



AGENDA NO: B-1

MEETING DATE: October 29, 2024

**AGENDA CORRESPONDENCE
RECEIVED BY THE PLANNING
COMMISSION FOR PUBLIC REVIEW
PRIOR TO THE MEETING**

Angie Buoncristiano

From: Alex Beattie <[REDACTED]>
Sent: Monday, October 28, 2024 3:28 PM
To: Planning Commission
Subject: classic bungalows on Embarcadero

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Greetings,

The classic bungalows at the end of the Embarcadero should stay. We do not need another big hotel. We need more charm!!!

Cheers,
Alex Beattie
25 yr Morro Bay resident

Angie Buoncristiano

From: Jamie <[REDACTED]>
Sent: Tuesday, October 29, 2024 2:27 PM
To: Planning Commission
Subject: CUP24-04

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Dear Commissioners,

The Estero Inn to the north of the proposed project has two parking spots in front their business dedicated as loading and unloading for customers. Though it's not clear to me how unloading and loading will be implemented for the proposed project, shifting the loading and unloading zone from the Estero Inn to the park located between both projects could serve the Estero Inn, the proposed project, and those utilizing the park. Would appreciate the discussion.

Sincerely, Jamie Irons

Sent from my iPhone

Angie Buoncristiano

From: Sean Green <[REDACTED]>
Sent: Tuesday, October 29, 2024 2:46 PM
To: Planning Commission
Subject: 10/29/24 Planning Agenda Item B-1: 431, 451, and 495 Embarcadero

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Planning Commission and staff,

Today's applicant deserves credit, not only for their willingness to invest in Morro Bay, but also for maintaining forward momentum on their project despite limited feedback during their voluntary Concept Review. Typically, such reviews provide thorough, comprehensive, and (sometimes) prescriptive feedback that an applicant can then incorporate into their project in advance of an eventual PC hearing (as one or more waterfront projects have done successfully in recent history), but understandable absences on the board and unusually sparse critique at the Concept Review hearing unfortunately left today's applicants a bit more on their own to address a handful of issues than would be ideal.

Still, the Concept Review process, generally speaking, remains an invaluable tool to promote amicable negotiations between larger project applicants, staff, Planning Commission, and the public prior to public hearing. As such, I once again must ask that the Planning Commission and city staff please revisit the Public Benefits Subcommittee report that outlined proactive solutions for public input on medium and large projects seeking modifications to city standards (such as the excessive height and waived parking proposed by today's applicants). It was the Planning Commission's seemingly unanimous position at a prior meeting that such projects undertake either Concept Review or alternative method of seeking public input proactively prior to public hearing (30-day emailed input period, community forum, etc.), not only to give the public more opportunity to chime in, but also to provide applicants with tangible suggestions as to what kinds of public benefits might offset the public burdens resulting from said modifications to city standards. Thankfully, today's applicant (and a few others) have participated in Concept Review voluntarily, but it would behoove the City to require CR or alternative option on significant projects moving forward.

As for today's Item B-1 at 431, 451, and 495 Embarcadero, I neither support nor oppose this project as presented but do wish to point out some key issues worthy of your consideration:

RFP issuance. Through no fault of the applicant, the RFP on these lease sites was approved and put forth by Council and city management (via the former harbor director) without input from Planning Commission or the Harbor Advisory Board, which is something we must learn from. Unlike other opportunity sites downtown or east of Embarcadero that most would agree could prove beneficial to the city if infilled, very few people seem to be pushing for increased height, reduced viewsheds, and loss of public parking along our public waterfront. Today's project seems to respond adequately to an RFP that, due to lack of input, missed some pretty big marks.

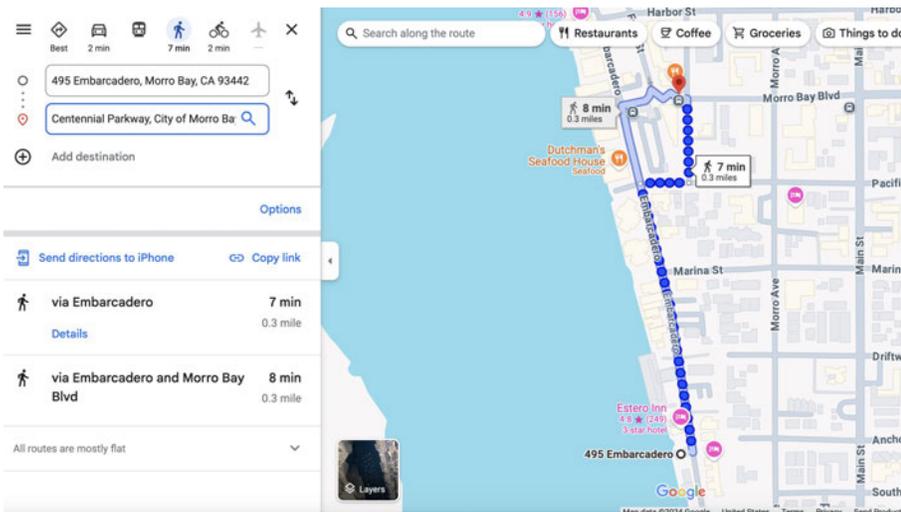
Parking Calculations Table. Perhaps I am not understanding this table correctly, but it appears that 11 parking spaces are required and 0 spaces are provided, is that correct? I see a 3-space reduction due to proximity to transit stop and a 3-space reduction due to proximity to city-owned parking facility, which would seem to leave 5 required spaces remaining, if my math is correct.

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Use	Square Footage	MCMC Section 17.27.040	
		Stall Criteria	Stall Calculation
Commercial	165 square feet of retail	1 per 300 square feet of floor area	0 stalls
Eating and Drinking Establishments	375 square feet of seating area	1 per 100 square feet of seating area plus 1 per 200 square feet of outdoor seating area in excess of 350 square feet	3 stalls
Hotels and Motels	8 rooms	1 for each guest room plus one space for each 10 rooms	8 stalls
- Subtotal of Parking Stalls Required under MBMC Section 17.27.040			11 stalls
		MCMC Section 17.27.050	
		Reduction Criteria	Reduction Calculation
		MBMC Section 17.27.050 allows a 20 percent reduction of required onsite parking spaces if the site is located within one-quarter mile of a transit stop with regular, scheduled service.	This property is located 0.24 miles from transit stop at Centennial Stairway. 11 stalls x 0.20 = 3 stall reduction
		MBMC Section 17.27.050 allows the number of required parking spaces to be waived all or in part where a use is located within 1,200 feet of a City-owned public parking facility.	This property is located 1,100 feet from the parking lot at Tidelands Park = 3 stall reduction
- Subtotal of Parking Stalls Reduction			8 stalls
- Total of Parking Stalls Required			0 stalls

Perhaps this is simply a transcription error and that staff is recommending a full waiver of all 11 required spaces? In any event, the real parking issues surrounding partial or complete waivers to be discussed at today's meeting can be found below:

17.27.050 - Parking w/in 0.25 miles of a transit stop (20% parking reduction). To begin, 20% reduction of 11 required spaces would seem to be 2 waived spaces under normal rounding conditions (2.2); is there standard MBMC governance about rounding the runs counter to what most conservative approaches would suggest? Second, to call Dorn's a "transit stop" is a stretch; City Park may have more of a case due to access to the RTA 12 (SLO) and RTA 15 (San Simeon), but the question for PC and staff is, what are we using as the basis of "transit stop" moving forward that may then trigger forgiveness of required onsite parking spaces all throughout town? Third, if Centennial Parkway's "transit stop" is considered equivalent to all other transit stops along the fixed Morro Bay Transit route (as it appears the staff report suggests), then almost all of Morro Bay could be considered w/in 0.25 miles of a transit stop (MBT route source: <https://www.morrobayca.gov/DocumentCenter/View/15022/MB-Transit-Route-Flyer?bidId=>). In other words, can any commercial project in town apply for consideration to have some or all of its parking requirements waived based on MBT's fixed route map linked above? And lastly, of all the commercial locations in Morro Bay that are within 0.25 miles of a MBT transit stop (and thus potentially eligible for a 20% required parking reduction), today's project at 495/451/431 Embarcadero, according to Google Maps' two shortest walking routes, doesn't appear to be one of them:



17.27.050 - Parking w/in 1200 feet of a city-owned public parking facility (up to 100% parking waiver). Today's project requires 11 onsite parking spaces per staff. Three spaces appear to be waived by staff under the 20% reduction near transit stop clause in 17.27.050, which, if accurate, leaves 8 required parking spaces. The staff report recommends a 100% waiver of all remaining parking space requirements based on proximity to Tidelands Park. The question for staff and PC is, what defines a city-owned public parking facility (in terms of location, size, ground surface, and relative capacity to absorb private parking at the expense of the public)? The answers to this question will almost certainly impact future projects near any collection of public parking spaces both on and off-street, large or small, whether those parking facilities have adequate capacity to absorb all proposed uses or not.

Once again, I thank the applicants for coming forward with a project and for their desire to invest in Morro Bay. My hope is that our Planning Commission takes all aspects into consideration when deciding whether or not the project (or some version of it) adequately balances public costs and benefits on our public waterfront.

Respectfully submitted,

Sean Green
Morro Bay, CA