass.

I chose the roundabout due to the LOS (level of service) being the highest of all three options.

While the "do nothing" option has some merit, and there are other important infrastructure needs(Harbor, street paving, etc.), this project will definitely be needed at some point in the future. Multiple agencies have pledged funding support for this project. This is how big projects get done. Let's greenlight the roundabout with the three additional requirements suggested to better protect our pedestrians.

Thank you for your consideration. This is a contentious issue. Whatever the Council decides I will support.

Jeff Heller
[REDACTED]

Dana Swanson

From: martha johnson [REDACTED]
Sent: Tuesday, June 27, 2023 7:43 AM
To: Council
Cc: Muffy Johnson
Subject: Instersection

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Please consider our recommendation for alternative 2 for the intersection of hwy 41 in Morro Bay. We feel the intersection would benefit from enhanced safety measures .
We have sent our sons to the high school and it is busy twice a day during the school week and requires some waiting and patience at those times ... Thanks, Martha and Steve Johnson
40 year residents of beautiful Morro Bay

Sent from my iPhone
Peace out

Dana Swanson

From: Dan Sedley [REDACTED]
Sent: Tuesday, June 27, 2023 1:35 AM
To: Council
Subject: Intersection at Hiway 41 and Main

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear Mayor and City of Morro Bay City Council Members,

I am writing today regarding my concern for current plans for the Intersection at hiway 41 and Main Street.

I believe that our youth is our most valuable . In that respect, we should protect their lives and in this case as pedestrians at the intersection previously mentioned. The current proposal to build a "roundabout" at this intersection only seems to favor motorists not wanting to stop at this intersection. This puts our pedestrian youth at grave risk! This is proven out by the risky driving practices at the current "roundabout" located south of town by the gas stations. Often I see "close calls" between motorists themselves; fortunately there are almost no pedestrians at this site.

Therefore I would propose that the City Council vote to retain the intersection the same, where cars are required to stop, thereby allowing pedestrians to cross safely. I would suggest minor modifications like the flashing light strips affixed to the street, like they have in downtown San Luis Obispo In addition to a flashing yellow light and warning sign warning motorists of stop signs ahead on the east side of highway 41.

I challenge the Council to prove their dedication to protecting our youths lives, by voting to keep the current intersection stop signs and adding minor safety precautions. To place a "roundabout" at this location would keep traffic moving at times that our youth are trying to cross.

Thank you for your consideration. I will consider your votes as a commitment to our youths lives or a preference to automobile traffic over our youth.

Dan Sedley
Morro Bay Resident

Heather Goodwin

From: patticake801 [REDACTED]
Sent: Monday, June 26, 2023 1:54 PM
To: Council
Subject: 41 and Main

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Mayor and council, Please do not approve a round about for this location. Not only is it unnecessary and a huge waste of our money, it will be incredibly disruptive to the area. Can you imagine the impact on Miners hardware, coastal countertop, the antique store etc??? To say nothing of the citizens who live around there. How about the frustrations to our precious tourists? Those of us who can, will avoid the area which will impact the highway traffic as well as hurt Taco Bell and other businesses on north main....,and for how long?? Furthermore, all the studies that were mentioned at the previous meeting were old and conflicting, as was pointed out by one of our council members who is also watching our wallet. Remember, you don't have to do everything that "staff recommends" otherwise why do we even need you in place. Patti Anderson.

[Sent from the all new AOL app for iOS](#)

Heather Goodwin

From: Marlys McPherson <[REDACTED]>
Sent: Monday, June 26, 2023 2:59 PM
To: Council
Cc: Dana Swanson; Greg Carpenter
Subject: Item C-1, June 27, 2023 Council Meeting

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear Councilmembers,

I am writing to urge you to support the staff recommendation for a roundabout at the Hwy 41/Hwy1/Main Street Interchange. It is the far superior long-term solution to the increasing congestion at that intersection. It is also the safest alternative for pedestrians, and it will cost less in the long-run. Doing nothing is not an option. And we should do it right the first time, based on sound analysis and data, not later as some communities who build a roundabout after trying signals, which result in greater congestion. I was the Chair of the PWAB in 2016 when we voted for the roundabout option. It was the right solution then, and I hope it happens this time around when there is money to fund it.

Marlys McPherson

Heather Goodwin

From: Metzger Tina [REDACTED]
Sent: Monday, June 26, 2023 4:54 PM
To: Council
Subject: Council Agenda Item C-1 (6/27/2023)

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Honorable Mayor Wixom and Council Members:

Regarding the Council Agenda Item C-1: Continued Discussion on the Intersection Improvements at State Route 41, State Route 1, and Main Street.

I recommend Staff Report Alternative 2 - Council to direct staff to pursue a No-Build alternative and direct City staff to explore pedestrian safety enhancements under the current configuration as part of the development of the Local Road Safety Plan.

My recommendation of Staff Report Alternative 2 is based on having driven through this intersection for the last 25+ years, from and to all directions, at least twice a day seven days a week, at all hours of the day and night.

Morro Bay High School should be a closed campus. The need for traffic signals, or a roundabout, at this intersection is unwarranted. I have never spent more than one minute waiting in any of the lanes in any direction; and rarely do I spend more than 30 seconds to move through this intersection.

Mayor Wixom and Council Members please vote to recommend Staff Report Alternative 2 and direct staff to pursue a No-Build alternative and direct City staff to explore pedestrian safety enhancements under the current configuration as part of the development of the Local Road Safety Plan.

Sincerely,

Tina Metzger
Morro Bay

Heather Goodwin

From: Rebecca Brand [REDACTED]
Sent: Thursday, June 15, 2023 10:06 AM
To: Council
Subject: 41 and 1 intersection

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Hello, My name is Rebecca Brand and I own a home in Morro Bay and drive this route dailey. I would like to see this intersection remain as it is. I do not like any of the options provided. It would be good if there were crossing gards available during crucial times. Thank you Rebecca Brand [REDACTED] MB 93442

Heather Goodwin

From: Barry Branin [REDACTED]
Sent: Monday, June 26, 2023 6:43 AM
To: Council
Subject: Council meeting 6-27-2023 Correspondence

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Council,
Please consider these comments during your review of the proposed Roundabout at Main St and Highway 41.

Barry Branin

This is really a HIGHWAY 1 and HIGHWAY 41 intersection PROBLEM

The issue is what should be done about the traffic problem where these two STATE HIGHWAYS CROSS IN MORRO BAY.

The answer can be seen by examining where HIGHWAY 41 intersects with HIGHWAY 101 in Atascadero.

The overcrossing of HIGHWAY 1 over HIGHWAY 41 in Morro Bay is only TWO LANES. In the future it is clear that the Morro Bay overcrossing will have to be reconstructed wider just like was done in Atascadero where 41 meets HIGHWAY 1.

In the future HIGHWAY 41 will have to be widened to 4 lanes with turn lanes. This is what the east end of this important STATE HIGHWAY CONNECTION TO HIGHWAY 101 looks like in Atascadero.

The future growth of Morro Bay is clearly going to progress east up HIGHWAY 41. There was a request made to the Morro Bay Public Works Advisory Board last week to study the possibility to allow the Rancho Colina development, east of Morro Bay, to connect to our sewer and water systems.

This work would not cost Morro Bay anything and may bring funds to replace some of the planned needed upgrades to the City's main water and sewer lines. The obvious connection of these systems will require Annexation of Rancho Colina to the City of Morro Bay and open the opportunities for further city growth along the HIGHWAY 41 corridor.

I believe further growth of Morro Bay will continue along State HIGHWAY 41 easterly. This growth will need to be accommodated and will increase the need for the STATE to reconstruct the HIGHWAY 1 / HIGHWAY 41 interchange. The Main Street and Atascadero Rd work should be funded at that time and the costs should be funded by all of the agencies involved.

While our Morro Bay Staff have been given this problem to solve the Round-about idea is only and expensive band aid on a problem that clearly falls on the State Highway Department.

I am therefore requesting that at this time the City of Morro Bay Council, choose the "do nothing" option in the decision of constructing a Round about at Main Street and Atascadero Rd.

Sent from my iPad

Heather Goodwin

From: Gayle W. Chipman [REDACTED] >
Sent: Tuesday, June 13, 2023 3:30 PM
To: Council
Subject: Prefer roundabout option please

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Roundabout at hwy 41/hwy 1 is preferred.
Per household members at [REDACTED] MB.
Gayle Chipman
Loren Chipman
Jamie Christianson

Thank you.

Sent from my iPhone

[REDACTED]
Morro bay, California
June 19, 2023

Morro Bay Mayor
City Council Members
City Hall
Morro Bay, Ca. 93442

RECEIVED
City of Morro Bay

JUN 20 2023

Administration

Dear Council Members,

I listened to the council meeting June 13th and I felt I needed to say something. I would like to share an observation about a round-a-bout versus signal lights. The highway from Truckee into Lake Tahoe had a set of traffic lights and then it was changed to a round-about. We have friends living about a mile from the intersection. They watched traffic back up past- their home with a wait of three signals to get through it. It was then changed to a round-about. Now the traffic flows smoothly but slowly with no backups. The intersection here in Morro Bay with signal lights would back the traffic up on to the freeway. Even more to add to the equation is the northbound on ramp at Main Street. This would create a very dangerous situation.

Also, It would be foolish of Morro Bay to ignore the monies earmarked for this project from outside sources. It is doubtful that this opportunity will ever present itself again.

The other issue is the safety of the pedestrians. I observed the crosswalks at round-a-bouts in other cities. The crosswalks are placed before the round-a-bouts and well marked. As a former high school teacher I am sure the students will adjust to this change a lot quicker than any of us would.

I hope these thoughts will help you make the best decision for our city.

Sincerely,
Rita Johnson



Heather Goodwin

From: Cindy Muir [REDACTED]
Sent: Sunday, June 18, 2023 8:32 PM
To: Council
Subject: Hwy 41/Main Intersection

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear Council Members,

I have lived in Morro Bay many years. I first moved near the bay in 1980.
The 4 way stop at 41 and Main is fine how it is. You wait your turn and it is safe.

It's not going to be improved by a traffic light and millions of dollars later, you still wait your turn.

Highway 1 and Main is not a place where a lot of accidents occur. In fact, I live near Hwy 1 and Yerba Buena, and THERE HAVE BEEN SEVERAL ACCIDENTS where there IS a stoplight!

The biggest problem at Hwy 41 and Main is the pedestrians. The pedestrians need some kind of light crossing for safety. Not only for them, but for drivers.

I was at the stop sign going south on Main where I witnessed a high school kid walk off the curb AFTER a car had already began crossing the intersection. The student was in error and the driver had to slam on her brakes in the middle of the intersection. The student acted like he owned the right to walk without regard to traffic.

Until a crossing light for pedestrians is put in place, a crossing guard for students should be there at lunch time and after school. If the students want to behave without respect for traffic, they should be treated as little kids who need to have a crossing guard so they know when to safely cross.

We do not need a roundabout, we do not need a stop light!

DO NOT CHANGE ANYTHING AT HIGHWAY 41 & MAIN, except add a crosswalk safety light for pedestrians.

Thank you,

Cindy Muir
Morro Bay

Heather Goodwin

From: david robinson [REDACTED]
Sent: Tuesday, June 13, 2023 5:48 PM
To: Council
Subject: Atascadero rd

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

I live two blocks from the intersection, I am in favor of leaving the intersection alone.

A roundabout would cost too much and be confusing and dangerous for the children. Nobody likes the roundabout we have so let's not make that mistake again.

Thank you

David Robinson

Sent from my iPhone

Dana Swanson

From: betty winholtz [REDACTED]
Sent: Monday, June 26, 2023 9:35 AM
To: Carla Wixom; Laurel Barton; Jennifer Ford; Zara Landrum; Cyndee Edwards
Cc: Greg Kwolek; Eric Riddiough; Dana Swanson
Subject: regular agenda item c-1

CAUTION: This is an external email. Please take care when clicking links or opening attachments.

Dear City Council:

I could not tell from the Council's questioning at the last meeting whether my or others emails had been read. In particular, the cost comparisons in the 2016 studies between a roundabout and signalization were not questioned. Maybe you were not surprised that ongoing costs are less for the signals than the roundabout. Maybe you weren't surprised that the signals are more environmentally friendly than the roundabout. Maybe your concern isn't cost but safety.

I would like to note a discrepancy from what the staff report states versus what was stated at the last meeting: The staff report states, "direct City staff to begin design phase." Yet it was stated by Caltrans that 30% of the roundabout design is already complete. Besides this being a discrepancy, how is it that the roundabout is 30% designed before the selection process?

If Council selects alternative #2, No Build, can't enhancements begin now and not wait for the Local Road Safety Plan?

I would also note that:

1. What is included in the \$12,000,000 for a roundabout is given, but does not specifically call out mitigation for indigenous sites or landscaping. Are these two expenses not included in the \$12,000,000?
2. There is no description of what the \$4,000,000 pays for in a signalization option. Therefore, how can you compare in order to make a better decision?
3. As much as the No Build option was referred to during the item, no financial data is included in this report to help with comparison or decision making.

Besides the 3 bullet points under the DISCUSSION section in the report, there are other points that came to light:

1. No deaths have occurred at this intersection.
2. There have been only 8 injurious accidents in the last 23 years.
3. It is unknown, if it matters, whether the school will be a closed campus during lunch next Fall.

4. This is now a proposed 1-lane roundabout instead of a proposed 2-lane roundabout. [Is the bike lane also eliminated? I understand the roundabout in Paso Robles is being redone because it is too small.]

As reflected in the community survey, the public understands that a roundabout is for vehicular flow, and having breaks in flow is safer for pedestrians. As such, will you align your vote with the majority of residents?

Sincerely,
Betty Winholtz