



AGENDA NO: A-2

MEETING DATE: February 26, 2019

**THE FOLLOWING PUBLIC CORRESPONDENCE
WAS RECEIVED BY THE CITY COUNCIL
FOLLOWING POSTING OF THE AGENDA**

Dana Swanson

From: betty winholtz
Sent: Monday, February 25, 2019 3:33 AM
To: Dana Swanson
Subject: Fw: agenda item a-2

Dana,
For Council Correspondence.
Betty

----- Forwarded Message -----

From: betty winholtz
To: John Headding <jheadding@morrobayca.gov>; Robert Davis <rdavis@morrobayca.gov>; Marlys McPherson <mmcpherson@morrobayca.gov>; Jeffery Heller <jheller@morrobayca.gov>; Dawn Addis <daddis@morrobayca.gov>
Cc: Scott Collins <scollins@morrobayca.gov>
Sent: Monday, February 25, 2019, 3:18:34 AM PST
Subject: agenda item a-2

Dear City Council:

1. This sentence in the Staff Report (page 4, paragraph 1) is a shock after all the advertising the City did saying the WIFIA would finance 1/2 the cost of the WRF project:

"(WIFIA) low-interest loan, that once secured, saves rate payers approximately \$20 million over the life of the program."

That's a much lower dollar number than \$60,175,000, or 49% of the \$126 million, the City advertised and as stated in the Bartle and Wells Associates "Morro Bay WRF Financing Plan and Rates--Revised 7/5/18." (page 10) Even if you look at only the sewer part of the project, \$20 million is less than 1/2 the cost the Public was told the loan would pay, \$42,823,000.

2. Another surprise, because it directly contradicts CA Coastal Commission policy, is this Legislative Policy Statement:

"(3) Should when necessary, facility the ability of ports and harbors to adapt to Sea Level Rise through construction. (4) Does not impose "no future sea wall" or "no extension of the life of the structure" or "no rock slope protection" conditions at ports or harbors." (page 19 of 180)

Does the CCC know that the CMANC is opposing them?

3. Where is a copy of the "leave-behind" white papers? Last year the Public did not get to read them until after you returned to Morro Bay.

Sincerely,
Betty Winholtz



AGENDA NO: A-4

MEETING DATE: February 26, 2019

**THE FOLLOWING PUBLIC CORRESPONDENCE
WAS RECEIVED BY THE CITY COUNCIL
FOLLOWING POSTING OF THE AGENDA**

Dana Swanson

From: Janeen Burlingame
Sent: Monday, February 25, 2019 11:51 AM
To: Dana Swanson
Subject: FW: Transit Stop Improvements

Hi Dana,

FYI - Received the following from Meredith Bates.

Janeen

Janeen Burlingame
Management Analyst
1-805-772-6263

From: Meredith Bates
Sent: Saturday, February 23, 2019 2:45 PM
To: John Heading <jheading@morrobayca.gov>; Janeen Burlingame <jburlingame@morrobayca.gov>
Subject: Transit Stop Improvements

John and Janine,

I'm in full support of Resolution #14-19. The transit stop is so sad and it's used alot. I'm very pleased that it will have better visibility, new benches and better bike racks. Thank you for finding the funding to complete such important improvements that support fewer green house emissions. This is a good step towards combating climate change.

Meredith Bates

--

Meredith

To: Morro Bay Mayor John Heading and the City Council
From: Neil Farrell, President, Morro Bay Public Art Foundation
Re: Item A-4, City Council Feb. 26, 2019 Agenda

Dear Mr. Mayor:

I read with much interest Item A-4, which is asking the Council for authorization to apply for a \$378,000 SB-1 transportation grant in order to make changes to the City's public transit stop in City Park.

Among the options is the demolition of the existing bus stop on Harbor Street in order to build a new bus stop on Morro Bay Boulevard.

Among the justifications for this option, is that buses have to circle the block in order to arrive on Harbor Street.

Apparently, your consultant is ignoring the fact that even if the bus stop is moved to MBB, the buses will still have to circle the block in order to get back onto MBB and reach the highway. That is unless the City expects 60-foot buses to do 3-point turns in the middle of the Boulevard.

I would disagree that there are deficiencies in the bus service using the existing bus stop. In 2009, I rode the buses regularly for an entire year. I never once saw anyone in a wheelchair have difficulty getting onto the buses at City Park.

Our Public Art Foundation, along with the RTA, City of Morro Bay and various private donors spent nearly \$10,000 transforming that bus stop from a drab, graffiti riddled, vandalized mess into a work of art, dubbed "Grandma's Living Room."

We developed the project and we executed it after I'd spent many days waiting for the bus, which is almost always a little late (unless I was running late, then it was early).

As to the lighting, as I told Janeen Burlingame, the bus stop has a pyramid shaped skylight at its apex that gets little to no light because of the enormous eucalyptus tree that overhangs it. That tree is tearing up the sidewalk too and its roots are a trip hazard, as well.

The City could put in new lights at some cost, but it should also either cut that

tree down or trim it up and let the sun shine into the building.

It's my understanding that this bus "shelter" is the last of its kind left in SLO County. With the public art project we conducted there, it is indeed a unique and interesting addition to the city and it would be a loss were it to be destroyed. There are no other bus stops like this one in SLO County.

As to the basketball court, one option being presented would move the court to allow more room for another seating area and more bike racks.

I would suggest instead of destroying the entire concrete court, which the City resurfaced just a year or two ago, and move it to another location just a few feet away, the City should take out half the existing concrete and turn the full court into a half-court configuration.

This would allow the additional seating area and not require demolishing the court to take up more of the lawn area.

There are other considerations, as well. For instance, moving the bus stop to MBB would put bus traffic in direct conflict with one of the busiest streets in town. It would also block the view of this wonderful little park to newcomers who are heading into Downtown on one of the two main entrances to our City.

Also, it would put on display front and center all the people who ride these buses to everyone passing by on the boulevard, including school children waiting for their buses.

In reading this staff report, I can't help but hope that the City doesn't get this grant, as I believe destroying this bus stop would be a detriment to the community.

Some of your options show an area for "public art," which I find rather insulting, considering how much time, money and effort went in to turning the existing bus stop into a functional work of art.

One question that I do have, what does the City plan to do with the \$5,000, 900-pound concrete sofa that was specifically made for this bus stop art project? Can it be salvaged or does the City simply plan to destroy it too?

Our Foundation has been planning to do some work on the bus stop, as it needs

the floor re-painted and some touch-up work needs to be done on the wall paintings after the bus stop was tagged by vandals last year (a crime that I personally corrected by painting over the mess, as the City workers apparently didn't even notice it).

And three prominent local artists created original paintings for the walls of the project. Is the City proposing to simply demolish these as well?

At a time when the council is demanding the Tourism Bureau come up with ways to implement its tourism strategic plan, one tenet of which is to maximize public art projects calling on more of this type of project, this proposal would wipe out the City's unique and artful bus stop.

By unique, I mean the bus stop "building" is the only one remaining in all of SLO County (as per RTA), and is the only one that has been turned into an artwork.

I could go down the list of deficiencies and easily refute each one of these deficiencies:

- The current position and design of the shelter restricts the ability of passengers waiting in the shelter to have advance notice of arriving buses, as well as the ability of drivers to have advance notice if passengers are waiting for the bus. — *Buses are heard long before they are seen. And riders don't line up to board until the bus has stopped and passengers have disembarked. Indeed, one is not even allowed to line up until the passengers have disembarked. Also, City Park is not a "whistle stop," it is a must stop location for ALL RTA buses and MB Transit buses, too, so whether the bus driver can see passengers beforehand is irrelevant because they MUST stop here anyway.*
- Passenger seating capacity is inadequate, both inside and outside. — *Passengers sit on picnic benches in the park or on the grass awaiting the buses and adding more benches won't change this.*
- There is only one location with adequate (8 feet) sidewalk width to load/unload wheelchairs. — *In the more than a year I rode these buses regularly, I never once saw anyone in a wheelchair have any trouble boarding the bus. Buses have ADA ramps that extend outside the bus doors for wheelchair access, so the width of a sidewalk is pretty irrelevant. Indeed, there are numerous stops (especially in Los Osos) where there is no sidewalk at all.*

- There is no opportunity for real time traveler information displays. — *I'm not sure what this means, however, I do know with certainty that riding the bus teaches you patience, because you aren't going anywhere until the bus arrives, so knowing where your bus is at any given moment is pretty useless information. Also, buses run on a predetermined route and time schedule.*

- Lighting can be enhanced. — *Cut the tree down or at least trim it to allow the pyramid shaped skylight to work. The City might clean it once in a while as well.*

- Located on a low-volume street with trees blocking the view from busy Morro Bay Boulevard, the existing site does not provide good visibility of the transit services to non-transit riders so as to alert the non-transit riders to the available service. — *The low volume street is Harbor Street, one of the four main east-west thoroughfares in town that leads all the way down to the waterfront. School children using the bus stop would undoubtedly appreciate that Harbor Street is a low volume street (this is a dubious claim at best, Harbor Street is certainly NOT "Quiet Little Cul-de-sac Avenue"). Also, would non-transit riders care if there is a bus stop or not, since by definition they don't ride public transportation? And when buses cue up, they're pretty hard not to see.*

- The current location requires bus routes to circle the block to serve the stop. — *As I already said, no matter where the bus stop is placed, buses will still need to circle the block, because they have to head east on MBB in order to access the highway. So moving the bus stop does nothing to cure this.*

- Existing site could be enhanced with installation of new benches, bike racks, and bike tool station. — *More bike racks might be a good thing but within the park there is already sufficient seating. The park is mainly used by bus riders (and the homeless), and more bike racks won't alleviate anything, since no more than six bike riders can ride a bus at any given time (RTA buses have two, 3-bike racks on them).*

The City could simply replace the existing bike rack, which only holds three bikes, with something that holds more bikes. But in reality, bus riders with bikes are typically there for just a few minutes before they board the bus (I took my bike with me whenever I rode the bus into SLO or Los Osos), so more bike racks is really not necessary.

When riding the bus, timing is everything and ideally, one arrives at the bus stop at the same time as their bus.

In closing, I cannot help thinking that whomever wrote your study, did not spend much time riding the bus, or observing the behavior of riders, who normally do not congregate at the bus stop until the bus arrives.

If you must destroy this bus stop, then I would ask that any new bus stop that is built be done so in an artful manner (Google "artsy bus stops" and you'll see what I mean).

If the bus stop is moved to MBB it will be on one of the main streets leading into town and will be highly visible to anyone driving up or down MBB, so its appearance is vital to the first impressions visitors get of our community. Is a generic bureaucratic bus stop what we really want them to see first thing?

I can't help but see this whole matter as an answer looking for a problem and I for one, hope the City doesn't get this grant.

Thanks,

Neil Farrell
President
Morro Bay Public Art Foundation

This Page Intentionally Left Blank



AGENDA NO: C-1

MEETING DATE: February 26, 2019

**THE FOLLOWING PUBLIC CORRESPONDENCE
WAS RECEIVED BY THE CITY COUNCIL
FOLLOWING POSTING OF THE AGENDA**

Dana Swanson

From: betty winholtz <
Sent: Monday, February 25, 2019 3:33 AM
To: John Heading; Robert Davis; Marlys McPherson; Jeffrey Heller; Dawn Addis
Cc: Scott Collins; Dana Swanson
Subject: agenda item c-1

Dear City Council:

If the status report that the WRF Program Manager is proposing for each month is anything like the attachment at the end of this staff report, it is over the top. By that I mean a waste of resources: time, paper, copying. I believe the information can be conveyed as it was for this report.

Sincerely,
Betty Winholtz



AGENDA NO: C-2

MEETING DATE: February 26, 2019

**THE FOLLOWING PUBLIC CORRESPONDENCE
WAS RECEIVED BY THE CITY COUNCIL
FOLLOWING POSTING OF THE AGENDA**

Dana Swanson

From: Jennifer Little
Sent: Friday, February 22, 2019 8:39 AM
To: Janice Peters; Council
Cc: Scott Collins; Anita Schwaber; Chris Blich; Iain MacAdam; John Geever; Kelli Poward; Rhonda Crowfoot; Sarah Smith; Tim Linzey
Subject: Re: Item C-2

Janice

Thank you for your support! I'm looking forward to seeing how we can work together to help your productions grow.

I will be traveling next week attending GoWest Travel/tour operator sales mission in Boise, so I will not be at council. I am available by email and by phone if anyone has any questions for me.

Sincerely,
Jennifer Little

On Feb 22, 2019, at 8:07 AM, Janice Peters

wrote:

Hello, All,

I was glad to be included in the Tourism Strategy discussions, not only as a former mayor, but primarily as representative of By the Sea Productions, Morro Bay's live theater company.

I will try to be at your meeting Tuesday, but in case a rehearsal interferes, here are some brief comments on the report and action plan:

Under liabilities, I am glad to see the inclusion of lack of meeting space, as meeting space for groups of 4-500 and up would attract conference groups year round.

I also had a thought during our discussion group's attention to connecting the Embarcadero to downtown to use the Centennial Stairway as an active art display, painting the stairs as a rainbow (Walk Over the Rainbow in Morro Bay!) and illuminating them with solar powered rope lights under the handrails.

Regarding promotion of arts & culture, we have some terrific photos from our theater productions available to use in print and on the website.

We also have performers (and costumes) available to stage scenes for promotion purposes.

Overall, I think this report and strategy are an excellent start to moving Morro Bay to the top of this area's tourist destinations.

Janice Peters



Virus-free. www.avg.com



AGENDA NO: C-4

MEETING DATE: February 26, 2019

**THE FOLLOWING PUBLIC CORRESPONDENCE
WAS RECEIVED BY THE CITY COUNCIL
FOLLOWING POSTING OF THE AGENDA**

1052 Main Street, Suite A, Morro Bay, CA 93442
www.SLOConflictManagement.com

Client 00091

February 26, 2019

By: email

John Headding, Mayor jheadding@morrobayca.gov
Dawn Addis, Council Member daddis@morrobayca.gov
Robert Davis, Council Member rdavis@morrobayca.gov
Jeff Heller, Council Member jheller@morrobayca.gov
Marlys McPherson, Council Member mmcpherson@morrobayca.gov

Re: Item C-4, City Council Agenda for February 26, 2019

Dear Mr. Mayor and Council Members:

This correspondence addresses Item C-4 on the agenda for the February 26, 2019 council meeting. I represent Bill Martony and Bernadette Pekarek, who own the land adjacent to the three water leases, 34W, 35W and 36W, which are before you for approval of Issuance of Request for Proposals for Redevelopment of the lease sites.

We have reviewed the Staff Report and proposed Request for Proposal ("RFP") and wanted to bring several items to your attention that are not addressed in the Staff Report or the proposed RFP. As the upland landowner to these sites, my clients are concerned that bidders will not have all of the necessary information to decide if they want to bid unless certain information is added or corrected. Moreover, there are considerations the Council may want to address that are not included in the Staff Report and therefore not before you.

STAFF REPORT

1. Background

The Background section states that the 34W lease includes "a small portion of the revetment and seawall." As verified by the survey of the lease, prepared by Reese Water & Land Surveying Services, dated April, 2015 (copy attached as **Exhibit "1"**), and the survey markers placed by the surveyor, the entire seawall and revetment are on the upland parcel, and not part of the lease, with the exception of approximately six inches of entirely decorative concrete "wave" which juts over and into the water lease.

Both parking and access for 34W needs to be better described for the council in the Staff Report and for potential bidders in the RFP. The five parking spaces across the street at 206 Main Street are exclusive to the use of **225 Main Street**, not just the boat slips. The upland property also has use of those same 5 spaces for tenants and guests. *There is NO legal public access across the upland property to the boat slips.* There is only private access to the boat slips pursuant to an easement, the terms and limitations of which are disputed in any case.

The "Background" section also does not describe the current condition of the improvements, including the pilings, which were required by the previous lease extension to be repaired or replaced, but were not, leaving them in rotted or rotting condition. Neither the original lease, nor the extension, nor the 2015 survey, nor photographs, nor current drawings (the map provided was prepared in 1977 and is not an accurate depiction of the site) are provided to allow the council to consider the current conditions of the site when determining the adequacy of the RFP.

The information concerning 35W-36W states that the fish buying and tie up activities ceased approximately ten years ago, is incorrect. Neither the upland property nor the lease site have been used for those purposes since before my clients purchased the property in 2000, over 18 years ago. That is significant, because in the intervening years, the uses in the area of the old cannery property have been increasingly residential and recreational.

While it is correct that the 34W lease "just expired in December of 2018," the lease was on a ten year extension of the original lease, which original lease stated that it was not to be renewed, but was. When the upland property owner objected to another renewal in August of 2017, council was reminded that the lease was to expire in 2018 and the upland landowner requested that an RFP be issued sufficiently in advance of the expiration date (then 18 months away) to allow for consideration prior to the expiration. That did not occur so the council must now allow the month to month extension of the lease that the upland owner objected to in 2017 in order not to interrupt service to the boat slip renters.

Finally, and significantly, neither the Staff Report nor the RFP makes any mention of the Mixed Use Area B Overlay that restricts the harbor uses west of Main Street between Acacia and Barlow Streets to "recreational boating and fishing rather than Commercial Fishing."

2. Discussion

Attachment 1 (RFP) is inadequate to advise either the council or the prospective bidder of the true current conditions, as set forth below. With respect to the "particular emphasis," the upland property owner has the following observations:

C. Proposer Information (page 14 of RFP). It is suggested that whatever criteria the council adopts for Financial and Business Data from those responding to the RFP, that it be limited to that information as is necessary to determine the party's ability to finance the improvements being offered. So, for example, if \$100,000 in improvements are offered, the party should not need to provide anything more than required to determine that they have the assets and/or available cash up to that amount. Full financials, including balance sheets and lists of all assets should not be required as presently included in the RFP.

D. Tentative Proposal Schedule (page 17 of RFP). It is suggested that the council shorten the time for submitting proposals. The maximum suggested is 6 months. This lease is already two months beyond its expiration. Rather than the requested minimum of 90 and maximum of 180 days, it is suggested that the council consider a minimum of 60 days and a maximum of 90 days.

REQUEST FOR PROPOSALS

1. Title Page

The title page refers to 225 and 235 Main Street. The proposal is for lease sites that include 245 Main Street as well. All three properties are owned by my clients.

2. Letter to Prospective Proposers

Paragraph 1 also needs to include 245 Main Street.

Paragraph 2 refers to "a long term ground lease." These are water only leases.

Paragraph 3 states: "If you cannot agree to the requirements exactly as set forth in the RFP, then please do not submit a proposal." Though it is understood that inadequate proposals will not be successful, the statement unnecessarily limits proposals that may have unique features not contemplated that could be of interest to the City. Negotiation of details is expected and the statement may have an unintended chilling effect.

3. Objectives (p. 4)

The Objectives and Key Objectives refer to providing "access to the bay" and "continued" access. As later information in the RFP correctly notes, there is currently no public access to any of these sites. There is private access via an easement that, if enforceable, is limited to use by slip holders on 34W. It cannot be used to access 35W or 36W, so this objective may not be appropriate for this RFP.

The Key Objectives also include "Provide 10 foot wide lateral public access...if feasible." Any such public walkway must be over water as the adjoining land is privately owned. Proposers should be advised of that.

The final Key Objective states "Proposals that are consistent with and best implement the land and water uses." Again, it is noted that there are no available land uses for these sites.

4. Section I: Site Histories

The upland property owner notes that nowhere in the documents are the littoral rights of the upland property owner considered. No use proposed can interfere with the upland property owner's access to the water. That will need to be included in any lease and should also appear in the RFP.

5. Section II: Site Data

The introductory paragraph refers to "adjacent revetment and seawall area." As noted above, the revetment and seawall are on the upland real property. Proposers should be made aware of that fact.

As noted above, the maps attached as Attachment 3 are dated, and therefore misleading. The first one, for 34W, dated 6-24-77 was created in furtherance of the then-property owner, Gladys Walton's, request for a building permit. As such, it depicts real property improvements that are not part of the lease site. There is no way for a Proposer looking at the Attachment to know that the "2 Story Boat Shack and Observ. Lounge" is not part of the lease. In addition, the "Wharf" depicted on the diagram was never built so suggests there is a wharf on the water side perpendicular to the Gangway to the floating dock, and there is not. Aerial photographs would better show the improvements on 34W.

The second map, of 35W and 36W is dated November of 1974. As there is now a Record of Survey dated April of 2015, it is suggested that is a more accurate depiction of the leases (see, **Exhibit 1**).

A. Current Uses

This section refers to access "through the adjacent private properties by way of legal covenants recorded on those properties, and restroom facilities for the marina at 225 Main provided for in the same legal covenant. Vehicle parking is provided for the Site across Main Street at 206 Main by way of a legally-recorded parking covenant." Putting aside the issues surrounding enforceability of that easement (which a former City Attorney referred to as "squirrely"), Proposers should understand limitations of the easement:

- That the access across private property to the boat slips is for the exclusive use of renters of the boat slips: it does not allow for public access, nor does it allow uses outside the scope of that boat slip access or across it to reach other leases;
- That the covenant referred to provides for the parking “exclusive to 225 Main,” including tenants and invitees of 225 Main. The parking is on a “first come, first served” basis so there may not always be parking available for boat slip users.

B. Topography/Soil Conditions

Site 34W is a water-only lease, with access via private covenants. It is not correct to say it is “primarily” water-only. While “investigation of land, soil, seawall, revetment” conditions may be the “responsibility of the Proposer,” those Proposers should understand that the land, soil, seawall and revetment are on private property and will require permission of the land owner to access.

E. Zoning

The RFP says that the Sites are zoned Harbor (H). It goes on to describe “allowable uses” however makes no mention of “Mixed Use Area B”, which, according to the LCP (Chapter 2, page 24) states: “Mixed Harbor use shall be for recreational boating and fishing rather than commercial fishing.” Due to the mostly residential character of the area, it goes on to provide that “[F]or the area of the City west of Main Street between Acacia and Barlow (i.e.: those parcels west of Main Street Between APN 66-251-01 and 07, inclusively), the following policies shall apply...”. The policies then go on to address a host of issues regarding noise, glare, odor, traffic, parking, discharges into the bay, etc. Because of that, the description of zoning in the RFP does not provide a clear picture of the available uses to Proposers.

F. Parking

As set forth above, the description of the parking for 34W is inaccurate. The property owners of 206 and 225 Main have different views concerning who may use those spaces, however, at a minimum, Proposers should be told that the five parking spaces are shared on a first come, first served basis with the tenants and invitees of 225 Main Street. It was originally understood that 10 parking spaces would be required for both uses, however when the lease and the ownership of the land were by the same party, the city allowed the parking to be reduced from 11 spaces at 206 to the current 5. When the ownership and leasehold were split, the shared five spaces remained, creating inevitable conflict over the parking.

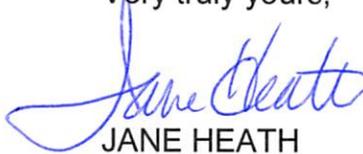
6. Section IV: Selection Process

D. Exclusive Lease Negotiation

The final paragraph refers to “long-term ground lease arrangements. These are water-only leases.

Thank you for your consideration of the upland property owners’ concerns. It is respectfully requested that the council send the Staff Report and RFP back for further consideration and inclusion of additional information concerning the lease sites. If the council elects to do so, it is requested that a firm deadline be provided to staff due to the long delay in issuing this RFP for this expired lease.

Very truly yours,



JANE HEATH

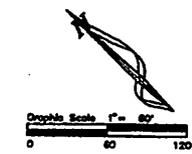
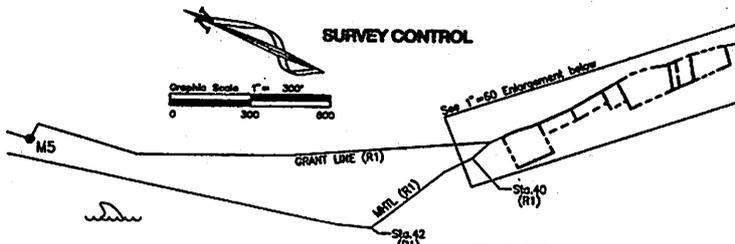
JEH:brs

cc: Eric Endersby eendersby@morrobay.ca.gov

EXHIBIT 1

PR 27-25

1508-r-pro
FB 118



SET MONUMENT COORDINATE LIST

Mon.	N Rec	E Rec	Description
S29	657215.00	1151577.00	OHWM-Sta.29
S30	657353.00	1151488.00	OHWM-Sta.30
S31	657445.00	1151397.00	OHWM-Sta.31
S32	657500.00	1151328.00	OHWM-Sta.32
S33	657552.00	1151278.00	OHWM-Sta.33
S34	657600.00	1151224.00	OHWM-Sta.34
S35	657638.00	1151174.00	OHWM-Sta.35
S36	657700.00	1150963.00	OHWM-Sta.36
S37	657848.00	1150968.00	OHWM-Sta.37
S38	657898.00	1150920.00	OHWM-Sta.38
S39	657980.00	1150744.00	OHWM-MTL-Sta.39
S40	657993.00	1150682.00	MTL-Sta.40

SURVEY CONTROL NOTES

- This survey is based on the NAD27 datum, California Zone 5 state plane coordinates, as shown on 11042 (R1). Mon. (OHWM) and the Mean High Tide Line (MHTL) as of 1957.
- 11042 shows a determination by the State Lands Commission (SLC) of the location of the Ordinary High Water Mark (OHWM) and the Mean High Tide Line (MHTL) as of 1957.
- This survey makes no determination of present water boundary location, natural or artificial, along lands adjacent to the Lease Sites as shown. The OHWM and MHTL are retraced as a reference line for the Lease Sites.
- Angle points in the OHWM and MHTL within the limits of this survey were not originally marked by physical monuments, but are shown on 11042 as NAD27 state plane coordinates to the nearest foot.
- The positions for found monuments M2 through M5 and for set monuments S29 through S40 were established using RTK GNSS methods, deemed suitable for retracement of and reestablishing positions of SLC stations on the NAD27 datum.
- This survey recovered and used M1 "WHITE RESET" as the base station for RTK GNSS measurements.
- The FOUND MONUMENT COORDINATE LIST shows a comparison between recent and field measured positions of monuments M2 through M5 in order to demonstrate adequate recovery of both the monuments and the NAD27 datum for this survey.

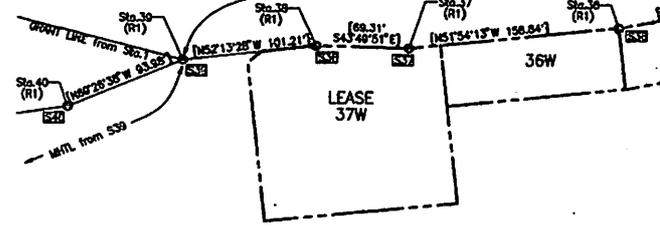
FOUND MONUMENTS

- M1 - found USCGS brass disk "WHITE RESET 1967" in rock structure atop White's Point, NGS PD-FV0403. While this monument is not shown on R1, its grid coordinates are derived from conversion of superseded NAD27 latitude & longitude on NGS data sheet to provide datum control consistent with R1.
- M2 - found 1" P (R1), Mon.43 (R2) - decayed concrete cylinder remnants, of steel level, fair condition, center well-defined.
- M3 - found Mon.45 (R2) - remains of concrete, very decayed, 0.3 below sand, bad condition, center poorly defined.
- M4 - found 1" P (R1) - Boucher & Porter brass disk stamped RE 0125, ground to rock - very good condition, center mark clear.
- M5 - found 1" P & cap - Sylvester RCE 29743 (R3), noted on Fig. 3/ rod per 4 RS 10, 4 LS 10 sets a 3/4" rod. (R1) shows a 3/4" iron rod of PL-A.

M1 WHITE RESET

FOUND MONUMENT COORDINATE LIST

Mon. N Rec	E Rec	N Meas	E Meas	ΔN	ΔE	
M1	656172.11	1152309.47	654172.11	1152309.47	0.00'	0.00'
M2	655137.69	1152418.19	653137.69	1152418.20	+0.00'	+0.01'
M3	655353.69	1152310.30	653354.50	1152310.73	+0.51'	+0.43'
M4	655758.37	1151898.63	653758.33	1151898.66	-0.04'	+0.03'
M5	65518.90	1150007.04	65518.98	1150007.09	+0.08'	+0.05'



LEASE SITE NOTES

- Dimensions for OHWM & MHTL shown thus: [bearing dist] are derived from traverses between coordinates shown on 11042 (R1).
- Dimensions for Lease Sites 30W through 37W, including 36W shown thus: [bearing dist] are derived from information on the 1974 OFFICIAL LEASE SITES MAP (Lease Maps) by Goring, Taylor & Assoc., on file in the office of the City Engineer of Morro Bay.
- Dimensions shown thus: [bearing dist] are derived from information in the Lease Agreement for Lease site 36W on file in the office of the City Engineer of Morro Bay.
- The Lease Sites are constructed along the OHWM, MHTL and GRANT LINE from 1 M42 (R1) per Lease Maps.
- No monuments were set by this survey at Lease Site corners along OHWM.

SET MONUMENTS

- S29 - Set 2" galv. iron pipe w/1-1/2" SS washer & Moghul; "STA 29 LS6200"
- S30 - Set 2" galv. iron pipe w/1-1/2" SS washer & Moghul; "STA 30 LS6200"
- S31 - Set 2" galv. iron pipe w/1-1/2" SS washer & Moghul; "STA 31 LS6200"
- S32 - Nothing set at station point line under building.
- S33 - Set 1-1/2" SS washer and Moghul in wood deck at 8' offset "STA32 RM1 LS6200" and "STA32 RM2 LS6200"
- S34 - Set 1-1/2" SS washer and Moghul in wood deck "STA33 LS6200"
- S35 - Set 1-1/2" SS washer and Moghul in conc.deck at 3' offset "RM33.1 LS6200" and "RM33.2 LS6200"
- S36 - Set 1-1/2" SS washer and Moghul in wood deck "STA34 LS6200"
- S37 - Set 1-1/2" SS washer and Moghul in conc.deck at 2' offset "RM34.1 LS6200" and "RM34.2 LS6200"
- S38 - Set 1-1/2" SS washer and Moghul in iron anchor loop of crane point on conc.bulkhead "STA35 LS6200"
- S39 - Set 1-1/2" SS washer and Moghul in conc.bulkhead "STA36 LS6200"
- S40 - Set 1-1/2" SS washer and Moghul in conc.bulkhead "STA39 LS6200"
- S40 - Set 1-1/2" SS washer and Moghul in conc.bulkhead "STA40 LS6200"

SS = Stainless Steel " " = stamping

- REFERENCES**
- R1 - 1 Miscellaneous Maps 2 (State Lands Commission, 1957)
 - R2 - 17 LS 41 (Conf. Ports & Rec. 1970)
 - R3 - 49 LS 29 (Sylvester, 1984)

LEGEND

- Lease Site Lines
- Other Reference Lines
- n.l.s. not to scale
- calc. calculated
- ▲ measured
- found monuments as noted
- set monuments as noted

PURPOSE OF SURVEY
The purpose of this survey is to establish the locations of Lease Sites 30W to 37 in the City of Morro Bay, relative to OHWM per 1 M42.

BASE OF BEARINGS
The basis of bearings for this survey is the NAD27 California Coordinate System Zone 5 grid. The mapping angle at Sta.30 is +1°37'20". Distances shown are grid. To obtain ground distances, multiply distances by 1.00002180.

SURVEYOR'S CERTIFICATE
This map correctly represents a survey made by me in accordance with the requirements of the Professional Land Surveyors Act, of the request of the City of Morro Bay Harbor Dept. in April, 2015.

Robert J. Rosen
Robert J. Rosen, LS 6326
license exp. 03.31.2018



COUNTY RECORDER'S CERTIFICATE
This map has been examined in accordance with section 8706 of the Professional Land Surveyors Act on the 21st day of July, 2015.

Doug Mon
Doug Mon, LS 6548
license exp. 12.31.2016



COUNTY RECORDER'S CERTIFICATE
Filed this 10th day of July, 2015,
at San Luis Obispo, in BOOK 110 of LICENSED SURVEYS
at PAGE 98-99 at the request of Robert J. Rosen.
Document No. 2015-03116D
Fee \$10.00

Tommy Gons
Tommy Gons
County Recorder
Deputy

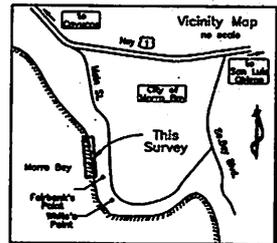
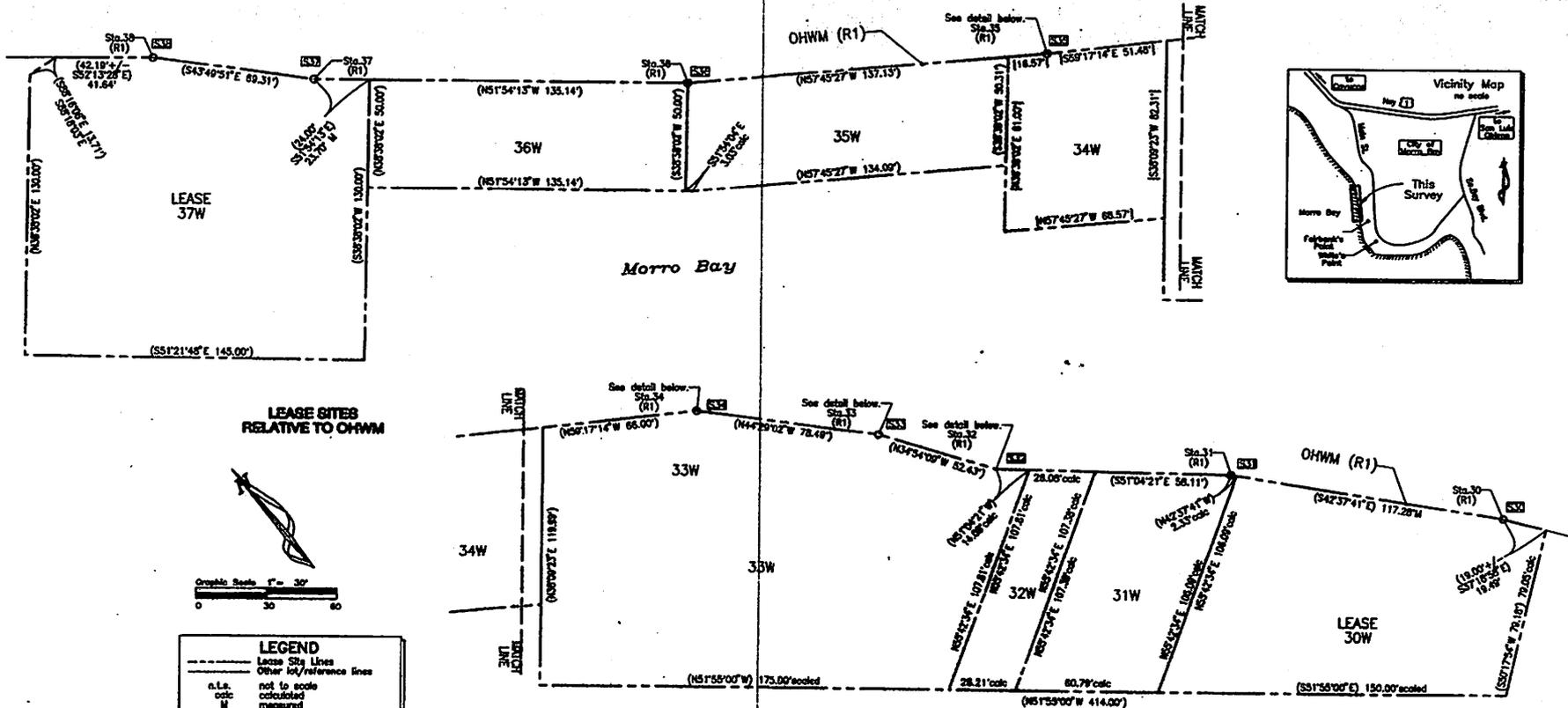


Record of Survey
Lease Sites 30W to 37W
in the
City of Morro Bay
County of San Luis Obispo
California

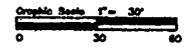
April, 2015

REESE Water & Land SURVEYING SERVICES
1970 Paradise Drive
San Luis Obispo, CA 93402
805.543.5375

1509-rs.pro
PB 118

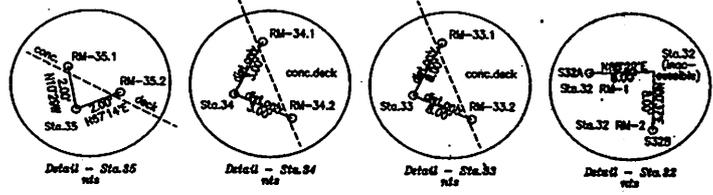


**LEASE SITES
RELATIVE TO OHWM**



LEGEND

- Lease Site Lines
- - - - Other lot/reference lines
- n.l. not to scale
- o.c. calculated
- M measured
- ▲ found monuments as noted
- set monuments as noted



LEASE SITE NOTES

1. Dimensions for OHWM & MTL shown thus: (bearing dist) are derived from Inverse between coordinates shown on 1982 (R1).
2. Dimensions for Lease Sites 30W through 37W, including 34W, shown thus: (bearing dist) are derived from information on the 1974 "OFFICIAL LEASE SITES MAP" (Lease Maps) by Coring, Taylor & Assoc., on file in the office of the City Engineer of Morro Bay.
3. Dimensions shown thus: | bearing dist | are derived from information in the Lease Agreement for Lease site 34W on file in the office of the City Engineer of Morro Bay.
4. The Lease Sites are retraced along the OHWM, MTL, and CHMT LINE from 1 1982 (R1) per Lease Maps.
5. No monuments were set by this survey at Lease Site corners along OHWM.

Record of Survey
Lease Sites 30W to 37W
in the
City of Morro Bay
County of San Luis Obispo
California

April, 2015

**REESE
Water
& Land
SURVEYING SERVICES**
1970 Partridge Drive
San Luis Obispo, CA 93405
805-543-5375

L.S. 110