



Plan MORRO BAY



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CALIFORNIA OCEAN PROTECTION COUNCIL

CALIFORNIA COASTAL COMMISSION

Plan MORRO BAY

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ACKNOWLEDGEMENTS

PROJECT TEAM

Scot Graham, Community Development Director
Cindy Jacinth, Senior Planner
Nancy Hubbard, Contract Planner
Mike Brannagan, GIS
Abbigail Miramontes, Planning Intern

MICHAEL BAKER INTERNATIONAL

Jeff Henderson
Loreli Cappel
Chris Read
Cristelle Blackford

PLACEWORKS

Amy Sinsheimer
Brian Judd
Tammy Seale
Lindsey Klein
Eli Krispi

RINCON CONSULTANTS

Chris Bersbach
Rich Daulton
Meg Perry

MOFFATT & NICHOL

Aaron Holloway
Brian Leslie

CENTRAL COAST TRANSPORTATION CONSULTING

Joe Fernandez

MILLER PLANNING ASSOCIATES

Martha Miller

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Robert “Red” Davis
Marlys McPherson
Dawn Addis
Jeff Heller
Jamie Irons, former Mayor
Christine Johnson, former Councilmember
Matt Makowetski, former Councilmember
Noah Smukler, former Councilmember

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Katherine Sorenson, former Commissioner

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Melani Smith
Jeffrey Heller
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Robert “Red” Davis, former Committee member

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Dana McClish
Gene Doughty
Jeremiah O’Brien
Mark Blackford
Lynn Meissen
Cherise Hansson

COASTAL COMMISSION CENTRAL COAST DISTRICT OFFICE

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INTRODUCTION

PURPOSE OF PLAN MORRO BAY



Plan Morro Bay is the City of Morro Bay's General Plan and Local Coastal Program (LCP) Land Use Plan (LUP). It presents a community vision for Morro Bay through 2040. This document represents the culmination of a multiyear community-wide effort to reflect and define what Morro Bay wants to be as a community. The community seeks to retain its reputation as a unique, eclectic community on the beautiful Central Coast of California while simultaneously enhancing the resiliency of the region and making strides to preserve and protect natural resources.

Plan Morro Bay is organized around a framework for resiliency. Each element of this plan addresses different aspects of the community and identifies measurable actions to guide residents, decision-makers, businesses, and City staff toward achieving the vision. Goals established within *Plan Morro Bay* will help the community enhance and maintain its identity as a seaside community that values its charming, artistic town character, working waterfront, and healthy environment and lifestyle, while guiding the City toward a more sustainable future. *Plan Morro Bay* establishes overarching City policies and priorities that describe how the community intends to use and manage its physical, social, and economic resources.

Plan Morro Bay has been developed through an extensive public outreach and involvement process and following careful analysis by an advisory committee, commissions, City staff, elected officials, and the community. This is Morro Bay's plan for the future. The community takes great pride in this document and is committed to achieving the vision it describes.

GENERAL PLAN/LOCAL COASTAL PROGRAM

The California Governor's Office of Planning and Research recognizes the relationship between General Plans and Local Coastal Programs (LCP) for coastal cities and recommends that both requirements be addressed by integrating the General Plan and the LCP. Because only a small portion of the city is located outside of the coastal zone (13.5 acres), the City has chosen to integrate the two plans. In addition, an integrated plan allows the community to apply the vision and requirements for both documents in a comprehensive manner, facilitating a unified and efficient approach to complying with both California general plan law and the California Coastal Act. Required Coastal Act topics are addressed in the various elements of *Plan Morro Bay*, as depicted in Table 1.1.

Table 1-1:
Topics of Importance in the Coastal Act

Plan Morro Bay Element	Public Access	Recreation and Visitor Serving Facilities	Water Quality Protec-tion	ESHA & Other Natural Resources	Agricultural Resources	**New Dev't** & Cultural Resources	Scenic & Visual Resources	Coastal Hazards	Shoreline Erosion & Protective Devices	Energy & Industrial Dev**'t.**
Blueprint										
Land Use	X	X			X	X				X
Community Design						X				
Economic Development										
Circulation	X									
Noise										
Housing										
Greenprint										
Conservation			X	X		X	X			X
Open Space		X								
Public Safety								X	X	
Environmental Justice										

X = Element that primarily addresses requirements

Note: The management of timberlands does not occur in Morro Bay and therefore is not included in the table above.

STATUTORY REQUIREMENTS

General Plan

Since 1937, California law has required that all cities and counties develop a general plan. *Plan Morro Bay* has been prepared in accordance with the requirements and intent set forth in California Government Code Section 65300. Specifically, this document:

- Is a comprehensive, long-term plan for the physical development of the city
- Covers all territory within the city boundaries and lands outside the boundaries where the City's judgment bears relation
- Is integrated and internally consistent and presents a compatible statement of policies
- Accommodates local conditions, while meeting state requirements
- Will be adopted in a format deemed appropriate by the legislative body, including combining elements
- Includes diagrams and text setting forth objectives, principles, and plan standards
- Addresses each of the required elements to the extent that the subject exists in the planning area
- Addresses other subjects which relate to the physical development of the city

The General Plan should additionally be prepared and amended in compliance with the following procedural requirements:

- May be modified or amended up to four times per year
- Must be reviewed by the Planning Commission and the City Council at public hearings, prior to legislative action to adopt or amend this plan
- Must be evaluated pursuant to the California Environmental Quality Act

Specific requirements for each topic are identified in individual elements.

Local Coastal Program

In 1976, the California Coastal Act (Coastal Act) was enacted following a vote of the people in 1972 to establish a California Coastal Commission. The Coastal Act protects coastal resources, including requiring maximimum public recreational access to and along the coastline. Local governments with jurisdiction in the coastal zone are required to prepare and implement a Local Coastal Program (LCP) to carry out the mandates of the Coastal Act. The Coastal Act is codified in the California Public Resources Code, starting at Section 30000. Section 30001.5 of the Public Resources Code establishes the main goals of the Coastal Act as follows:

- Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources.
- Assure orderly, balanced utilization and conservation of coastal zone resources, taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreation opportunities in the coastal zone, consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
- Ensure priority for coastal-dependent development and coastal-related development over other development on the coast.
- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The City of Morro Bay LCP consists of the City's LUP, which consists of Plan Morro Bay, associated maps, the Waterfront Master Plan, and the City's Local Implementation Plan (LIP), which consists of portions of the Zoning Code and zoning maps. As a package, these documents implement the Coastal Act at the local level in Morro Bay. The adopted and certified LCP forms the legal standard of review for issuance of Coastal Development Permits (CDP) within the City's coastal zone and is legally binding on the City. In the case of any conflict between the requirements of the LCP and any other state or local law, the requirements of the LCP and the Coastal Act shall take precedence. The LCP may be amended to stay up to date with State laws and to continue to reflect the vision of the community.

Per the Coastal Act, the LCP should be reviewed for updates at least every five years. Potential LCP amendments must be reviewed and "certified" by the Coastal Commission in order to become effective. Currently, up to three LCP amendments are allowed per year (Public Resources Code Section 30514(b)).

Plan Morro Bay has been prepared in accordance with the requirements and intent set forth in the Coastal Act for LCPs. Specifically, this document:

- Addresses all major policy topics of the Coastal Act;
- Incorporates analysis needed to support coastal policies; and
- Incorporates local context in conjunction with the legal requirements of the Coastal Act.

LCP policies and standards also address the requirements of Public Resources Code Section 30200 related to the standard for review of CDPs.

The LCP is subject to procedural requirements for certification and amendments as follows:

- The LCP adopted by the City Council must be certified by the Coastal Commission as consistent with the Coastal Act. Until an LCP (or amendments to it) has been certified, the local government cannot utilize the LCP (including as amended) as the standard of review for the issuance of CDPs. The existing certified LCP will be used as the standard of review for CDPs until such time that the updated LCP is certified by the Coastal Commission. At that time, the updated LCP will replace the 1984 LCP.
- The Coastal Commission will retain jurisdiction for appeals of CDPs for developments in certain geographic areas, including CDPs approved by the City between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance; approvals within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff; and any City CDP decision, approval or denial, of a major public works project or a major energy facility, as defined by the Coastal Act.
- The Coastal Commission will retain CDP-issuing authority over development within tidelands and submerged lands, whether filled or unfilled, except for tidelands on the west side of the Embarcadero should such permitting authority be transferred to the City.
- Amendments to the certified LCP must be submitted to the Coastal Commission for review and certification.

Specific requirements for each Coastal Act topic are identified within each element.

LCP Land Use Plan

The Coastal Act defines the Land Use Plan (LUP) as "...the relevant portions of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and, where necessary, a listing of implementing actions." (Public Resources Code Section 30108.5)

The LUP provides policy direction for property owners, decision-makers, and the public regarding coastal land uses and development. It includes a land use map that shows the uses that are appropriate throughout the planning area. Maps of sensitive biological resources and maps of other coastal resources such as coastal public accessways and scenic resources may also be included.

The **Coastal Land Use Plan** is integrated into *Plan Morro Bay* throughout many of the elements. The icon to the right indicates where topics required to be addressed by the Coastal Act are located throughout the *Plan Morro Bay* elements.



The following elements have portions that are part of the LUP:

- Land Use
- Community Design
- Circulation
- Conservation
- Open Space
- Public Safety
- Implementation

The following elements are not part of the LUP but are part of the General Plan:

- Economic Development
- Noise
- Environmental Justice

Zoning Code/Local Implementation Plan

The Coastal Act defines the Local Implementation Plan (LIP) as "…the ordinances, regulations, or programs which implement either the provisions of the certified local coastal program or the policies of this division and which are submitted pursuant to [Public Resources Code Section] 30502 [Designation of sensitive coastal resource areas]." (Public Resources Code Section 30108.4)

The LIP is integrated into the City of Morro Bay Zoning Code. The entire Zoning Code is included in the Local Coastal Program. Specifically, the coastal requirements include allowed uses, development standards, and coastal resource protection standards that implement LUP policies. The Zoning Code also contains zoning maps showing which zoning districts apply to each parcel and administrative provisions for projects requiring a CDP. The Zoning Code (including the LIP) is Title 17 of the City's Municipal Code.

Coastal Development Permits

A Coastal Development Permit (CDP) is a permit required for any activity that constitutes "development," as defined in the Coastal Act, within the coastal zone pursuant to Public Resources Code Section 30600(a), unless otherwise exempted or waived. The primary purpose of a CDP is to ensure that development in the coastal zone is consistent with the LCP and/or Coastal Act policies, and thus adequately protective of coastal resources as directed by the law. "Development" is defined in the Coastal Act by Public Resources Code Section 30106. In accordance with the Coastal Act, many different types of projects, including subdivisions, road extensions, and grading, constitute development that may require a CDP. Certain types of development are exempt from permit requirements (Public Resources Code Section 30610). In addition, the Coastal Act contains provisions for Coastal Emergency permits in the event of an emergency (Section 30624).

Review and Appellate Authority

The permitting process under a certified LCP will enable the City to review, take action on, issue, and implement CDPs per procedures specified in the LIP. The Coastal Commission maintains appellate authority over City CDP and CDP-related decisions in certain areas and for certain types of development. In general, the Coastal Commission requires that all opportunities for local appeal be exhausted at the City level prior to filing an appeal with the Coastal Commission. If the City charges an appeals fee, an appellant may file an appeal directly with the Coastal Commission and skip the local appellate process. In order to ensure that the local process is used to resolve issues that may arise locally as much as possible, the City does not charge local appeal fees for appeals of CDP and CDP-related decisions.

The Coastal Commission will retain appeal jurisdiction over the following CDP applications (see Public Resources Code Section 30603):

- Development located within the geographic appeals area defined by the Coastal Act. This is the area located between the Pacific Ocean, including the Monterey Bay, and the first public road paralleling the ocean or within 300 feet of the inland extent of any beach or the mean high tide line of the ocean where there is no beach (whichever is the greater distance); on tidelands, submerged lands, or public trust lands; where the Commission does not retain permitting authority within 300 feet of the top of the seaward face of any coastal bluff; or areas within 100 feet of any estuary, stream, or wetland. These geographic appeal areas are shown on maps adopted by the Coastal Commission.
- Development located within sensitive coastal resource areas.
- Development that constitutes major public works projects and/or major energy facilities projects.

Relationship to Other Local Plans and Documents and Other Laws

Each chapter contains introductory text, including background information and a description of the General Plan/LCP and other relevant policies and laws. Such introductory and background text, as well as the Appendices and background reports, provide some broad context for each chapter and is intended to help explain and interpret LUP provisions (e.g., the goals, objectives, policies, standards), but the LUP provisions themselves are the primary legal standard of review for CDP decisions. Furthermore, the following rules of interpretation shall apply when used in the LCP:

1. The words “shall,” “must,” “will,” “is to,” and “are to” are always mandatory.
2. “Should” and “may” are mandatory, unless there is a compelling reason to do otherwise.
3. “Including” means “including but not limited to.”

Additionally, any interpretation of the LCP must be consistent with the provisions of the Coastal Act. These provisions are incorporated into the LCP here by reference. If there is a question of LCP interpretation, the meaning that most closely conforms to the Coastal Act shall take precedence.

Within the coastal zone area of the City, the LCP LUP and LCP LIP shall take precedence over other City documents and requirements where policies conflict. When the LCP is silent on an issue, appropriate elements of other City documents and

requirements remain in force. In all cases, however, only the LCP can be used as a standard for review for coastal development decisions in the coastal zone. In reviewing or carrying out projects outside of the coastal zone, the City will consider the effect of such projects or actions on coastal zone resources, and will use LCP policies as non-binding guidance, in order to ensure that the policies of the LCP are met.

A number of local plans and regulations are used in planning and development decisions and help to implement *Plan Morro Bay* goals and policies. These plans and regulations are detailed below. *Plan Morro Bay* will be implemented in partnership with other related documents to set Morro Bay on a course toward the community's ultimate vision and goals through 2040.

Municipal Code

The City of Morro Bay Municipal Code, and in particular the Zoning Code (Title 17), implements *Plan Morro Bay*, principally the Land Use Element. While General Plan land use designations are more generalized in nature, the Zoning Code and zoning districts provide specific controls on land use or the density or intensity of development, as well as development standards to implement *Plan Morro Bay* goals and policies. Other parts of the Municipal Code, including Title 15, Harbor and Ocean Regulations, and Title 16, Subdivisions, are also instrumental in carrying out *Plan Morro Bay* policies and programs.

The City has also prepared supplemental documents including a Stormwater Management Guidance Manual for Low Impact Development (LID) and the Green Building Incentive Program guidelines. These documents are intended to comply with state water quality requirements, to enhance and protect public welfare and environmental quality, and to ensure that future development is consistent with the city's desire to create a more sustainable community.

Relationship to Areas Outside the Planning Area

This section identifies relevant regional and state jurisdictions and agencies outside Morro Bay's planning area that have jurisdiction or impact within the City.

San Luis Obispo Council of Governments Regional Transportation Plan/Sustainable Communities Strategy

The San Luis Obispo Council of Governments (SLOCOG) is an association of local governments in San Luis Obispo County comprising seven incorporated cities and the

County of San Luis Obispo. SLOCOG is responsible for transportation planning and funding in the region and serves as a forum for the study and resolution of regional issues. SLOCOG prepares and frequently updates a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), laying out the blueprint for a regional transportation system. The RTP/SCS identifies future multimodal improvements to the transportation system with a focus on maximizing transportation choices.

California State Park Plans

Morro Bay is home to two state parks and a state marine recreational management area that total over 5,000 acres of recreational and open space along the coastline and inland that are integral parts of Morro Bay's identity. These parks are governed by the Morro Bay State Park General Plan and the Morro Strand and Atascadero State Beach General Plan and are managed, owned, and operated by the California Department of Parks and Recreation. Both Morro Strand State Beach and Morro Bay State Park provide essential access to local natural resources and will be important locations for preservation in the next 20 years. Through coordination with both the Morro Bay State Park General Plan guidelines and the Morro Strand and Atascadero State Beach General Plan guidelines in this element, these open spaces serve as quality open space resources to the residents and visitors of Morro Bay. These general plans help shape projects and actions, while the LCP governs their review and approval.

ABOUT MORRO BAY



Morro Bay is a small seaside town and home to people of all ages and a variety of demographics. It is a friendly, safe, and healthy place to live and work. With strong historical roots in the fishing industry, the city is a thriving destination for visitors, offering natural beauty, outdoor recreation, a working waterfront, a creative community, and a welcoming atmosphere. The community prides itself on being a unique location on the Central Coast and appreciates the nautical, eclectic image of a charming waterfront town that it has cultivated over time.

Past

Prior to European settlement, indigenous groups lived in the Morro Bay area for thousands of years. They included the Salinan and Chumash groups.

Morro Bay was first named by Portuguese sea exploration navigator Juan Rodriguez Cabrillo in 1542 in his initial exploration of Upper California when he anchored near the rock he called “El Moro” to resupply. After his initial landing, however, Morro Bay did not experience much activity until 1769 when Governor Gaspar de Portola began exploring the region. His time in Morro Bay brought a small population to the area, which cultivated the beginnings of a community.

The Town of Morro was founded in 1870, by which time the wharf along the Embarcadero had already established itself as a prominent location for produce trade with schooners traveling to and from San Francisco. The town’s population at the time of its founding was about 200. Over time, Morro Bay evolved from a trading center to an artist colony to a fishing port, tourist destination, and retirement community.

The City of Morro Bay incorporated in 1964 and throughout its development has strived for planning that contributes to the quality of life by providing amenities and services. The City has simultaneously accommodated an influx of residents and visitors to the region.

Present

The population of Morro Bay has grown slowly over the past several decades and only added several hundred new residents between 2015 and 2020, according to the California Department of Finance. Morro Bay is a multigenerational community with a large number of residents over 65, giving it the strength and vitality of diversity, as well as some unique considerations. Table 1.2 identifies the demographic composition of Morro Bay in 2015.

Table 1-2:
2015 Morro Bay Demographics

Age			Race and Ethnicity		
Total	**10,640**	**100.0%**	**Total**	**10,640**	**100.0%**
Under 20	1,734	16.3%	White	9,778	91.9%
20–34	2,000	18.8%	Black or African American	181	1.7%
35–54	2,426	22.8%	American Indian	106	1.0%
55-64	2,022	19.0%	Asian or Pacific Islander	202	1.9%

65 & Over	2,458	23%	Other Race	202	1.9%
Median Age	54.1 years	—	Two or More Races	170	1.6%
			Hispanic Origin	1,766	16.6%

Source: US Census Bureau, American Community Survey 2010 and 2015 5-year estimates; California Department of Finance, Demographic Research Unit (total population) May 2016 E-4 Population Estimates for 2010 and 2015.

Morro Bay's age demographics describe a unique multigenerational community. There is a substantial elderly population, with the community's percentage of seniors at nearly double the state average. By comparison, the community has a relatively smaller share of youth. Despite this imbalance, the working age population has remained constant to support the local economy and community needs.

In 2014, Morro Bay had 6,421 housing units. Approximately 20 percent of these residences were primarily used for vacation accommodations or seasonal uses. This large number of seasonal vacancies is not surprising because of Morro Bay's identity as a tourist destination. In 2015, Morro Bay's estimated total employment was 5,400 jobs. This estimation has remained relatively constant over the past decade, and the community has observed very little change in job growth. This constant employment is balanced by virtually no population change within the city in recent decades. The community values the small-town feel of Morro Bay, and this lack of major job or population growth is consistent with a local sentiment to keep Morro Bay a relatively small community.

Future

While Morro Bay and its residents have always taken pride in maintaining a healthy and resilient city, projected future demographic, economic, and climate change conditions have catalyzed the community's interest in clarifying a vision for a more resilient future and path forward. *Plan Morro Bay* serves as a development framework to increase the city's economic, social, and environmental sustainability. The Plan identifies how community amenities, services, and infrastructure will be provided to accommodate this development, while maintaining community character and culture, conserving important resources, and adapting to changing economic and environmental conditions.

Sitting on the coast, Morro Bay is vulnerable to many changes in the next 20 years that could affect the health and well-being of the community, including sea level rise, an aging population, and development pressures. *Plan Morro Bay* will be the City's guiding document for development and conservation with respect to community-driven goals, with subsequent plans, programs, and activities designed to carry the stated vision through the year 2040. *Plan Morro Bay* policies and actions will inform the decision-making process for a resilient approach to change within the community.

Working with adjacent jurisdictions and participating in the implementation of regional and state plans will be a cohesive approach to long-range planning that addresses the needs of the community in response to changes in the population, economy, and climate.

THE PLANNING AREA

Morro Bay is located on the Central Coast of California. The city is surrounded by a buffer of undeveloped land on the north, east, and south and by the Pacific Ocean on the west. The city's local neighbors are the city of San Luis Obispo 13 miles to the southeast, the community of Cayucos to the north, and the community of Los Osos to the south. The General Plan addresses all land within the City limits and surrounding areas, including the sphere of influence (SOI), that are critical to Morro Bay's planning activities, coastal resiliency, and overall community values. The sphere of influence is the area outside the City limits that has been designated through a process between the City and LAFCO to receive City services and potentially be annexed in the future. While properties outside the limits are currently under the jurisdiction of the County of San Luis Obispo, they are an important element of Morro Bay's identity and character. The coastal zone areas are also addressed specifically in the LCP to ensure that the community protects coastal resources, including public recreational access. Nearly the entire City is currently inside the coastal zone, as shown in **Figure 1-1.** However, a significant portion of the northeastern end of the City's broader planning area (2,794 acres) is outside the coastal zone. The City's LCP applies to the area currently inside the City limits.

Currently, the City's SOI is limited to a small (less than 10 acres) area north of the City, west of Highway 1, as well as an area in the bay, not on land, south of the City. *Plan Morro Bay* identifies additional area outside the City limits to include in the planning area, and some of that area may potentially be included in the SOI, but is not currently. The process to include unincorporated areas in the SOI requires approval by the San Luis Obispo Local Area Formation Commission (LAFCO), a regional agency. Once land is included in the sphere of influence, it is positioned to be considered for annexation into the City based on the LAFCO approval which includes a review of sufficient resources, services, and infrastructure to serve that area. All discussion of future potential SOI areas in Plan Morro Bay is made with the understanding that the designation and annexation process would need to occur before those areas are included in the SOI or the City. The future potential SOI areas would not be under the City's jurisdiction until annexation occurred.

The City of Morro Bay has a total planning area of over 14 square miles. The area inside the City limits is just over 5 square miles. The remaining 9 square miles in the planning area are not currently part of the City.

HOW TO USE THIS PLAN

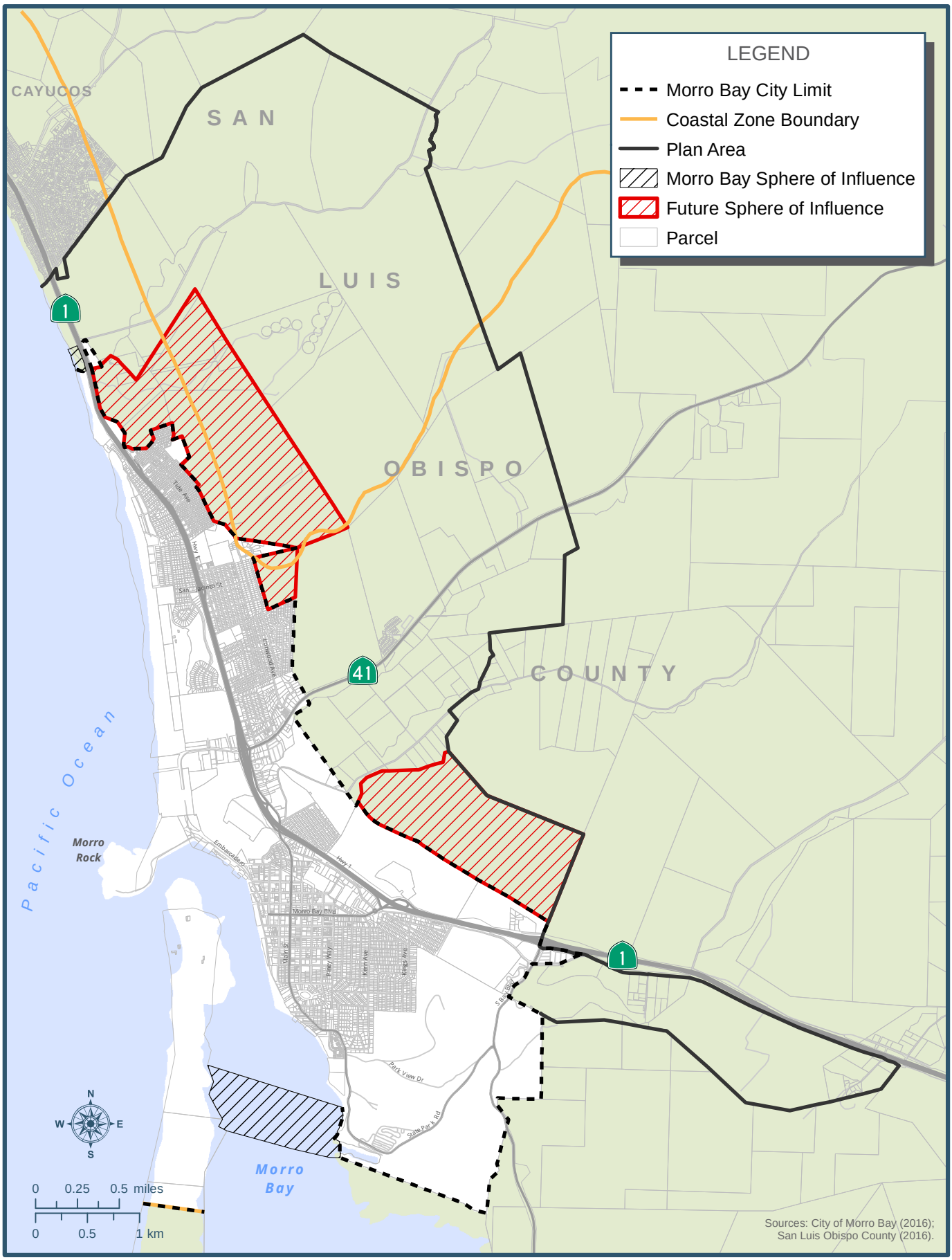
Plan Morro Bay is a guide for City staff to create, maintain, and expand City programs, evaluate proposed projects, and make decisions regarding the pursuit of new opportunities as they arise. City officials will use *Plan Morro Bay* as a foundation for decision-making and to guide the future development of policies, ordinances, initiatives, programs, and capital expenditures.

Perhaps most importantly, the Plan also provides the community with the vision for understanding City goals and objectives (including what is and is not appropriate within the City), and a set of principles to guide future land use and development questions, including those related to local conservation priorities. Morro Bay community members will use *Plan Morro Bay* to understand the overall community consensus on how the city should continue to develop and evolve as a place to live, work, and invest. Morro Bay business owners will use *Plan Morro Bay* to understand the City's priorities regarding economic development and resource allocation to ensure community resiliency. Project developers will use the document to understand how their potential projects and development needs fit into the City's vision, including with respect to the guidelines and requirements to which their projects must adhere to meet City goals.

Plan MORRO BAY

FIGURE I-1

Planning Area



W:\GIS\CityofMorroBay\Planning\Plan Morro Bay\Figures\February 2020\Introduction\Figure I-1 Planning Area.mxd (6/10/2020)

Plan Morro Bay Organization

Plan Morro Bay is organized by element to present the long-term plan for the community's vision of future growth. Each of the elements is divided into two categories: the **Blueprint** or the **Greenprint**. The Blueprint elements provide the framework to guide future urban growth in the city. Blueprint elements include Land Use, Community Design, Economic Development, Circulation, and Noise. In comparison, the Greenprint elements compile information to integrate the natural landscape, plant and animal species, and human health seamlessly into the planning framework for conservation purposes. Greenprint elements consist of Conservation, Open Space, Public Safety, and Environmental Justice.

The **Creating Our Vision** section, found in Section 2, describes the outreach and visioning process for *Plan Morro Bay*. It describes the tools and measures used to gather the community perspective of Morro Bay from residents, business owners, visitors, and City staff prior to determining the vision and goals of the Plan.

The **Community Vision** section of *Plan Morro Bay* in Section 2 establishes a Vision & Values statement for the city. This statement sets forth a comprehensive vision for Morro Bay in the future and identifies the community's key priorities. This statement guides each element of *Plan Morro Bay* to achieve the goals of the community.

The **Introduction** and **Overview** sections of each element describe the intent and scope of the element and specify the relationship of each element to Morro Bay and to the other elements in *Plan Morro Bay*.

The **Resiliency Approach** section identifies the element's role in the City's overall goal for increased resiliency to natural hazards, climate change effects, and any potential social disruption. This section discusses resiliency in the context of each element to promote community sustainability and endurance in every aspect of *Plan Morro Bay*.

The **Key Issues** section of each element identifies the most important community issues related to the element topic and provides background information and trends that serve as a basis for City policy. Many of the elements present a wide variety of opportunities and considerations due to an array of factors including geographic or physical characteristics, community culture, or other existing regulatory structures.

The **Goals and Policies** identify the direction and steps for the achievement of Morro Bay's vision. *Goals* set direction by stating a desired future end state related to the element topic. *Policies* guide the City Council, the Planning Commission, and City staff when reviewing development proposals and making other decisions that affect future development and conservation. Policies represent a commitment by the City to pursue

a particular course of action or to take action in the future consistent with the direction stated in the corresponding goal. Policies are presented as written statements, diagrams, maps, and tables. These components are integral to the planning decision-making process. Goals and policies will be used as standards of review for CDPs.

The **Implementation** section of *Plan Morro Bay* is a general guide to the maintenance and monitoring of the General Plan and the LCP. This section is not included in the LCP. This section includes actions and tools that implement the goals and policies established in each element to achieve the vision for Morro Bay that mirror those in each element of the plan. These implementation measures are essential for the enforcement of the General Plan and community goals. The table in the Implementation section organizes the implementation actions by plan element and identifies which goal under that element is implemented by the particular action.

The **Appendices** provide context for the foundation of policy making in *Plan Morro Bay*. Located at the end of the General Plan, they include a comprehensive background report documenting existing conditions in Morro Bay, in addition to studies prepared to address specific coastal priority issues. The research and findings of these reports are employed throughout *Plan Morro Bay* to present the best available understanding of historical and existing conditions and future projections in Morro Bay.

The organization of *Plan Morro Bay* allows users to identify the sections that interest them and quickly obtain a sense of the City's policies on those subjects. However, plan users should be aware that the policies presented in various elements are interrelated and should be examined cohesively.

VISION

CREATING OUR VISION

Public Involvement

Plan Morro Bay included an extensive public outreach process to support creation of a plan that encompasses community values. *Plan Morro Bay* is a policy document, but it is also a document meant to capture the voice of the community's future vision for Morro Bay. Public involvement was essential for the success of *Plan Morro Bay* to understand how residents, business owners, community organizations, and visitors view Morro Bay's existing conditions and their vision for the future.

Over the course of three years, the City implemented an extensive outreach program to obtain insight into the community goals and vision. *Plan Morro Bay* engaged community members from diverse groups across the city through a multitude of community events ranging from workshops to surveys to stakeholder focus groups. The City advertised these community input opportunities through its website, sign postings, email blasts, mailings, and specific invitations to increase the scope of public participation.

The City gained insight on topics ranging from the required elements of the General Plan and LCP to important issues specific to Morro Bay such as economic development and preservation of the town's unique character. The input received throughout the public outreach process represents the community's passions and concerns for the future and helped shape *Plan Morro Bay* policies.

The major participation opportunities are summarized below by type of engagement.

General Plan Advisory Committee



The General Plan Advisory Committee (GPAC) was a group of community members appointed by the City Council to provide input and guidance to City staff during the planning process. GPAC members represented the business community, advocacy community, design and planning professionals, and a member of the Planning Commission. The GPAC served as the liaison between the community and the City during the *Plan Morro Bay* process to ensure that the General Plan and the Local Coastal Program (LCP) are consistent with the community's vision. The GPAC's monthly meetings addressed community concerns and served as a community participation resource providing perspective during the planning process. The GPAC met more than 20 times over the course of the *Plan Morro Bay* process.

Community Events

Community Workshops



The City held three community-wide workshops to support development of *Plan Morro Bay*. The first workshop was held on June 16, 2016, at the Veterans Memorial Building to inform the public about the efforts of *Plan Morro Bay* and to gather input to develop a community vision for the future. Participants were encouraged to identify assets and opportunities in town to summarize the strengths and weaknesses of the existing conditions. Participants also submitted activity postcards describing their future vision for Morro Bay. The ideas from the various exercises were collected to inform development of a community-wide vision and values statement. Comments related to coastal resiliency were used to inform future conversations about sea level rise issues for the City, and the assets and opportunities collected through the exercises informed the location of focus areas in local neighborhoods for potential areas of improvement.

The second workshop was held on October 12, 2016, at the Veterans Memorial Building to continue the discussion of *Plan Morro Bay* efforts related to the Downtown Waterfront Strategic Plan (DWSP). The DWSP focuses on the city's downtown and waterfront areas and is a 5- to 10-year plan to focus city resources and facilitate economic development in downtown and the waterfront area. Participants identified that the downtown should be a combination of traditional and eclectic themes, while the waterfront should retain a nautical character.

The third workshop for *Plan Morro Bay* and the DWSP was held February 2, 2017, at the Morro Bay Community Center. This workshop included a substantial amount of content presenting the draft DWSP to confirm that it reflected the community's vision while also gathering input on the land use alternatives for the General Plan/LCP. Following a presentation of information about numerous opportunity sites and land use alternatives for *Plan Morro Bay*, a small group activity was conducted to address land use alternatives for opportunity sites throughout the city and in adjacent areas.

Focus Groups

Thirty-one stakeholder meetings were held from October 12 to 14, 2016, to discuss key issues and policies for *Plan Morro Bay*. Consultation with key stakeholders on draft issues was intended to gather input from diverse and targeted groups representative of the greater community. Attendees were invited to join one of six focus groups based on their areas of expertise on various important issues for *Plan Morro Bay* as follows:

- Focus Group 1 – Growth and Measure F, Water Supply, and the Planning Area
- Focus Group 2 – Economic Development, Overnight Visitor Accommodations, and Downtown and Waterfront Connections
- Focus Group 3 – Neighborhood Compatibility, Historic and Cultural Resource Management, and Viewsheds and Viewpoints
- Focus Group 4 – Measure D and the Commercial Fishing Industry
- Focus Group 5 – Multigenerational Community, Transportation Metrics, and Parking Issues
- Focus Group 6 – Sea Level Rise, Environmentally Sensitive Habitat Areas and Natural Resources, and Coastal Access

Through these discussions, the groups were able to focus on the best policy options and ideas to respond to these key issues for the future of Morro Bay.

Online Engagement

Plan Morro Bay Webpage

The City's website featured a web page dedicated to the background and purpose of *Plan Morro Bay*. The web page included draft and final documents, materials presented at project meetings, public comment received, and notes from meetings and outreach. The page was updated regularly as the project developed and evolved, and it gave users the option to sign up for alerts to be notified of GPAC meetings and agendas.

Online Survey

An online survey was conducted in February 2017 to gather input from the larger community on land use alternatives for opportunity sites in *Plan Morro Bay*. The online survey was structured as a series of questions addressing opportunities and constraints on proposed opportunity sites. The online survey demonstrated that community members value the natural environment and recreational opportunities with a mix of land uses to support both tourism and affordable housing. Community input from this survey was used to further refine the land use alternatives and develop the Land Use Element of *Plan Morro Bay*.

Other Engagement

City Voice Survey

In September and October 2015, a City Voice telephone survey was activated throughout Morro Bay, with signs posted at various locations around the city advertising the survey. City Voice was used to increase local outreach to residents, business owners, and visitors in Morro Bay by encouraging feedback on Morro Bay's vision and values. The survey asked participants to identify the top three values that should guide the City over the next 20 years. City Voice tracked these suggestions, accounting for the corresponding location of each responding resident, to better shape the *Plan Morro Bay* and DWSP goals. This information was used to update the Vision & Values Statement.

Community Survey

The City issued a hard-copy survey to Morro Bay residents during the same time period as the online survey in February 2017. The hard-copy version of the survey was mailed to residents in the City's February utility bill to ensure residents who prefer a hard copy to online participation had the opportunity to submit input. The survey allowed residents not in attendance for any community workshops to offer feedback and give comments about the land use alternatives. The survey had the same questions as the online survey. Combined with the online survey, a total of 535 community members participated in the survey. The survey provided respondents' feedback on the preferred use for each land use alternative site, and it allowed respondents to add any additional comments regarding the opportunity sites.

COMMUNITY VISION

Vision & Values

Community Vision

A community vision is a long-term aspiration describing what a community wants to achieve in the future. Put simply, it describes the ideal condition of Morro Bay in 2040 and outlines the factors that will help develop and sustain long-term community character and values over time. The Community Vision was crafted by the GPAC and City staff, based on input provided by the community during the community engagement process. The vision was reviewed by the Planning Commission and the City Council early in the *Plan Morro Bay* process. The Community Vision represents a summary of the future aspirations underlying the General Plan and LCP.

In 2040, Morro Bay remains a small oceanfront town and thriving year-round destination, known for its natural beauty, creative people, outdoor recreation, working waterfront, and welcoming community spirit. It is a friendly, safe, resilient, and healthy place where people of all ages and economic levels live, work, play, and visit.

The natural environment and wildlife are cherished and conserved and are essential elements that integrate with and define our urban landscape. Our healthy wetlands, iconic Morro Rock, and bustling harbor are complemented by expansive parks, connected bicycle lanes, safe streets, and pathways that are accessible to people of all ages and abilities.

We have a deep appreciation for nature and honor our native, cultural, and maritime heritage. We maintain and support our working waterfront and carefully preserve our estuary, watershed, natural shoreline, and surrounding open space. We adapt to changes in the climate, economy, and culture without compromising our small-town character.

Our vibrant economy is strengthened by sustainable resource practices, a responsive City government, and leading-edge technology that empowers local business owners and attracts new businesses and investors. We are a diverse, multigenerational community where head-of-household jobs, sustainable living wages, and affordable housing options serve as a foundation that allows people of all ages and income levels to thrive.

Modern, well-maintained public amenities and supportive community services nurture our residents, community organizations, and neighborhood groups. We actively participate in government decisions and take pride in volunteerism. We welcome personal expression and creativity, as reflected in our varied visitor attractions, bustling dining scene, vibrant arts culture, community events, public art, and outdoor activities. Our diverse housing, safe and eclectic neighborhoods, and reliable transit system are enhanced through suitable urban infill and mixed-use development that accommodates modest residential and commercial growth.

Mindful of our rich heritage, we take great pride in our community and work together toward a bright future.

Community Values

The following values, supporting the Community Vision, are intended to guide future City decision-making. These values were created through the GPAC's work and reviewed by the City Council early in the General Plan update process. They are an overarching rationale for more specific *Plan Morro Bay* goals and policies. Each value describes an aspect of the community Morro Bay wants to be in 2040, while underscoring both challenges and opportunities. Projects supporting these values will be pursued over the time frame of *Plan Morro Bay*, subject to available funding.

- **Natural Environment**: Our estuary, shoreline, and open green spaces are sustainably conserved, and our parks and recreation spaces are healthy, resilient, and accessible to all.
- **Heritage and Identity**: We welcome visitors while maintaining our small-town character and honoring our maritime heritage.
- **Jobs and Housing**: A range of affordable housing options and living wage jobs provide for a high quality of life.
- **Economic Vitality**: Our diverse and sustainable economy supports both new and existing locally owned businesses, including community-supporting tourism.
- **Infrastructure and Amenities**: We have modern, resilient infrastructure and public amenities.
- **Mobility and Access**: Safe and accessible streets, trails, and multimodal transportation options conveniently connect people and places throughout town and to surrounding destinations.
- **Good Governance**: Our government is supportive, collaborative, equitable, and responsive to the needs of all segments of the population.
- **Resident Services**: We provide a range of public services that support a diverse and multigenerational community.

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3A – Blueprint Introduction

INTRODUCTION



The development aspect of the General Plan and Local Coastal Program can be considered the City's Blueprint plan, while the conservation aspect can be considered the City's Greenprint plan. These plans share a common vision and must be consistent with and support one another. The Blueprint plan identifies the role of land use and circulation planning in supporting resource conservation and sustainability. In turn, the Greenprint plan identifies the role of resource conservation and sustainability in supporting Morro Bay's economy.

The Blueprint of *Plan Morro Bay* serves as a framework for land use and development decisions in the City for the next 20 years. This section will guide actions for residents, businesses, decision-makers, City staff members, and project developers in Morro Bay. For City staff, the Blueprint represents a standard to evaluate new projects, structure City development, and decide whether to pursue new opportunities. City officials will use the Blueprint for decision-making relative to proposed development plans and as guidance for implementation of new policies, ordinances, initiatives, programs, and expenditures. The careful consideration of these factors will guide the future layout and growth of the city.

The Blueprint informs community members of the framework that will direct the physical, economic, and social development of Morro Bay. City residents will utilize the Blueprint to understand the overall community goals regarding how, when, and where the city should grow, develop, and evolve as a balanced community. Businesses and developers can use this chapter to understand City goals regarding economic priorities, development needs, preferences, and desired physical barriers.

ORGANIZATION

The Blueprint has been divided into the following elements focused on the physical development of the city. Each element contains topics that address both state requirements and local issues of importance to Morro Bay.

Land Use

The Land Use Element represents the foundation of the Blueprint and the City's guide to the evolution of development patterns in Morro Bay. This element guides future development and designates appropriate locations for land uses in the city. Land Use Element goals and policies serve as a road map for the future physical development of the community by identifying the general location, distribution, and intensity for a range of residential, commercial, industrial, and institutional land uses in Morro Bay. Land Use Element goals and policies also address coastal-dependent and coastal-related uses.

Community Design

The Community Design Element outlines a vision for the aesthetic development of the community and character of Morro Bay. This element establishes the City's long-term community design and development goals to maintain a unique city culture and identity with respect to community form, layout, and community character areas.

Economic Development

The Economic Development Element includes goals and policies to maintain and improve job development and retention and to promote economic resiliency. This element addresses the economic implications of future development relative to housing affordability, market surplus and leakage, and the demographic trends in Morro Bay through 2040.

Circulation

The Circulation Element defines the local and regional transportation networks and describes how community members get around the city using streets, sidewalks, transit routes, and bicycle paths. The transportation network is a major determinant of development form and land use. Traffic patterns, congestion, access to transit, ease and safety of walking or bicycling, and other factors help to determine where people decide to live, work, or visit in Morro Bay. This element facilitates the mobility of people and goods throughout Morro Bay using multiple travel modes to promote practices aligned with City goals.

Noise

The Noise Element addresses existing and future noise conditions in Morro Bay; identifies noise problems and their sources; describes how noise affects community safety, health, and comfort and wildlife and natural resource areas; and establishes policies and programs that limit excessive noise levels and improve noise/land use compatibility. Noise conflicts may affect the desirability of specific regions or neighborhoods within the community, which may interfere with the development goals for the city. Noise conflicts can also have detrimental effects on wildlife, which can affect City conservation goals. Through established noise standards, community form will be preserved and maintained in accordance with City goals.

Housing

The Housing Element serves as a tool to identify and provide for the housing needs of the community. It identifies recent demographic and employment trends that may affect existing and future housing demand and supply. California law requires the Housing Element to establish policies and programs that will support the provision of an adequate housing supply for citizens of all income levels. The Housing Element is the only element that requires review by the State. The element addresses the City's ability to meet the regional housing needs as determined by the State of California.

HOW TO USE THE BLUEPRINT

A variety of people will use the Blueprint in *Plan Morro Bay* for different purposes:

- The Planning Commission and the City Council will consult the Blueprint in decision-making regarding development activities. The Greenprint elements will also be used to guide decisions about development from a more conservation-oriented perspective.
- City staff will refer to Blueprint policies and standards when approving development programs and projects.
- The development community will use the Blueprint as guidance when preparing development proposals.
- Community members can also use the Blueprint as a valuable resource for understanding the future of Morro Bay and the types of development that may occur in the future in various locations.

By adhering to the goals and policies in the Blueprint, the City is able to guide the community forward in a way that realizes the stated vision for a resilient and functional community.

LAND USE

The Land Use Element of *Plan Morro Bay* outlines a framework for how homes, businesses, public spaces, streets, and infrastructure are organized for the benefit of the community as it evolves and adapts. The manner in which buildings and open spaces are laid out contributes greatly to the accessibility, resilience, and sustainability of the City, and this element provides goals and policies for maintaining and enhancing the use, character, and design of Morro Bay. Much of the land use pattern for Morro Bay is set and there is little opportunity or desire for the city to expand outward. Despite this, many areas of the city do provide opportunities for creating or adapting development to support economic goals and future needs. The Vistra and existing Wastewater Treatment Plant sites, the Texaco property, and the property at 3300 Panorama will be redeveloped in the future with uses that respond to their unique site attributes and issues, and some areas such as downtown have the potential for infill development. This element directs the way in which this development will occur to accommodate future growth and trends while maintaining the character of Morro Bay.

OVERVIEW

Scope and Content

The Land Use Element is a required element under California law designed to comply with both California Government Code Section 65302(a) and California Coastal Act Section 30200, relating to land use and coastal resource protection.

The Land Use Element regulates how land in the City will be used in a way that maximizes public safety and social well-being, protects coastal resources, and benefits the local economy. The City must adopt a Land Use Element that identifies the distribution, location, and extent of housing, business, industry, open space, forest/timber, agriculture, natural resources, recreation, scenic resources, education, public areas, and other uses of land. The Land Use Element also establishes standards for residential building density and nonresidential building intensity. As a coastal city, Morro Bay must also address development within the coastal zone by identifying and protecting coastal-dependent and coastal-related uses, recreation and visitor-serving uses and overnight accommodations, energy and industrial development, and archaeological and cultural resources. The Land Use Element contains information, goals, and policies that guide the land use decisions for existing and future development and projects within Morro Bay's city boundaries, and considerations for any future development in the sphere of influence (SOI).

The planning area for Morro Bay includes all area within the City boundaries (approximately 3,738 acres), as well as approximately 5,965 acres beyond the City limits. A portion of the planning area beyond the city limits, approximately 100 acres, consisting of part of the estuary and a small area on the northern beachfront, is in the City's existing SOI. Another 678 acres of the planning area beyond the City limits is identified as a future potential extension of Morro Bay's SOI. Both the current and potential future SOI areas are under County jurisdiction. Designating them in this way in the General Plan indicates the city's potential future boundary and service area.

Relationship to Other Elements

The Land Use Element helps to connect all other Blueprint elements by helping to identify a cohesive land use development pattern designed to accomplish the goals of the City. The Community Design Element complements the Land Use Element by describing the desired look and feel within neighborhoods that make Morro Bay unique, and establishing policies to keep future changes in line with that culture.

The Economic Development Element includes the economic trends and policies to improve job development and market opportunities based on existing and proposed uses, their locations, and their connections to local and regional markets.

The Circulation Element provides standards to ensure adequate mobility between land uses that meet the demands of current and future development. Likewise, the existing and planned transportation network can play a key factor in the economic success, safety, and character of specific land uses.

The Noise Element policies ensure that conflicts between uses proposed in the Land Use Element are minimized, and that uses producing higher noise levels are located away from noise-sensitive uses such as residential areas and schools, and wildlife and natural areas.

The Conservation and Open Space Elements include goals and policies relating to the preservation and maintenance of open space areas identified in the Land Use Element for natural resource conservation and for recreational access to parks and beaches.

The Public Safety Element regulates proposed land uses in areas with higher potential for natural or human-caused hazards such as flooding or pollution to mitigate the impact to buildings, infrastructure, and systems.

The Community Well-being Element outlines how the design and services of the community affect the health and resiliency of social systems. It connects the location of uses and their density or intensity with the quality of life enjoyed in Morro Bay.

The Housing Element contains goals and policies relating to the availability, adequacy, and affordability of housing for all economic segments of the community. This is a fundamental relationship, as the Land Use Element dictates where residential uses are allowed and prioritized within the planning area. Morro Bay is adopting an updated Housing Element addressing the time frame from 2020 to 2028, which will be included in *Plan Morro Bay* and placed on the City's website upon adoption.

Additional Planning Framework

In addition to *Plan Morro Bay*, a variety of other documents and regulations guide decisions regarding land use and development in the city. These are discussed in the Introduction section of *Plan Morro Bay*.

RESILIENCY APPROACH

Land use resiliency involves two primary elements: where to locate uses so that damage is avoided and minimized during natural events, and how the location of these uses affects other community aspects that contribute to resiliency, such as transportation systems, housing, job availability, and the application of natural strategies to respond to sea level rise, flooding, and other common effects of climate change. Resilient land use concerns for Morro Bay include the age of the housing stock, the vulnerability of agricultural lands and hillside neighborhoods, and protecting coastal assets from sea level rise inundation.

MEASURING AND CHARACTERIZING LAND USES

Density and *intensity* are used to describe how buildings or other structures are organized within an area of land. Density is used to describe residential development and mixed-use designations that allow for residential development. This term describes the number of dwelling units per acre of land (du/ac). An urban downtown would generally be described as a high-density form of development, while a single-family residential neighborhood would generally be described as a low-density form of development.

For nonresidential commercial and industrial uses, intensity is measured in place of density. Intensity is measured by using a floor-to-area ratio (FAR) to describe the number of square feet of building on a site relative to the site's land area. FAR is a calculation of building intensity that measures the gross floor area of a building divided by the total net area of the site, expressed as a ratio. The higher the FAR, the more intense a building may be on a site. For example, a site with 10,000 square feet of net land area would have a different FAR depending on the size of the building placed on the site, as shown in **Figure LU-1** and **Figure LU-2**.

Figure LU-1:
Calculating Floor Area Ratio

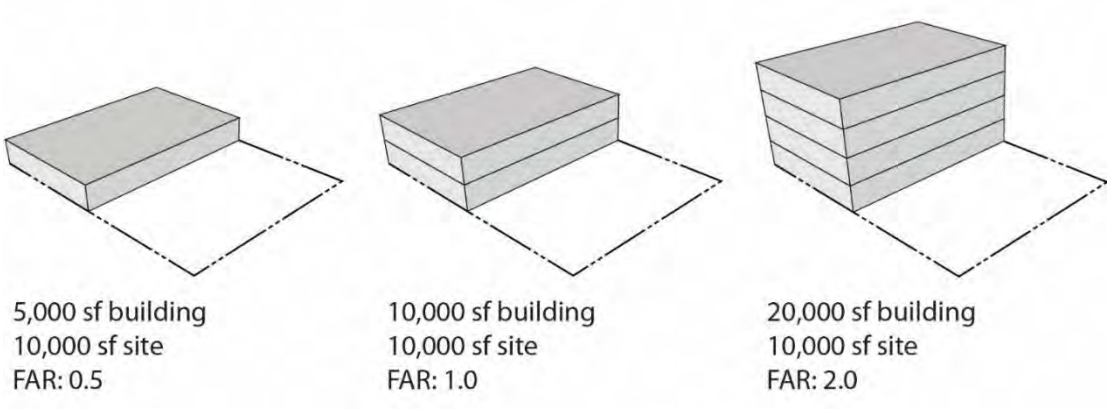
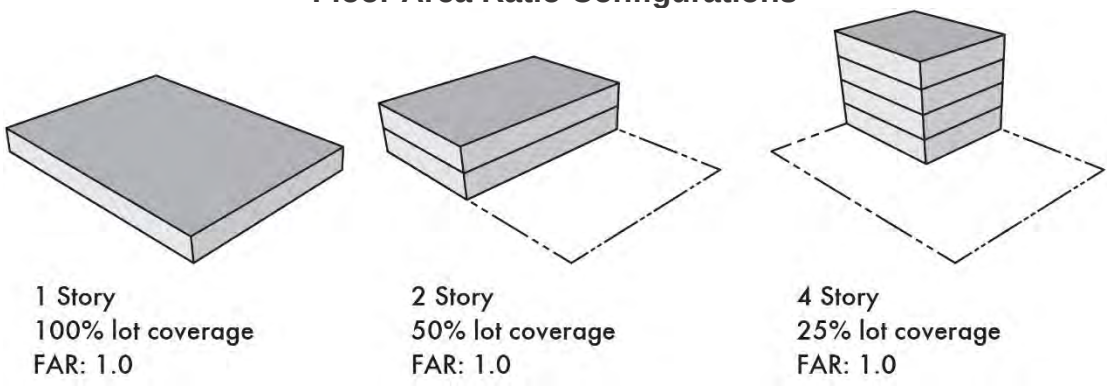


Figure LU-2:
Floor Area Ratio Configurations



The maximum allowable development on any individual parcel is governed by the maximum measure of density or intensity permitted for the land use designation applied to the parcel. The Land Use Element uses these measurements to establish maximum development capacity for each individual parcel and for the planning area at large. The planned (and actual) density or intensity on a parcel is usually less than the maximum, and is influenced by the physical characteristics of a parcel, access and infrastructure limitations, compatibility with other nearby uses, market factors, and past development trends.

Existing Land Use Patterns

LCP

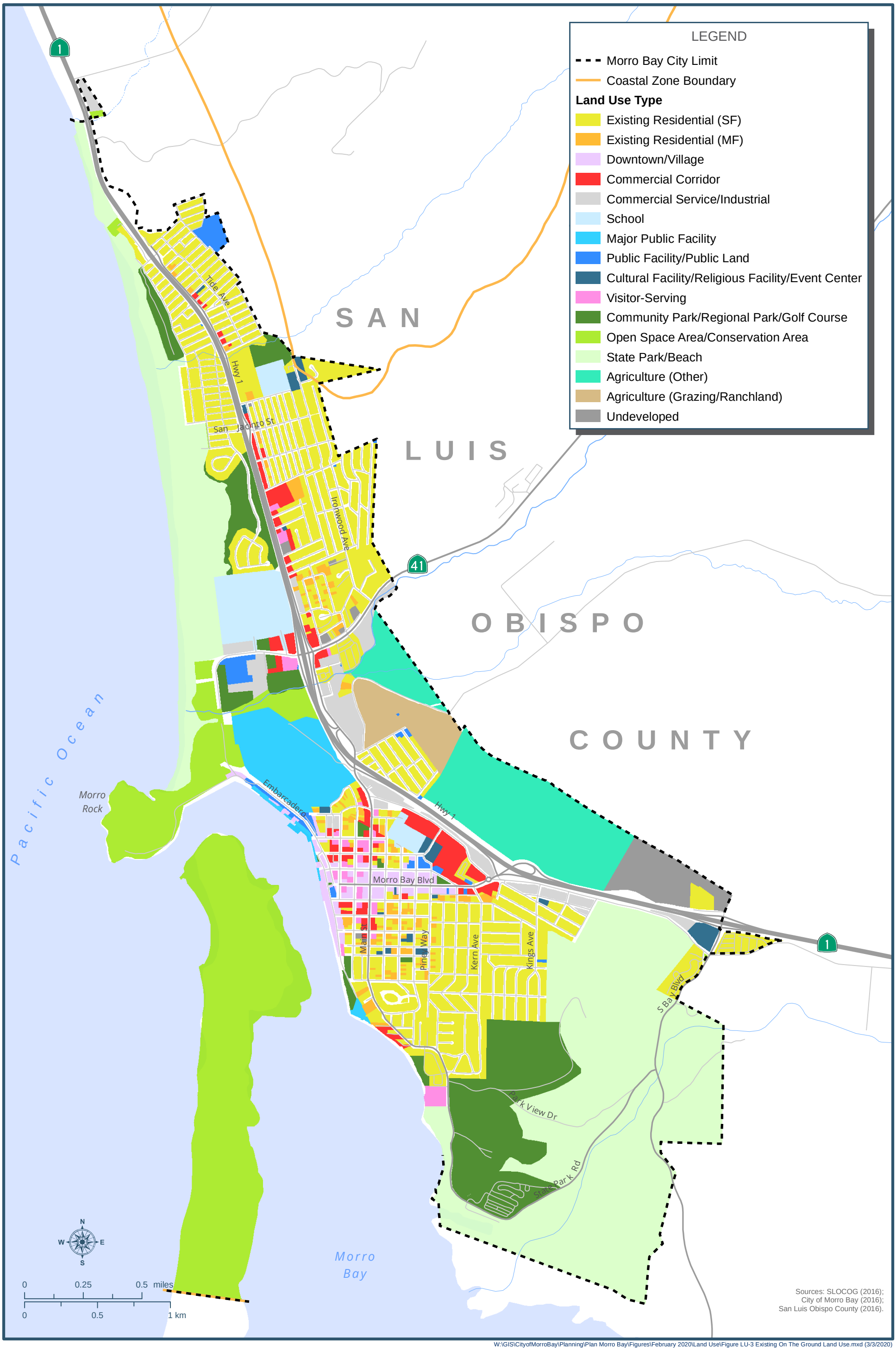
Existing on-the-ground land use data in the planning area is maintained by the San Luis Obispo Council of Governments (SLOCOG). SLOCOG land use data is collected and analyzed based on the designations given in the San Luis Obispo County General Plan, which are categorized differently, but in a parallel manner, to the Morro Bay General Plan/LCP land use designations.

Figure LU-3 shows the existing on-the-ground uses in Morro Bay. Nearly half of the land in Morro Bay is either a part of Morro Bay State Park or the beach, with additional parks and open space combined being another 18 percent. Single-family homes make up another 14 percent; multifamily homes make up less than 1 percent. Combined agricultural uses represent 6.25 percent. Just over 1 percent of developable land in Morro Bay is currently undeveloped, and as a result any new population growth will likely require increased redevelopment density in key areas or annexation of new land.

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FIGURE LU-3

Existing On-The-Ground Land Use



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Land Use Designations

LCP

Land use designations are applied to every parcel within the planning area; however, the City can only regulate land uses located within the City limits. *Plan Morro Bay* establishes 19 designations—17 primary land use designations and 2 overlay designations—that govern land uses within the planning area; see **Table LU-1**. These designations apply density and intensity requirements, use characteristics, development standards, and land use policies to individual parcels as well as broader areas. As most of the developable planning area is already developed and maintained in good condition, the designations generally correspond to the pattern of existing uses.

Four land use designations accommodate primarily residential development in Morro Bay. The designations encompass a wide variety of densities and housing types, ranging from lower-density, primarily detached single-family residences in neighborhoods, to some medium and higher-density, mostly attached housing in various places in the city.

Five land use designations accommodate commercial development in Morro Bay and one designation is a mixed commercial/industrial use designation. The businesses and other organizations located in these designations provide jobs, services, and goods, contributing to economic vitality and shaping the physical environment. These commercial-focused designations are distinguished by location and the customers the uses are intended to serve. Neighborhood-serving commercial uses are located in one- or two-story stand-alone buildings or small centers near residential neighborhoods. Community commercial uses occupy properties in and at the edge of downtown which are almost all developed as retail and office uses with few vacant parcels. District commercial uses include more auto-oriented and service-oriented commercial uses distributed through various areas of the city. Visitor-serving uses are located near primary tourist destinations, including the Embarcadero and Highway 1. Commercial/recreational fishing uses are located in the Measure D area.

The Waterfront Commercial/Industrial designation allows a mix of visitor-serving commercial uses and harbor-related industrial uses on the west side of the Embarcadero on state tidelands trust land.

Three land use designations accommodate industrial development in Morro Bay to ensure there are opportunities for both light industrial uses and uses that transition between light industrial and other uses; such uses might include live/work, harbor-related, or those supporting new employment opportunities that accompany emerging technologies and the redevelopment of transitioning industrial areas. In addition, a land use designation is provided for coastal-dependent uses, including energy, harbor-related uses, and other coastal priority uses.

One land use designation accommodates mixed-use development in Morro Bay. The designation is intended to provide for a wide variety of commercial uses that are developed along with higher-density residential uses. This use is focused at the edge of downtown and in locations where downtown transitions to residential areas. It is also located adjacent to the light industrial area behind Quintana Road near the southeastern edge of the city.

Three land use designations accommodate agriculture, resource conservation, parks, and recreation in Morro Bay. They include Agriculture, Harbor/Navigational Ways, and Open Space/Recreation. These designations make up the largest percentage of land in the planning area. They cover 7,500 acres (86 percent) of the planning area.

One Public/Institutional land use designation accommodates a wide variety of publicly owned facilities and community-serving uses.

Two overlay designations are identified on the Land Use Map: the Mixed Use Residential Overlay and the Environmentally Sensitive Habitat Areas (ESHA) Overlay. The Mixed Use Residential Overlay designation provides additional development potential as well as criteria to supplement the underlying or base land use designation. The ESHA overlay provides information about where requirements related to known and mapped ESHA are implemented in the City. The ESHA overlay is for information purposes, and ESHA may be located in areas not shown in the overlay once on-the-ground mapping is conducted for a specific site. In addition, because ESHA changes over time, the overlay shown in this plan will become less accurate over the life of the plan. To that end, the electronic version of the overlay will be updated throughout the life of the plan to reflect changes to ESHA. The overlay designations are identified as a cross-hatch on top of the base land use designation on the Land Use Map.

Table LU-1 identifies the land use designations, land use characteristics associated with each designation, and the land use density/development intensity allowed within each designation.

Table LU-1:
Land Use Designations

Designation	Description	Density / Intensity*
Low Density Residential	Detached single-family homes and some group housing uses.	0-4.0 du/ac
Moderate Density Residential	Detached or attached single-family homes and some group housing uses.	4.1-7.0 du/ac
Medium Density Residential	Detached or attached single-family homes, townhomes, duplexes, apartments, condominiums, and some group housing uses.	7.1-15.0 du/ac
High Density Residential	Multifamily housing, including apartments, townhomes, condominiums, and some group housing uses. Single-family homes are allowed where the sites' characteristics, such as size or topography, would preclude multi-family development.	15.1-27.0 du/ac
Community Commercial	Community-oriented uses including retail stores, restaurants, professional and medical offices, and personal services. Residential uses are allowed both above and behind commercial uses with discretionary approval.	1.25 FAR for nonresidential component 15.1-27.0 du/ac for residential component
District Commercial	Retail, commercial, and service uses that meet local and regional demand. This designation is intended for larger-scale development that is appropriate in an auto-oriented environment.	0.5 FAR
Neighborhood Commercial	Smaller-scale commercial uses that provide for the daily needs and services of nearby residents. Residential uses are allowed both above and behind commercial uses with discretionary approval.	1.0 FAR for nonresidential component 4.1-15.0 du/ac for residential component
Visitor-Serving Commercial	Visitor-oriented services and uses located at easily accessible locations and tourist destinations within the coastal zone. In general, ground-floor development should be reserved for retail shops, restaurants and bars, and visitor accommodations, with the upper floors reserved for additional visitor accommodations and offices.	1.25 FAR
Commercial/ Recreational Fishing	Implements Measure D, which protects the tidelands area between Beach Street and Target Rock. Development and use permits are limited to fishing activities only.	0.5 FAR

Designation	Description	Density / Intensity*
Waterfront Commercial/ Industrial	A mixture of visitor-serving commercial uses and harbor-dependent land uses located in the coastal zone.	1.25 FAR
General (Light) Industrial	Light industry uses which are generally not compatible with residential or most commercial uses. Existing residential buildings are permitted and are considered conforming.	0.5 FAR
Coastal-Dependent Industrial	Uses within the coastal zone which must be located on or adjacent to the sea to function at all, and are thereby given priority pursuant to the California Coastal Act.	0.65 FAR
Mixed Use	Implemented by the zoning code, any combination of commercial uses; offices; attached single-family housing, multiple-family housing, and live-work units; institutional uses; cultural facilities; developments including an open space component; visitor-serving uses; and/or civic facilities. Mixing of these uses may occur in a vertical and/or horizontal orientation. Mixed-use development is required within the constraints of parcel size, context/adjacent uses, and access to transportation.	1.0 FAR for nonresidential component 15.1-27.0 du/ac for residential component
Public/ Institutional	Facilities which serve the public, including government buildings and service facilities; or quasi-public facilities such as hospitals and cultural or civic resources.	0.5 FAR
Harbor/Navigational Ways	Areas of the city covered by seawater and used for boating, fishing, and visitor-serving uses.	N/A
Open Space/Recreation	Areas of improved and unimproved park facilities, open space areas, natural resource areas, and outdoor recreation.	N/A
Agriculture	Land for cultivating crops and raising animals.	N/A

Designation	Description	Density/ Intensity*
Overlays		
Mixed-Use Residential	For Visitor-Serving Commercial, the overlay allows residential uses in addition to the base allowed uses provided they are secondary to the Visitor-Serving Commercial component of the project. For Neighborhood Commercial, the overlay allows residential on the whole lot.	Same as underlying base designation for nonresidential component When paired with Neighborhood Commercial, residential density is the same as for the base designation When paired with Visitor-serving Commercial, 15.1-27.0 du/ac for residential component
Environmentally Sensitive Habitat Areas	Protected areas within the coastal zone which serve as habitat for rare or especially valuable plant or animal life that could be easily disturbed or degraded by human activity.	N/A

** Where a range is provided, the lower end of the range represents the minimum, and the upper range the maximum (and where just one number is provided, it is a maximum), but actual density/intensity depends on applicable development constraints and other factors and may be less than the maximum.*

Land Use Map

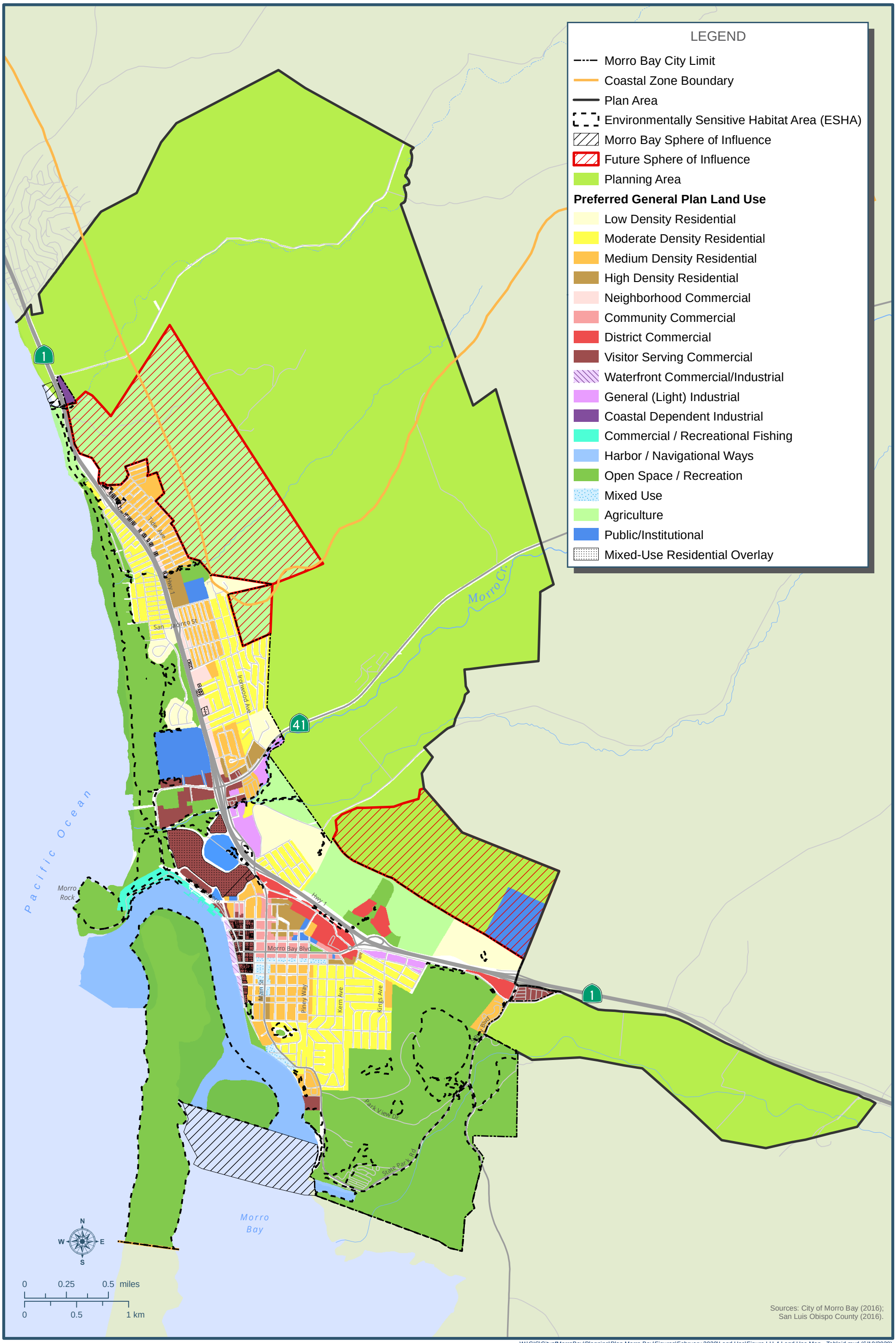
LCP

The Land Use Map (**Figure LU-4**) illustrates how *Plan Morro Bay* goals and policies translate into on-the-ground land uses by showing the distribution of the land use designations described above in correlation to the street network and natural landscapes.

Plan MORRO BAY

FIGURE LU-4

Land Use Map



W:\GIS\CityofMorroBay\Planning\Plan Morro Bay\Figures\February 2020\Land Use\Figure LU-4 Land Use Map - Tabloid.mxd (6/10/2020)

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DEVELOPMENT CAPACITY

LCP

Table LU-2 identifies the maximum development capacity associated with the planned distribution of land uses described in this element and summarizes the land use distribution and the resulting maximum residential and nonresidential levels of development that can be expected from implementation of land use policies established by *Plan Morro Bay* at their maximum level of density and intensity of use. As the density and intensity standards for each land use designation are applied to future development projects and land use decisions, properties will gradually transition from one use to another, and land uses and intensities will gradually shift to align with the intent of this Land Use Element. Note that **Table LU-2** is not meant to imply that proposed development that might result in densities/intensities that are within this range is necessarily consistent with the LCP; rather it is intended to provide an overall sense of the magnitude that could possibly be realized by development in the City cumulatively by 2040, bracketing resource and other constraints in any particular case.

Table LU-2:
***Plan Morro Bay* Maximum Development Capacity**

Land Use Designation	Acres (approximate)	Total Estimated Dwelling Units (2040)	Total Estimated Households	Population (2040)	Non residential Square Feet (2040)
Residential	753.4	6,573		10,870	—
Commercial	307.6	565		934	8,819,081
Industrial	41.5	—		—	893,006
Waterfront Commercial/ Industrial	6.3	—		—	220,869
Mixed Use	17.6	141		233	607,984
Open Space & Agriculture	1,547.4				—
Public/ Institutional	336.9	—		—	371,651
Outside City in Future SOI and Plan Area					
Open Space & Agriculture	6,079.9	15		25	—
Public/ Institutional	56.6				
Total (2040)	**9,147.2***	**7,295**	**5,792**	**12,062**	**10,912,591**
Existing (2016) Totals	9,147.2*	6,414	5,063	10,714	2,613,654
Change, 2017-2040	**—**	**881**	**729**	**1,348**	**8,298,937**

Notes:

**Totals may not add up due to rounding*

Plan Morro Bay does not directly specify a maximum population for Morro Bay. Any growth (including any potential expansion of the SOI) in Morro Bay also must be consistent with Measure F, a voter-approved growth management ordinance that limits the city to 12,200 residents. To exceed this number, Morro Bay must secure additional water resources and a majority of voters must elect to remove the limit. *Plan Morro Bay* policy proposes to undertake a process to either affirm, amend, or repeal Measure F at the point where the City's population reaches 11,700.

The maximum possible number of residential units is determined by the different maximum densities allowed for each land use designation and the amount of land area within that designation. However, this maximum number of units is unlikely to be reached because every residential parcel in Morro Bay would need to be developed to its maximum potential. Because most of the residential portion of the planning area is built out and existing buildings are generally in good condition, these changes will occur in the Vistra Power Plant area as well as north along Atascadero Road, parts of downtown and the adjacent Highway 1 corridor, North Main, and Highway 41. Forecasting assumptions are used to determine the realistic expected number of residential units that Morro Bay will have when all of the parcels that are reasonably expected to redevelop have done so, subject to voter-approved growth management initiatives.

KEY ISSUES

Diverse Mix of Land Uses

Morro Bay is physically defined as a community by a land use pattern, design elements, and overall community form. The balance of uses and ways in which they are arranged dramatically affect the character, sustainability, health, and economy of the City. The uses present in the City and their locations can ensure equitable access to the coast, visitor amenities and services, and housing, employment, retail and services, education, and recreation for residents and employees. Having a diverse mix of land uses also allows for a varied economy that promotes local businesses and a strong jobs/housing balance, and is able to adapt to changing markets and economic disruptions. In these ways, the form of the community directly contributes to Morro Bay's sustainability, resiliency, success, and the well-being of residents and visitors.

GOALS AND POLICIES

Each time a rock icon is placed next to a Goal, all of the policies underneath the goal are also included in the LCP unless specifically noted otherwise in the policies section. The implementation actions are not included in the Local Coastal Program. They are part of the City's General Plan.

GOAL LU-1: The community form of Morro Bay reflects its vision and values, promoting a strong economy and high quality of life.



LCP

POLICY LU-1.1: **Land Use Pattern**. Maintain the current pattern of Morro Bay's land use to preserve the distinct character areas and community form, while enhancing and transforming areas with greatest potential for change to improve economic activity and align them with the community vision. (See Figure LU-4 Land Use Map.) New development shall be located within, contiguous with, or in close proximity to existing developed areas with adequate public services and where it will not have significant effects, either individually or cumulatively, on coastal resources.

POLICY LU-1.2: **Realistic Development Capacity**. Protection of sensitive habitats, natural landforms, scenic resources, and other coastal resources shall be a priority in all City actions and decisions, and all development standards (including with respect to height, setback, density, lot coverage, etc.) shall be interpreted as maximums (or minimums) that shall be reduced (or increased) to protect and enhance such resources and meet LCP objectives to the maximum extent feasible. Development shall only be authorized when the proposed use is allowed per the applicable land use designation, and when it meets all applicable LCP policies and standards.

POLICY LU-1.3: **Access to Daily Needs**. Create sustainable development patterns characterized by mixed uses, walkable neighborhoods, and multimodal connections that allow residents to meet their daily needs for food, goods and services, employment, and other resources.

POLICY LU-1.4: **Balanced Needs**. Ensure that land uses in Morro Bay serve the needs of both local residents and visitors accessing the coast.

POLICY LU-1.5: **Senior Living.** Encourage the development of housing designed for universal access and senior housing that is accessible to public transit, health and community facilities, and services.

POLICY LU-1.6: **Innovative Housing Design**. Remove barriers to and create opportunities for innovative or nontraditional housing forms such as tiny houses, cohousing, and intergenerational housing.

POLICY LU-1.7: **Mobile Home Parks.** Protect low-income housing opportunities offered by mobile home parks.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION LU-1

Amend the Zoning Map to establish consistency between land use designations and zoning districts.

IMPLEMENTATION ACTION LU-2

Establish zoning districts and development standards to correspond with land use designations and character areas.

IMPLEMENTATION ACTION LU-3

Modify zoning and development standards to allow and facilitate tiny houses, co-housing, live/work housing, and intergenerational housing.

IMPLEMENTATION ACTION LU-4

Designate base zones during the Zoning Code update for the Beach Street Specific Plan area which protect the existing unique mix of land uses.

IMPLEMENTATION ACTION LU-5

Continue to implement the North Main Street Specific Plan through the actions in this plan and the actions in the specific plan.

The implementation actions are replicated in the table in Section 5 under the "Land Use Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL LU-2: Land use patterns improve community health and resiliency.

POLICY LU-2.1: **Fresh Food.** Support and facilitate access to fresh food throughout all parts of Morro Bay, including through food banks, the Senior Nutrition Program, Meals on Wheels, community gardens, farmers markets, produce stands, and edible landscaping.

POLICY LU-2.2: **Local Food.** Actively seek options to expand existing marketing and distribution methods that connect local agriculture (including seafood) to consumers such as retailers, restaurants, schools, hospitals, food banks, and other businesses.

POLICY LU-2.3: **Social Resiliency.** Maintain and create new urban public spaces that promote pedestrian activity and social engagement through building design, public art, landscaping elements, and amenities.

No implementation actions specifically correspond to this goal and policies.

Growth Management

Like nearly all cities in California, Morro Bay is an evolving community. Nearly all land in the city is already developed or preserved, leaving little room for population or job growth. Measure F further limits growth in the city by capping the population at 12,200, requiring additional resources and a majority vote to remove that limit. Despite these challenges, there is some projected growth expected in the future in terms of land area, population, and nonresidential development, and Morro Bay can accommodate an additional 1,486 residents beyond 2017 conditions before reaching the Measure F cap.

Housing and Jobs Growth

The community's ability to achieve a desirable jobs/housing balance is dictated by numerous factors, including physical space, regulations, resource availability, and market factors. Morro Bay's current (2017) ratio of jobs to households is approximately 1.07. While accurate projections of future job numbers are not readily available, it seems likely that without *Plan Morro Bay*, this ratio will not improve. The fact that there are only 1.07 jobs for every household in the community indicates a lack of local jobs for Morro Bay residents, which growth plans can help address.

Table LU-2 above shows the maximum potential for development capacity based on the existing land use acreages for areas that allow residential uses. The actual amount of residential and nonresidential growth will depend on how much the city and population grow and change in the future, consistent with this LCP. Any potential for housing and job growth will be limited in part by the lack of undeveloped land in Morro Bay; only 1.25 percent of the city is undeveloped, with the rest occupied by development or open space. However, this growth can still occur through infill development, redevelopment, and possible future expansions of the City boundaries.

Development Capacity

If community members and elected leaders do choose to pursue growth in Morro Bay, the City must decide how much to grow and the preferred method for growth. Morro Bay has the option to continue to limit the amount and/or pace of new growth, allowing for a smaller number of new residents and jobs that would hold the population below the Measure F threshold. Alternatively, the community can establish a target population above 12,200 residents and seek to repeal or amend Measure F to allow this increase, depending on future availability of land and water and other infrastructure and service capacity.

As described in **Table LU-2**, *Plan Morro Bay* can accommodate an estimated maximum population of up to 12,149 people by 2040, subject to how many persons are in a typical household and ongoing maintenance of a relatively low occupied housing rate. The rate of population growth will also depend on the health of the economy and the type of jobs available as well as the cost of living, in particular for housing. This total would be just below the limit established by Measure F.

Future Sphere of Influence Expansion and Infill Opportunities

Morro Bay has an option to physically expand by adding new land to the city limits. This plan considers this as a future option to allow for some limited outward expansion beyond current City limits to achieve large-scale conservation of parcels and a small amount of rural-scale residential use and visitor-serving amenities to serve conservation lands. In addition to this potential future SOI expansion to the northeast, Morro Bay has several areas that can provide future development and redevelopment. The Vistra Power Plant and Wastewater Treatment Plant sites may accommodate Mixed Use, Public/Institutional, Open Space/Recreation, and Visitor Serving Commercial uses with much of the development being new. Areas of downtown and along Highway 1 are prime areas for higher intensity and commercial infill development.

GOALS AND POLICIES

GOAL LU-3: Morro Bay grows in a manner that maintains community identity and well-being.

LCP

POLICY LU-3.1: **Growth Limits**. Continue to limit the amount of development, including future population growth accommodated by *Plan Morro Bay*, to a level supported by adequate and long-term sustainable available land, water supply, and other infrastructure and service capacity.

POLICY LU-3.2: **Hillside Protection**. The City's backdrop of undeveloped open hillsides, ridgelines, and agricultural lands, particularly the areas shown as Agriculture and Undeveloped in Figure LU-3, shall be protected.

Policies Not Included in the Local Coastal Program

POLICY LU-3.3: **Future Growth**. Accommodate future growth of housing and jobs in Morro Bay that is consistent with vision, values, policies, and actions of this plan through both infill and potential limited expansion of the sphere of influence.

POLICY LU-3.4: **High-Quality Jobs**. Support high-quality new development and redevelopment that provides for new economic activities, creates working family jobs that allow for upward mobility, improves housing affordability, and helps retain young individuals and families in the community.

POLICY LU-3.5: **Jobs/Housing Ratio**. At buildout of *Plan Morro Bay*, the jobs/housing ratio should be as close to balanced (1.0) as possible.

POLICY LU-3.6: **Infill Development**. Promote infill development on vacant or underutilized properties in the city as the preferred strategy for most new development in Morro Bay.

POLICY LU-3.7: **Limited Outward Expansion**. Allow for some limited outward expansion beyond the city's existing limits to achieve large-scale conservation of parcels and a small amount of rural-scale residential use and visitor-serving amenities to serve conservation lands. Standards applied to the future sphere of influence (SOI) area include keeping

development off of ridgelines and preserve views of the city's backdrop of undeveloped open land. (See also Policies C-9.1 through C-9.5 and Implementation Actions C-30 and C-31.)

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION LU-6

When the city's population reaches 11,700, reopen public discussions about the Measure F 12,200-person limit and undertake a process to either affirm, amend, or repeal Measure F. At that time, consider exempting affordable housing projects from established population limits.

This implementation action is replicated in the table in Section 5 under the "Land Use Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Coastal Priority Uses

The Coastal Act requires the City to prioritize uses that serve important needs for the community and visitors, such as recreation, coastal access, open space, and visitor-serving and coastal-dependent uses. Nearly all of Morro Bay is in the coastal zone. Coastal priority uses range from visitor-serving recreation and services to coastal-dependent businesses such as aquaculture and commercial fishing.

Visitor-Serving Uses

LCP

Visitors come to Morro Bay year-round to enjoy the beautiful scenery, the beach, and an eclectic and laid-back vibe. The diverse array of shops, restaurants, and recreation opportunities are an important part of both the economy and personality of Morro Bay, and these uses need to be protected for the enjoyment of visitors and locals alike. The Coastal Act also requires that visitor-serving uses be prioritized over most other uses in the coastal zone.

Approximately 145 acres of land are designated for visitor-serving uses, primarily located in the Embarcadero, downtown, and State Park areas. These uses include hotels and other lodging, restaurants, parking facilities, shopping, and entertainment options. Because of their location near the coastline, the businesses and recreation areas are vulnerable to both development pressure and increasing flood risk due to sea level rise. The Land Use Map and policies work together to protect visitor-serving uses from encroachment of all kinds.

Coastal-Dependent Uses

LCP

Coastal-dependent uses are those which require a location on or adjacent to the sea in order to function at all, and are highly protected by the Coastal Act and the City of Morro Bay. These are uses such as commercial fishing and boating, agriculture, and aquaculture facilities.

Commercial Fishing

Commercial fishing plays significant economic and cultural roles in Morro Bay. Voter-approved Measure D ensures that areas on the north Embarcadero are specifically designated for commercial fishing infrastructure and facilities to accommodate both commercial and recreational fishing activities. The fishing industry is organized by the Morro Bay Commercial Fisherman's Organization (MBCFO), which has over 100 members. The commercial fishing community also has strong ties to local colleges and has engaged in collaborative research with local institutions for decades. The fishing industry serves as an important part of the local economy, and has continued to increase in size in recent years and decades.

The City's Harbor Advisory Board and Planning Commission have worked to define and establish a Working Waterfront concept and better define Measure D. A mission statement for the Working Waterfront has been created and the Working Waterfront has been divided into three sectors. The sectors from north to south are as follows:

1. Fisheries Sector: The Commercial/Recreational Fishing land use designation area (Measure D Zone), north of Beach Street
2. Visitor's Sector: Beach Street south to Tidelands Park launch ramp
3. Southern Sector: South of Tidelands Park launch ramp to the State Park Marina

Uses allowed in the Measure D Zone/Commercial/Recreational Fishing land use designation and associated definitions have also been clarified and are included in the zoning code/LIP.

The marine environment in Morro Bay is highly diverse, and fishing activity is managed in order to meet state and federal regulations for types of gear, species targeting, and quotas. This sustainable management is based on science-driven stock assessments. Over time, these efforts have resulted in healthier populations of species such as thresher shark, swordfish, salmon, and many others.

In 2014, the City completed two reports that contribute to future management of the fishing industry. The Commercial Fisheries Economic Impact Report sought to understand the economic scope of the industry. The Fishing Community Sustainability

Plan further studied the industry and provided recommendations to facilitate the sustainability of the fishing community and working waterfront. Each of these findings were tied to their social, economic, and environmental implications.

While changes to the industry and declines have occurred in the fishing industry, catch and fishing industry productivity have been increasing in recent years. With the decline in the 1990s, fishing infrastructure suffered, processing facilities closed, and improvements are now needed. While some investment in facilities and equipment has been made in recent years, additional focus is necessary to provide for the needs of the fisheries.

Recreational Fishing, Boating, and Infrastructure

Recreational fishing and boating is another important feature of Morro Bay. Kayaking, paddleboarding, launch access, fishing access, and boat tours are commonly enjoyed activities, and several businesses in the City cater to these types of activities. As these activities increase with the growth of Morro Bay and increasing tourism activities in California, the City will ensure that they do not interfere with the necessary operations of the commercial fishing industry, and, that no potentially dangerous space conflicts arise which would interrupt these recreational activities. Both commercial fishing and recreational fishing and boating will be protected and enhanced where possible.

Figure LU-5 identifies fishing and boating facilities in Morro Bay, differentiating between administrative, commercial, and recreational services.

Energy and Industrial Uses

Industrial uses in the Morro Bay coastal zone include the Morro Bay Desalination Facility and the decommissioned Vistra power plant. The desalination plant was constructed in 1992 during a drought emergency but shut down soon after because of operation issues and costs. The plant is currently used only to offset seasonal peaks in water demand.

The Vistra power plant is located north of the Embarcadero, and was decommissioned in 2014 because of fluctuations in the need for electricity and increasing cost of operations to remain in compliance with state regulation. Future development of the Vistra power plant is anticipated to include a mix of visitor-serving commercial, open space, and public facility uses, and may include some potential for future housing. Future potential energy uses in Morro Bay will focus on renewable energy, which is in line with the state direction and the vision for Morro Bay.

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Plan MORRO BAY

FIGURE LU-5

Coastal-Dependent Uses



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Agriculture and Aquaculture

Agriculture and aquaculture are also protected resources under the Coastal Act. Most agriculture in Morro Bay is located on the east side of Highway 1 near the southwest end of the city. Lesser amounts of agricultural land are also located in other parts of the city. Aquaculture primarily consists of oyster farming, which has a long history in Morro Bay. The oyster farming areas are located at the south end of the bay, as well as along the north Embarcadero.

GOALS AND POLICIES

GOAL LU-4: Coastal-dependent uses are prioritized within appropriate locations in the coastal zone.

LCP

POLICY LU-4.1: **Waterfront Uses.** Maintain and encourage the development of visitor-serving and coastal-dependent land uses along the waterfront, and give such uses priority over other types of development that are either not dependent on a waterfront location or not related to public use and enjoyment of the coast.

POLICY LU-4.2: **Measure D/Commercial/Recreational Fishing Uses.** Ensure commercial fishing activity is prioritized in the Measure D area.

POLICY LU-4.3: **Adaptation in the Fishing Industry.** Assist the commercial fishing industry to adapt to climate and economic change.

POLICY LU-4.4: **Interim Uses in Coastal Zone.** Permit interim uses in areas designated for coastal-dependent uses until the existing owners have an approved coastal-dependent development. Interim uses in the Measure D zone/Commercial/Recreational Fishing land use designation could only be those that are consistent with Measure D.

POLICY LU-4.5: **Recreational Uses.** Oceanfront lands designated for Open Space/Recreation shall be protected for public recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated in those designated areas is already adequately provided for in the area.

POLICY LU-4.6: **Development Priority.** Using private lands suitable for visitor-serving commercial recreational facilities shall have priority over using such lands for private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

POLICY LU-4.7: **Maritime Support Services.** Continue to promote the viability of maritime support services presently operating on Beach Street.

POLICY LU-4.8: **Interagency Cooperation.** Work with other local agencies, including the County of San Luis Obispo and the US Army Corps of Engineers, to ensure the continued maintenance of the Morro Bay navigation channels.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION LU-7

As part of the Zoning Code update, maintain land use and zoning that protects visitor-serving and coastal dependent uses, including commercial fishing.

IMPLEMENTATION ACTION LU-8

Clarify the meaning of "clearly incidental" in the Zoning Code and provide additional certainty and consistency in the development review process for properties in the Measure D zone/Commercial/Recreational Fishing land use designation.

IMPLEMENTATION ACTION LU-9

Continue to implement the Fishing Community Sustainability Plan and update the plan every five years.

IMPLEMENTATION ACTION LU-10

Modify zoning and development standards to allow interim uses in areas designated for coastal-dependent uses until the existing owners have an approved coastal-dependent development. The City considers this type of interim temporary use exempt from coastal development permits. Interim uses shall be limited to projects which a) have relocatable structures, b) are compatible with the character of surrounding areas, c) preserve established viewsheds, and d) are limited to the following uses:

- Visitor access, paths, lookout points
- Recreational vehicle parking
- Automobile parking
- Picnic areas
- Community gardens
- Campgrounds
- Restrooms and service facilities
- Playgrounds
- Temporary boat storage
- Temporary boat repair area
- Ancillary uses for the above
- Other uses serving visitors or commercial fishing which do not require permanent structures

IMPLEMENTATION ACTION LU-11

Track needs of the commercial fishing industry annually through the Harbor Advisory Board as the community faces climate and economic changes.

The implementation actions are replicated in the table in Section 5 under the "Land Use Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL LU-5: Coastal priority uses are viable, protected, and contribute to the economy and character of Morro Bay.

LCP

POLICY LU-5.1: **Use Conflicts**. Reduce potential conflicts between commercial fishing and coastal recreational uses.

POLICY LU-5.2: **Agricultural Uses**. Maintain prime agricultural land and other lands suitable for agricultural use in the planning area in long-term agricultural production.

POLICY LU-5.3: **Lower Cost Facilities**. Lower-cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. See also related policies under Goal LU-6 addressing low-cost visitor-serving accommodations.

POLICY LU-5.4: **Vistra Site Master Plan**. Master plan the redevelopment of the former Vistra power plant site and surrounding area, which could include reuse of some of the existing buildings. The master plan will be the responsibility of the developer or property owner upon property development. Encourage extensive community participation in the master plan process. Ensure that the land use map identified in Figure LU-4 and development capacity established in Table LU-2 guide land planning for the site. Other objectives for the master plan include creating a better connection between the two sides of the Embarcadero at the Vistra site and creating a pedestrian-friendly atmosphere along the site's Embarcadero street frontage. The master plan shall be incorporated into the LCP via an LCP amendment prior to any CDP processing for associated development.

POLICY LU-5.5: **Continued Industrial Use at WWTP Site and Master Plan**. The site of the existing wastewater treatment plant (WWTP) on Atascadero Road is proposed to accommodate future visitor-serving, recreation, and open space uses (see Figure LU-4). Once the WWTP is relocated and operating at another site, and prior to redevelopment of the site, a master plan shall be prepared for the site and surrounding public parcels with specific objectives, needed improvements, and area-specific zoning. Plan objectives should include creating an environment more focused on pedestrians, in particular visitors and those using the area for recreation. Redesign for this area should take advantage of the proximity and connection to the beach and views of Morro Rock. Encourage extensive community participation in the master plan process. The master plan shall be incorporated into the LCP via an LCP amendment prior to any CDP processing for associated development. Until and unless the WWTP is relocated, the industrial WWTP use shall be allowed to continue to operate at that location as a coastal priority use and shall not be considered nonconforming.

No implementation actions specifically correspond to this goal and policies.

Overnight Accommodations

LCP

A critical part of ensuring public access to the coast involves maintaining a variety of choices in overnight accommodations that are affordable for the average visitor. Hotels, motels, campgrounds, or short-term rentals can contribute to the city's supply of lower-cost lodging. Lower-cost accommodations are one of the primary issues required to be addressed by local jurisdictions under the Coastal Act. This is especially important as the cost of accommodations in coastal cities continues to rise. While most accommodations in Morro Bay are relatively low cost compared to other coastal cities, they recently rose 30 percent in just five years (2012 to 2017).

The Coastal Act requires that all members of the public have "equal access to the coast," including access to accommodations that are affordable to the public. Because of the differing natures of coastal communities, the method each jurisdiction chooses to preserve and maximize the availability of lower-cost accommodations must be tuned to the economy and culture of that community. Local agencies and the Coastal Commission have pursued multiple ways to accomplish these goals, including:

- Introducing an official definition of "lower cost" that is calculated individually for each community.
- Prohibiting loss of lower-cost accommodations in coastal communities.

- Requiring that new higher-cost accommodations also provide lower-cost accommodations where possible.
- When on-site (or nearby) provision of lower-cost accomodations is not possible, requiring in-lieu fees that are adequate for the full range of development costs to develop the lower-cost accomodation foregone.
- Ensuring efficient use of in-lieu fees through partnerships with other organizations (i.e., environmental education, outreach programs).
- Supporting appropriately regulated short-term vacation rentals.

The amount of lower-cost accommodations needed, and the means of providing them, is determined by each jurisdiction and approved by the Coastal Commission. In recent years, the Commission has recommended that new higher-cost accommodation projects also provide at least 25 percent lower-cost accommodations (e.g., a project with 100 overnight rooms needs to provide at least 25 such rooms as lower cost, or provide the lower-cost requirements through an in-lieu fee for same). However, this guidance is evolving and is different in each jurisdiction.

Accommodation Types

Overview

Morro Bay offers a variety of accommodation types that range in price and types of amenities. These include hotels, motels, campgrounds, RV parks, and short-term vacation rentals (STVRs). When assessing affordability of overnight accommodations, all types of accommodations were considered. In 2016, the City conducted comprehensive inventories of all accommodation types and their typical costs per night.

Short-term Vacation Rentals

One important piece of the modern accommodation market is the recent success of STVRs managed through online sites. These accommodations can range from a room in a resident's occupied home to large unoccupied accommodations with space for an entire family. These locations generally offer access to common areas, full kitchens, and bathrooms, often with comforts and amenities not offered in hotels. These short-term rentals are often a low-cost option for visitors to Morro Bay, while also contributing transient occupancy taxes (TOT) to the City.

As a tourist destination, Morro Bay has a high proportion of vacation homes, many of which are used as STVRs. The city has over 200 STVRs which vary in size and price. While in some cases these provide lower-cost visitor accommodations, they also affect the overall stock of affordable housing. These types of rentals have become popular in many coastal destinations, and in some cases, landlords have converted their units

from long-term rentals to STVRs. This places a strain on the affordable housing market by removing long-term rental opportunities.

The City has recognized the impacts of STVRs, and established regulations for them in the Municipal Code. Chapter 5.47 of the Municipal Code defines STVRs and establish specific signage, nuisance, violation, and permitting requirements. Chapter 3.24 requires TOT collection for hotels in Morro Bay, and includes STVRs in its definition of a hotel.

Threshold for Lower-cost Accommodations

The Coastal Commission developed an official process for determining what is defined as lower-cost using the Smith Travel Research (STR) report on local hotel trends and determining the average daily room rate for hotels and motels. A threshold for lower-cost accommodations in Morro Bay was determined using the Coastal Commission's preferred methodology, but using the results of a 2016 cost survey conducted by the City, which was more complete and accounted for all hotel and motel rooms in the city. Campgrounds were not assessed to determine the lower-cost accommodation threshold. The survey of hotel and motel rooms was based on summer pricing, which reflects the prices tourists can actually expect to spend, since Morro Bay is most popular during the summer months. This method of developing a cost threshold resulted in an initial ADR threshold of $102 for lower-cost accommodations. Hotels, motels, and campgrounds will only be considered lower-cost if they cost less than $102 per night for an average of 2-4 person occupancy.

This threshold may be subject to change based on updated inventories of accommodations and changes in the market. The City will adjust the threshold by adjusting for inflation based on the Consumer Price Index to ensure it aligns with current market conditions. Procedures and regulations for determining the threshold will be implemented by the City to continually provide for lower-cost accommodations. These procedures are outlined in policies and implementation actions in *Plan Morro Bay*.

Short-term Vacation Rentals Threshold

Since STVRs have different capacities, amenities, and business models, the lower-cost threshold was adjusted to provide a more accurate depiction of affordability. The adjusted threshold is aligned with the threshold for lower-cost hotels and motels, but due to the range of short-term rentals available, affordability is determined based on how many accommodations fall within the lower-cost range when considering per person cost. Any additional fees that STVR hosts may charge above the advertised nightly rate were not accounted for in the survey.

Using this method, short-term rentals are considered lower cost if their cost per person is less than one-fourth of the hotel and motel threshold per night, as the average hotel

room occupancy is four people. This captures the range of short-term rental pricing while considering the differences in accommodation sizes. For instance, if an STVR costs $300 per night, this would appear to be more expensive than a hotel room. Especially for cases where several visitors are staying in the same location, higher-capacity short-term rentals are an economical option according to this per person threshold.

Affordability in Morro Bay

A 2017 study of low-cost visitor-serving accommodations (LCVSA) in Morro Bay determined that approximately 52 percent of all accommodations, or 36 percent of all hotels and motels, can be considered lower cost based on the $102 threshold. Surveys of surrounding coastal cities including Pismo Beach, Avila Beach, Cayucos, and Cambria showed that Morro Bay's accommodation pricing is significantly lower than similar beach communities. The current proportion of LCVSAs in Morro Bay far exceeds surrounding communities as well as the Commission's guidance of 25 percent.

While Morro Bay currently has a sufficient number of LCVSAs, prices continue to increase. In order to ensure ongoing affordability, the City will regularly reassess the stock of affordable accommodations and determine whether the proportion of LCVSAs has decreased too substantially. If this occurs, the City has prepared policies that will be triggered to protect, improve, or increase the stock of LCVSAs. Each policy has been assigned to an implementation timeline base; policies that may take longer to implement will be triggered sooner than those that can be quickly implemented. For instance, policies that require development or rehabilitation projects will be triggered sooner than policies that require higher-cost accommodations to provide public amenities.

Day-use Facilities

Another way for a city to increase its capacity for lower-cost accommodations is through the provision of day-use amenities in the coastal zone. Currently, Morro Bay has some day-use facilities near the Embarcadero, including small public parks and docks. However, many day-use facilities in this area are linked to commercial uses such as restaurants or hotels, and are not accessible to the public. An increase in public day-use amenities would allow visitors to utilize the recreational features provided by a higher-cost hotel or motel for little or no cost while staying at a lower-cost accommodation.

GOALS AND POLICIES

LCP

GOAL LU-6: Visitors to Morro Bay have access to a variety of lower-cost lodging options to meet their needs.

POLICY LU-6.1: **Range of Accommodations**. The City encourages a range of accommodation types, including low-cost visitor accommodations, public recreational opportunities, and short-term vacation rentals, so long as such rentals do not adversely impact coastal resources or unduly burden residential neighborhoods.

POLICY LU-6.2: **Lower-Cost Accommodations Threshold**. Adopt an appropriate threshold for lower-cost accommodations. Regularly update this threshold using the Consumer Price Index to adjust for inflation.

POLICY LU-6.3: **Accommodations Inventory.** Regularly track the inventory of lower-cost accommodations through a scheduled price survey of all accommodations. Notice of the upcoming survey shall be provided to all accommodations owners.

POLICY LU-6.4: **Accommodations on State Tidelands**. Hotels and motels developed on the State-owned tidelands shall provide lower-cost accommodations and publicly accessible facilities and/or amenities.

POLICY LU-6.5: **Short-Term Vacation Rentals**. Allow short-term vacation rentals as an important source of visitor accommodations while developing regulations that respond to residential community character issues.

POLICY LU-6.6: **Amend Short-term Rental Regulations**. Amend existing short-term rental regulations to improve community oversight while also providing a range of options for visitors seeking overnight accommodations near the coast.

POLICY LU-6.7: **Protect Existing Accommodations**. Protect the existing inventory of lower-cost accommodations using fees or other revenue sources for as-needed rehabilitation grants.

POLICY LU-6.8: **Develop New Accommodations**. If the number of lower-cost accommodations falls below the required proportion, require that development projects in Morro Bay provide on-site lower-cost

accommodations, or provide equivalent mitigation as a condition of approval of a Coastal Development Permit.

POLICY LU-6.9: **Day-Use Facilities**. Require new hotel and motel projects that do not feature lower-cost accommodation options to incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use.

POLICY LU-6.10: **Short-Term Vacation Rental Permits**. Continue to manage the number of new short-term vacation rental permits allocated each year in residential zones.

POLICY LU-6.11: **Monitor Vacation Rentals**. Monitor unpermitted vacation rentals and work to remove unpermitted units from those being rented short term in the City.

POLICY LU-6.12: **Transient Occupancy Tax Rebate Program**. Consider offering a TOT rebate program that would allow older hotels and motels to recoup TOT expenses in order to fund capital improvement and rehabilitation projects.

POLICY LU-6.13: **Camping Accommodations**. Campgrounds and RV parks will be regularly maintained and improved. This may include improvements to accessibility trails and amenities.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION LU-12

Perform a survey of all hotels and motels in the city every two years. The survey should include documentation of the number of accommodations (for 2-4 person occupancy) and their average costs. Upon completing the survey, use the established City threshold to determine what proportion of hotels and motels can be considered low cost visitor-serving accommodations. This process will be completed between January and April to capture realistic peak-season prices. Notice that the survey will be completed and the threhold and proportion information will be updated based on the survey will be given three months in advance of conducting the survey. Notice will be given to all accommodations owners and any applicants who have submitted applications for hotels or motels in the last year. Once the survey is updated it will be sent to this group as well.

IMPLEMENTATION ACTION LU-13

New upscale hotel and motel projects that are developed on state-owned tidelands and do not have lower-cost rooms proposed shall provide 25 percent of units at a lower-cost rate approved by the Coastal Commission.

IMPLEMENTATION ACTION LU-14

New mid-price hotel and motel projects that are developed on state-owned tidelands and do not have lower-cost accommodation options shall incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use. Such amenities may include public plazas and spaces, restaurants, retail units/shops, gardens, viewing areas, free Wi-Fi access, bike parking facilities, or other day-use features that may be used by the public at no or relatively low cost. The quality and quantity of amenities shall be considered in the Coastal Development Permit review process. This standard does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.

Low-Cost Visitor-Serving Accommodation (LCVSA) actions only required to be implemented when certain thresholds are reached (LU-15 through LU-18)

IMPLEMENTATION ACTION LU-15

Use fee revenues from new developments with the potential to directly displace existing lower- and mid-price accommodations to provide as-needed rehabilitation grants to Low-Cost Visitor-Serving Accommodations (LCVSAs) to ensure the LCVSAs stay on the market at an affordable price point.

IMPLEMENTATION ACTION LU-16

Require any new hotel or motel development that does not include lower-cost overnight accommodations (and that is not directly displacing lower-cost lodgings) to provide mitigation as a condition of approval of a Coastal Development Permit. Mitigation actions shall include a mitigation payment to provide funding for the establishment of lower-cost overnight visitor accommodations elsewhere in the city, including granting the state “rights-of-way” to expand or using fees for linear coastal park improvements.

IMPLEMENTATION ACTION LU-17

Require that hotel or motel development projects in Morro Bay provide 25 percent of units at a lower-cost rate approved by the Coastal Commission if they directly displace either (a) existing lower-cost accommodations or (b) accommodations above the lower-cost threshold that include additional amenities or higher capacity.

IMPLEMENTATION ACTION LU-18

Require new hotel and motel projects that do not have lower-cost accommodation options to incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use. Such amenities may include public plazas and spaces, restaurants, retail units, gardens, viewing areas, free Wi-Fi, bike parking facilities, or other day-use features that may be used by the public at no or relatively low cost. The quality and quantity of amenities shall be considered in the Coastal Development Permit review process. This standard does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.

The implementation actions are replicated in the table in Section 5 under the "Land Use Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Coastal Access

A key tenet of the Coastal Act is to protect and expand public coastal accessways and areas to help facilitate maximum public recreational shoreline access within the coastal zone. In addition, such coastal access in Morro Bay also promotes recreation, tourism, and ecosystem health. The City provides access to and along the shoreline via lateral access, vertical access, universal access, and the California Coastal Trail. In general, Morro Bay provides good access to the beach, although improvements have been and continue to be made in some areas.

Lateral Public Access

LCP

Lateral access describes the ability to move parallel to the coastline, along the shore. In Morro Bay, lateral access is found contiguously along the coast from the City's northern border, near Morro Rock, along the Embarcadero, and further downcoast. Although the Embarcadero area provides signficant lateral access, including along the most bayside portion of development, lateral access is blocked in some cases, including by commercial uses.The goal of the Plan is enhanced and continuous lateral public access throughout the City, including the connection to Cayucos at the northern end of town. There is a particular emphasis on lateral access improvements needed in the Embarcadero area, where complete bayside lateral access via dedicated public space is required, and where the City has identified a preferred alignment and design for such continuous lateral coastal access.

Vertical Public Access

LCP

Lateral access is supported by vertical access points, which create perpendicular access to the coast. Morro Bay offers extensive vertical access points throughout the entirety of the coastal zone, most notably along the Embarcadero where buildings are spaced to allow public access to the shoreline. In the northern portion of the coastal zone, vertical access extends from Beachcomber Street, with both identified trails and informal paths through coastal brush. A more detailed discussion, along with a map of coastal access points, is provided in the Open Space Element.

California Coastal Trail

LCP

The California Coastal Trail (CCT) is an ongoing effort to connect a unified, roughly 1,200-mile trail along the Pacific Ocean, extending from Oregon to the border with Mexico. Approximately 600 miles of the CCT have been completed, promoting the Coastal Commission's coastal access objectives. Information and policies regarding the CCT can be found in the Open Space Element; a map of the preliminary CCT alignment through Morro Bay is in Figure OS-1.

GOALS AND POLICIES

Goal LU-7: All residents and visitors have unimpeded and convenient public access to and along the coast.

LCP

POLICY LU-7.1: **Lateral Access**. All existing publicly used lateral accessways and areas shall be protected, preserved, and enhanced to the maximum possible extent, and new lateral accessways/areas shall be encouraged and provided, where appropriate. All lateral connections along the coast, with particular emphasis on the Embarcadero, shall be required to be improved and enhanced. All such connections shall be universally accessible. For new development (defined by the Coastal Act) adjacent to the bayfront or ocean, open and unobstructed public access shall be provided from the nearest public roadway to the shoreline and along the coast as required herein.

a. Easements. For new developments on properties adjacent to the mean high-tide line, easements or offers of dedication for open and unobstructed public accessways along the shoreline between the mean high-tide line and the first line of vegetation shall be required, except as provided herein.

b. Lateral Public Access. Open and unobstructed lateral public access along the waterfront revetment (or shoreline, pursuant to subsection (a.) of this section if no revetment exists) shall be provided in all new development or additions on properties adjacent to the bayfront consistent with the provisions herein, and with public safety needs and the need to protect public rights, rights of private property held by leaseholders, and natural resource areas from overuse. Provision for continuous lateral access, pursuant to this section, along the bayfront portion of a parcel shall be required for any development or improvement which results in:

c. Change in use. A change in land use designation, a change in intensity of use, or a change of use.

d. Additional floor area or improvements. An increase of 10 percent or more of internal floor area of an existing structure or an additional improvement of 10 percent or less where an improvement to the structure has previously been undertaken.

e. Increase in height. Any increase in height by more than 10 percent of an existing structure.

f. Significant nonattached structures. Any significant nonattached structure such as garages, fences, shoreline protective works, or docks.

g. Lateral access along the waterfront revetment may be achieved in the following manner:

    i. Walkways. In the form of open or enclosed unobstructed walkways, a minimum of 10 feet wide across the bayward side of the proposed development.

    ii. Decking and/or boardwalks. Open and unobstructed exterior decking and/or boardwalks extending bayward a minimum of 12 feet (minimum of 10 feet of walkway).

    iii. Breezeways and/or walkways. Designated open and unobstructed breezeways and/or walkways within the structure, provided such breezeways are located as close as possible to the bay and designed to provide the most

direct, convenient connection between adjacent existing or potential lateral accessways. Exterior access is preferred over interior access.

iv. Connection to adjacent properties shall be planned for and implemented on a system wide basis.

h. Exceptions. The lateral access requirements specified above may be waived in the following situations:

i. When the applicant can demonstrate, based on an engineering analysis, that all or a portion of such access is physically infeasible and there are no design alternatives capable of overcoming topographical or site constraints that jeopardize public safety and fragile coastal resources.

ii. If continuous lateral access across the bayward portion of the parcel is found infeasible due to topographical or site constraints as defined in subsection (d)(i) of this section, the contribution of an in-lieu fee, equivalent to the cost of construction of an accessway along the bayward edge of the structure proposed, shall be paid to the City. Fees shall be used to coordinate the bayfront lateral and vertical access program, and shall be used to link lateral access where feasible and to improve vertical access provisions.

iii. For coastal-dependent development where provisions of continuous lateral access would conflict with the day-to-day operations of the use, such lateral access may be temporarily restricted during that activity. No permanent barriers—i.e. fences, gates or barricades—shall be allowed. Areas may be restricted with moveable chains and signage for no more than 30 minutes prior to that activity and 30 minutes after that activity.

iv. Reduction in building square footage shall not be a consideration.

v. Removal or modification of existing structure shall not be considered as a basis for feasibility.

i. Prescriptive Rights. Development shall not interfere with the public's right of access to the sea where required through use or

legislative authorization. Such access shall be protected through permit conditions or permitted development including easements, dedications, or continued accessway maintenance by a private or public association. Existing identified trails or other access points shall not be required to remain open, provided that they are consolidated or relocated to allow public access on the same site and provide the same or comparable access benefits as existed before closure and meet all other applicable access requirements as provided in this section.

j. Public Use and Posting.

   i. Public Accessways. All public accessways shall be properly signed and conform to Coastal Conservancy/Coastal Commission access standards and guidelines.

   ii. Dedicated Accessways. Dedicated accessways shall not be required to be opened to public use until a public agency or private association approved by the City Council agrees to accept responsibility for maintenance and liability of the accessway.

POLICY LU-7.2: **Lateral Access Requirements**. Lateral public access along the waterfront revetment shall be provided in all new developments and rehabilitation or addition projects, consistent with public safety needs and the need to protect public rights, rights of private property held by leaseholders, and natural resource areas from overuse.

POLICY LU-7.3: **Unobstructed Lateral Access**. Furniture, windscreens, gates, fences, or other items shall not be placed in the area of pedestrian flow of a lateral accessway. Existing items of this sort shall be removed during future lease renewals or applications for improvements.

POLICY LU-7.4: **Vertical Access**. Preserve and enhance coastal vertical access points in Morro Bay. The following are requirements at vertical access points:

a. Minimum Links. Where feasible, a minimum of one every 300 feet and/or every street stub shall link the vertical accessways with lateral access provisions along the bayward sides of structures.

b. Parking. Parking shall be provided in conjunction with new or improved vertical accessways whenever feasible and consistent with the site constraints to ensure use of the accessway. The number of parking spaces shall be determined by the director, who shall consider the carrying capacity of the public recreation area to which access is provided, environmental constraints, and safety considerations. These requirements apply to areas of the city outside of the Embarcadero.

c. Exceptions. The vertical access requirements specified above may be waived in the following situations:

   i. The provision of new accessways are inconsistent with public safety, military security needs, or the protection of fragile resources.

   ii. Adequate access exists nearby.

   iii. Agriculture would be adversely affected.

POLICY LU-7.5: **Coastal Access Amenities**. Provide clear signage (including appropriate interpretive signs) and amenities (such as benches, picnic tables, trash and recycling service, bike racks, etc.) at all access points. (See also Policies CD-1.7 and CD-1.8)

POLICY LU-7.6: **North Morro Bay Planning Area**. As a condition to the approval of any development permit on the Chevron property, the City shall require clear dedication of a lateral access easement along the sand and shoreline area.

POLICY LU-7.7: **Public Access Management Plan**. Development with the potential to impact public access, whether during construction or after, shall develop a Public Access Management Plan designed to identify and limit impacts to public access. Plans shall identify peak use times and measures to avoid public access disruptions during those times, minimize road and trail closures, identify alternative access routes, and provide for public safety.

POLICY LU-7.8: **Sea Level Rise Impacts on Lateral Access**. The following monitoring and actions shall be taken to address issues related to sea level rise in lateral access areas:

a. The bayside lateral access of at least eight lease sites between the 400 block and 1100 block of Embarcadero (lease site addresses are 451, 501, 699, 725, 801, 897, 1001, and 1185 Embarcadero) are expected to be affected by sea level rise by 2050. The City shall evaluate whether any of the existing bayside lateral access in the 2050 inundation zone can be defended in that part of the Embarcadero. During lease renegotiations, raising of the bayside lateral access or installing floating access may be required in this area if the existing bayside access cannot be defended.

b. All lease sites affected through 2050 will need to be monitored for additional sea level rise impacts to lateral accessways through 2100 due to lease site vulnerability. Significant attention should be paid to lease sites at 699 Embarcadero and 725 Embarcadero.

c. Due to sea level rise impacts through 2100, 495 and 1205 Embarcadero will require floating or raised bayside lateral access.

d. Due to anticipated sea level rise impacts by 2050, bayside lateral access from 451 Embarcadero to 501 Embarcadero will need to be replaced with floating accessways or raised for accessibility.

e. Due to anticipated sea level rise impacts by 2050, bayside access from 601 Embarcadero to 699 Embarcadero will need to be raised for continuous access.

f. Due to anticipated sea level rise impacts by 2050, most bayside access in the 800 block of Embarcadero will need to be raised or floating for accessibility.

g. Due to anticipated sea level rise impacts by 2050, bayside access from 1185 Embarcadero to 1205 Embarcadero will require floating or raised access to accommodate sea level rise.

h. All lease sites affected by sea level rise through 2050 will need to be monitored for continual water inundation through 2100 due to the vulnerability of those sites.

i. Due to anticipated sea level rise impacts by 2100, bayside lateral access at Giovanni's at 1001 Front Street will need to be raised.

j. When feasible, lease sites should be encouraged to implement floating bayside lateral accessways to improve design resiliency to sea level rise. Monitoring the need for improvements to the boat launch ramp will be done as part of this action.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION LU-19

Continue to implement lateral access wayfinding and open access through enforcement of City design standards and sign regulations.

IMPLEMENTATION ACTION LU-20

In North Morro Bay, as a condition to the approval of any development permit on the Chevron U.S.S. property, the City shall require clear dedication of a lateral access easement along the sand area and under the pier. The lateral accessway shall be a minimum of 25 feet of dry sandy beach at all times of the year, or shall include the entire sandy beach area if the width of the beach is less than 25 feet. Consider implementing options to minimize pedestrians crossing the highway on foot, like a shuttle.

IMPLEMENTATION ACTION LU-21

Name and brand the entire lateral accessway through the lateral access focus area and beyond (as applicable) as the Morro Bay Harborwalk. This should be reflected in all wayfinding and signage and city materials.

The implementation actions are replicated in the table in Section 5 under the "Land Use Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Downtown and Waterfront Areas

Morro Bay's downtown and the waterfront Embarcadero areas are the commercial and cultural core of the community. They are the location of many of Morro Bay's local businesses and are within walking distance of numerous residential neighborhoods. Residents and visitors alike come to spend time in downtown and along the waterfront, which are among the major visitor attractions in the city and the wider region. Allowing for housing in the downtown areas, ideally located above retail uses, could help to both increase housing options and create a more vibrant downtown and waterfront. Improving the appearance of downtown and the waterfront area is also important for a variety of reasons, and is discussed thoroughly in the Community Design Element.

The *Downtown Waterfront Strategic Plan* (DWSP) is a 10-year plan that is incorporated into the LCP that provides a strategic vision for these areas and specific action items to carry out that vision. The DWSP includes guidelines for preserving the unique character of the downtown and waterfront areas while enhancing housing, transportation, and retail options through key projects such as a seafood and local goods market, a full-service hotel with meeting facilities, and a mixed-use project that includes residential, commercial, and live/work spaces. *Plan Morro Bay*, as a longer-term document, creates a framework for the DWSP to be implemented and ensures it is consistent with the vision for the entire community.

Master Plan for Morro Rock

Morro Rock is the most iconic feature of Morro Bay. Public improvements and enhanced recreation and interpretive programming are strong community desires for the future of Morro Rock. Following determination of future uses for the Vistra site, which will in some ways determine the range of future amenities and appropriate activities for Morro Rock, the City should consider preparing and implementing a master plan for the area surrounding Morro Rock to outline recommended public improvements that would enhance the area, while also preserving the rock as an important environmental and cultural resource. The plan should also address potential sea level rise related-impacts, maintaining the land needed to ensure preservation of navigation in the harbor, and parking for the rock. The Master Plan for Morro Rock could be integrated with an update to the Morro Strand and Atascadero State Beach General Plan, prepared by the California Department of Parks and Recreation, or into an update to the Waterfront Master Plan. In all cases, any such provisions would need to be added to the LCP.

Neighborhood and Community Characteristics

The downtown and waterfront areas are prime sites for new development in the community, offering potential for commercial growth as well as residential growth in the downtown area. While new growth can be a valuable way to improve the downtown and waterfront districts, any land use plan for the districts should be consistent with established characteristics by making sure that new and renovated buildings are compatible with regard to height, size, mass, and design, among other features. Maintaining the existing buildings and improving amenities and infrastructure are also important parts of ensuring that downtown and the waterfront have consistent characteristics.

Multimodal Access

The downtown and waterfront areas are a playground for a variety of users, and there is a strong desire to balance and even advance the needs of nonvehicular travel modes to relieve pedestrian congestion on narrow sidewalks and contribute to a safer, more serene experience for all users. Many opportunities exist to improve infrastructure and increase safety and convenience for pedestrians and bicyclists while improving the overall experience of these areas. In addition, providing a better physical and community connection between the downtown and the waterfront area could go a long way to better integration of the two and should be pursued. Likewise, the Embarcadero Road area along the waterfront could be improved with a wider pedestrian promenade and landscaping, and with consolidated parking on the inland side of the road, potentially in underground and/or multistory units framed in by the bluffs. All of these efforts can help to increase the walkability of the City and to deemphasize vehicles, both in terms of the character of the area and otherwise.

Vacant Lots

Many vacant and underutilized lots are located in downtown and along the waterfront. The City can connect with property owners to explore development or rehabilitation strategies for vacant parcels, and assist property owners to secure financing for development. For parcels that are unlikely to be developed in the near future, the City can work with property owners to temporarily convert vacant parcels into community gardens, parks, or venues for hosting community events such as the farmers market. This type of temporary use for vacant lots will dramatically increase the attractiveness and vitality of downtown and the waterfront while providing amenities and economic benefits to residents and visitors.

A subsection of policies and implementation actions has been included under Goal LU-8 below that specifically addresses the Embarcadero. This section focuses policy and implementation for this area of the City in this part of *Plan Morro Bay* rather than distributing it through all of the elements.

GOALS AND POLICIES

GOAL LU-8: Morro Bay's downtown and waterfront areas are active and welcoming locations for shopping, recreation, public access, visitor-serving needs, and coastal services.

LCP

Embarcadero Policies

POLICY LU-8.1: **Update Waterfront Master Plan.** Update the 1996 Waterfront Master Plan with a focus on addressing issues of sea level rise and future planning for Morro Rock.

POLICY LU-8.2: **Morro Rock.** Work with the California Department of Parks and Recreation to update and implement the Morro Strand and Atascadero State Beach General Plan, which includes Morro Rock and its surroundings, to incorporate sea level rise projections and an updated coastal hazard vulnerability assessment and add appropriate provisions from it to the LCP.

POLICY LU-8.3: **Beach Street Gateway.** Create an aesthetically pleasing gateway experience for area residents and travelers entering the Embarcadero from Beach Street.

POLICY LU-8.4: **Embarcadero.** Investigate the feasibility of one-way closure or full closure of Embarcadero to create a pedestrian plaza.

POLICY LU-8.5: **Wayfinding.** Design and install comprehensive wayfinding signage along the Embarcadero that addresses all modes of travel, including transit, trucks, bicycles, and cars. Excessive signs and other visually intrusive landscape features shall be avoided.

POLICY LU-8.6: **Embarcadero Area Consolidated Parking.** The City shall study ways to consolidate parking into concentrated areas in the Embarcadero to ensure that development is served by adequate parking in the Embarcadero area. Consolidation of parking would allow for the development of a wide and attractive landscaped pedestrian promenade along Embarcadero Road (and in parking areas seaward of it) within which outside dining and related visitor-serving commercial offerings may also be provided.

POLICY LU-8.7: **Embarcadero Coastal Hazards Standards.** In the Embarcadero area development shall include all feasible measures to avoid, or if avoidance is infeasible, to mitigate against coastal hazard threats and potential impacts to coastal resources. Fill and placement of materials in coastal waters, including shoreline protective devices in this area, shall be the minimum amount necessary, shall be allowable only where there is no feasible less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects, consistent with the following:

a. Upon the lease site approval or renewal, lease sites adjacent to the bayfront shall be required to relocate any underdeck utilities to a location above the sea level rise zone.

b. Decks, piers, and other immobile bayside lateral accessways should be raised or reconstructed to heights above the sea level rise inundation zone.

c. At-risk storm drains should be redesigned or relocated to maintain full function and prevent flooding as tides continue to rise.

POLICY LU-8.8: Work to make the streets in the Embarcadero pedestrian friendly by widening sidewalks, adding bulb outs, and improving crossings.

Policies Not Included in the Local Coastal Program

POLICY LU-8.9: **Design Flexibility.** Allow for design flexibility in the downtown and waterfront areas while perpetuating quality development that will complement and enhance the area's eclectic style and small, seaside character. Development along the waterfront shall comply with the Waterfront Master Plan.

POLICY LU-8.10: Multimodal Access. Emphasize access for public transit and active transportation in downtown and along the waterfront.

POLICY LU-8.11: Multimodal Connections. Improve pedestrian connections between the downtown and waterfront areas, and increase the pedestrian appeal of downtown.

POLICY LU-8.12: Vacant Lot Uses. Identify suitable uses for vacant and underutilized parcels such as community events, temporary markets, and community gardens, consistent with neighborhood and community objectives.

IMPLEMENTATION ACTIONS

Embarcadero Implementation Actions

IMPLEMENTATION ACTION LU-22

Update the Waterfront Master Plan.

The implementation actions are replicated in the table in Section 5 under the "Land Use Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

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COMMUNITY DESIGN

Morro Bay is a small-town coastal community with eclectic style and a welcoming atmosphere. The community's style originates from both overt and subtle details in the form, function, and design of the town, and future changes to that form will need to be compatible with the established character. By setting design criteria to preserve neighborhood character and carefully considering the visual impacts of new development, Morro Bay can remain the charming coastal town that residents and visitors love.

OVERVIEW

Scope and Content

The Community Design Element addresses the components of Morro Bay's unique style that will be preserved and enhanced through this LCP as the City changes over time. This element focuses primarily on building design, landscaping, scale, and style. Related topics such as density and intensity and use types and locations are addressed in the Land Use Element. While this element is not a required component of a general plan, it plays a critical role in expressing the culture and design of the community, both of which are of significant concern to Morro Bay community members.

Relationship to Other Elements

This element relates closely to the Land Use Element by further expanding on how the design of various uses will preserve the culture of Morro Bay and otherwise protect public views. The Circulation Element also includes related topics such as desired street designs and amenities, and the Conservation Element addresses water conservation methods that relate to the landscaping found in Morro Bay neighborhoods. The Open Space Element describes parks and natural open areas in the community that contribute to its character, and the Public Safety and Community Well-Being elements cover how the built environment relates to crime, health, and overall well-being in Morro Bay.

RESILIENCY APPROACH

Resiliency in community design primarily focuses on the use of sustainable building materials and site layouts that conserve natural features or reduce potential hazards. Ensuring that buildings are built in a manner to minimize coastal hazard risk (and withstand flooding and severe storms), optimizing use of on-site renewable energy, minimizing water and energy needs, and maximizing insulation against extreme heat will help prepare renovated and future buildings for the effects of climate change. Planting appropriate trees and other vegetation can also minimize drought and heat effects.

VISION FOR COMMUNITY CHARACTER AREAS

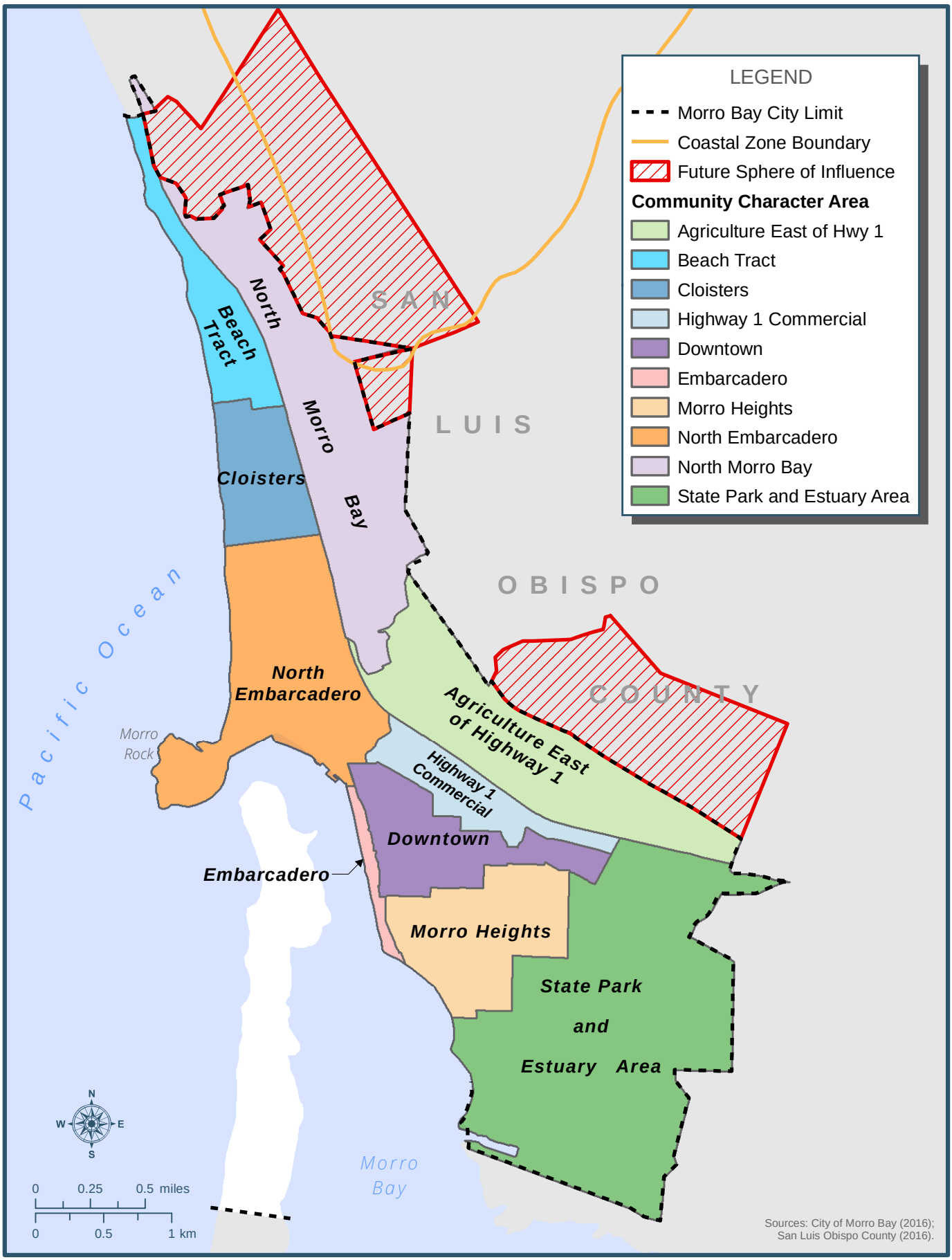
The community design of Morro Bay includes the overall layout of the city as well as the types of buildings, open spaces, and landscaping within it. Most housing in Morro Bay was built before 1970, and many of these homes are now in need of rejuvenation. Buildings tend to be one or two stories, with smaller lot sizes and a mixture of styles and colors that contribute to the community's fun seaside atmosphere. Vegetation is typically native and drought-tolerant. The wetlands, agricultural areas, undeveloped hills and ridges, and coastline frame Morro Bay's neighborhoods, creating beautiful viewscapes from nearly every part of the city. The most common large trees are eucalyptus, cypress, melaleuca, and blue gum trees. Street trees are generally on the smaller side due to the coastal location.

The overall personality of Morro Bay is in part due to the distinct character of its ten community character areas. These neighborhoods each have distinctive physical and social characteristics that are described in this element, which also includes goals and policies to maintain and enhance each area as appropriate.

Plan MORRO BAY

FIGURE CD-1

Community Character Areas



W:\GIS\CityofMorroBay\Planning\Plan Morro Bay\Figures\February 2020\Community Design\Figure CD-1 Community Character Areas.mxd (6/10/2020)

North Morro Bay



North Morro Bay is a mostly residential area spanning much of the length of the northern portion of the City on the east side of Highway 1. Buildings in North Morro Bay are mostly one- or two-story single-family homes that are newer than Downtown and Morro Heights, with some neighborhood strip commercial and office uses. The terrain gives many of these homes a clear view of the ocean and Morro Rock. The design vision for this area includes increasing shopping and services opportunities along North Main Street in neighborhood-scale, walkable centers or clusters. The environment along Main Street will become more pedestrian friendly and include areas where commercial development is prioritized over residential. In the portions of the area that allow mixed-use development, zoning development standards will have heights sufficient to support the desired mix of uses. The character of the residential area behind Main Street is not envisioned to change. It is important to the community that residences in this area not be oversized for their lot and in relation to other residences in the character area. It will be important that siting and design, including in terms of screening landscaping, be understood in relation to enhancing public views of the area and its surroundings as seen from Highway 1.

Beach Tract



The Beach Tract is located on the west side of Highway 1 west of North Morro Bay and north of the Cloisters. Suburban-style single-family homes predominate in this area. The Morro Strand campground and Alva Paul Creek are also located in the Beach Tract. Homes here have abundant beach access, and the North Point Natural Area is just to the north. The character of the Beach Tract is expected to remain relatively the same over the life of *Plan Morro Bay* as a single-family residential neighborhood along the beach. The Beach Tract only allows for single-story development, reflecting the importance of protecting ocean views. Here, too, views from Highway 1 need to be considered and enhanced, including through landscaping. In addition, coastal hazard issues are likely

to become more pronounced over the years, and the way in which development here reacts to coastal hazards, including in terms of protecting the beach for public use, is critical.

Cloisters



The Cloisters area is located west of Highway 1 and south of the Beach Tract. It is one of the most recently developed areas in the City and includes single-family residential development that is clustered to help protect sensitive dune habitat. It also includes Cloisters Community Park, which features trails and a wetlands area. There is plentiful access to the beach, and houses are typically one-story, larger suburban-style single-family homes of neutral color with landscaped yards. The nature of the residential portion of the Cloisters character area is expected to remain relatively the same over the life of Plan Morro Bay as a clustered single-family residential neighborhood adjacent to wetlands and the beach. It is important to the community that the residences in this area not be oversized for their lot and in relation to other residences in the character area. Like the other character areas along the beach, views from Highway 1 need to be considered and enhanced and coastal hazard issues are likely to become more pronounced over the years.



North Embarcadero

North Embarcadero encompasses waterfront and industrial areas that include the former Vistra power plant site, Lila Keiser Park, the commercial fishermen's dry storage and repair facility, and Morro Rock. Larger commercial spaces and a few homes are located in this area, and Morro Creek runs just to the north. North Embarcadero offers a clear view of Morro Rock, and the three prominent smokestacks at the power plant are the visually dominant feature of this area. Two recreational vehicle parks, the City wastewater treatment plant, and two motels are located on the

north end of the North Embarcadero character area side near Morro Bay High School, which has a more wooded feel from the trees planted around it.



North Embarcadero also has the largest concentration of working waterfront uses in Morro Bay. Piers, docks, commercial fishing offload facilities, and other related commercial fishing infrastructure are located along the waterfront, along with restaurants and other supporting retail uses. This area also has a City-owned parking lot and provides access to Morro Rock via Coleman Drive and a boardwalk trail located west of the waterfront. The area between the waterfront and Morro Rock, including Coleman Park, is developed for park and public recreational access purposes, as well as significant natural and open space area.

The character in this area is anticipated to change substantially by 2040 due to the expected redevelopment of the Vistra site . It is possible some of the existing power plant buildings may be reused. However, with or without building reuse, the site is expected to house some visitor-serving businesses or facilities and may also have office, retail, or housing. In the portions of the area that allow mixed-use development, zoning development standards will have heights sufficient to support the desired mix of uses. The allowed heights will also take into account potential sea level rise impacts. The stretch of the site along Embarcadero will engage and feel connected with uses



across Embarcadero and upcoast and be inviting to pedestrians. The triangle parking lot portion of the site near the southern end of the character area is likely to become a boatyard and haul-out and house a maritime museum during the life of the plan, activating the area and directly connecting to the other harbor-related uses on the other side of Embarcadero. The character of the portion of the character area along the west end of Atascadero Road is envisioned to change once the existing wastewater treatment plant is relocated.. In that case, redevelopment of much of the area where the plant is currently located could occur, creating an environment more focused on pedestrians, in particular visitors and those using the area for recreation. This area would likely include restaurants, retail,

additional accommodations, sports fields, and other recreation activities taking advantage of the proximity and connection to the beach and views of Morro Rock. Policies in *Plan Morro Bay* call for preparation of a master plan for the Vistra site and master planning for the area around Morro Rock. The vision and desired character for both of those areas would be further defined during those processes. The commercial fishing (Measure D zone/Commercial/Recreational Fishing land use designation) area on the west side of Embarcadero is not expected to substantially change in character. Improvements to lateral access and additional fishing industry facilities are the only anticipated changes.

The Embarcadero



The Embarcadero is the most iconic character area in Morro Bay, providing numerous coastal access points in an urban environment. The Embarcadero has a maritime feel, characterized by low-rise one- to two-story buildings and is a popular area with pedestrians. The Embarcadero combines a working waterfront used for commercial and recreational purposes with visitor-serving retail uses. In the portions of the area that allow mixed-use development, zoning development standards will have heights sufficient to support the desired mix of uses. The allowed heights will also take into account potential sea level rise impacts. Running adjacent to the ocean and extending east to a bluff that serves as the dividing line between the Embarcadero and Downtown, the Embarcadero extends from the North Embarcadero character area to the State Park character area at the south end of the city. The bayside of the Embarcadero is fully developed and includes some older buildings alongside some of Morro Bay's newest developments. All such development has the potential to impact public views of the Bay and Morro Rock, and thus sensitive siting and design are critical in this area.



Preservation of the Embarcadero's unique character and working waterfront is important to the Morro Bay community. The area's character changes periodically due to lease renewal and reinvestments in the lease sites on the west side of the Embarcadero. The lease sites stretch from the Morro Bay Oyster

Company on the north to the colorful houses across the street from 456 Embarcadero Inn & Suites to the south. At least five of the lease sites are up for renewal in 2018, and many others will renew or turn over to a new leaseholder by 2040. All new leases require some level of investment when leases expire, resulting in improvements and sometimes full redevelopment of these properties, including creation or expansion of the lateral Harborwalk to 10 feet in width. Over the life of *Plan Morro Bay*, it is expected that additional improvements for lateral access and other types of access required by the Americans with Disabilities Act will occur, as well as improvements or changes, in particular to infrastructure, to address expected impacts of sea level rise. Other changes to the character of this area include improvements and redesign of the Centennial Parkway and adjacent properties as part of the Market Plaza site on either side of Embarcadero. The plan for the Centennial Parkway calls for improvements to vehicle, bicycle, and pedestrian circulation including sidewalk widening and bike lanes. Embarcadero may become limited to one-way vehicle traffic between Beach and Marina streets. Other vacant and underutilized sites in this area, in particular parking lots, have been identified as areas for additional new amenities, businesses, and visitor-serving facilities. Further, the Embarcadero Road area along the waterfront could be improved with a wider pedestrian promenade and landscaping, and with consolidated parking on the inland side of the road.

Downtown

Downtown Morro Bay is located uphill from the Embarcadero between the waterfront and the Highway 1 commercial area. This area includes mostly residential uses but also has a wide variety of retail, office, service commercial, and visitor-serving uses. Most of the hotels and motels in Morro Bay are located in this area, with restaurants and retail uses concentrated on Morro Bay Boulevard. The largest concentration of two-story buildings in the city is in Downtown, and the area contains Morro Bay's oldest buildings alongside a number of newer structures. Building styles vary greatly, and fairly large, prominent trees adorn the streets.





The vision for Downtown builds on elements of its existing character including walkability and a mix of uses where the ground-floor use engages with the street and residents and visitors, and parking can be consolidated behind buildings and/or in multi-story structures. The historic character of many buildings is something to be preserved and the uniqueness will be encouraged moving forward. This area will continue to provide places to shop for locals and visitors. An increase in places to work and live is envisioned. Some housing opportunities on the second floor on the primary streets of Morro Bay Boulevard and Main Street are anticipated, with more housing on the other streets in the area. In the portions of the area that allow mixed-use development, zoning development standards will have heights sufficient to support the desired mix of uses. As noted for the Embarcadero, some vacant and underutilized sites in this area have been identified as areas for additional new amenities and facilities. In particular, the City envisions improvements to some of these sites that would provide greater connection between the waterfront and Downtown, eliminating the "dead zone" at the top of Centennial Staircase and encouraging pedestrian traffic between the two areas.

Highway 1 Commercial



Most City government buildings and highway-serving commercial development in Morro Bay is located in this area situated between Downtown and Highway 1. Development in this area is mostly strip commercial and includes grocery stores, gas stations, and other service commercial uses. City Park is located near the roundabout at Morro Bay Boulevard. Residential uses are also interspersed in this area. For most of this area, the character is envisioned to remain similar to the current character. The area closest to the highway is auto-friendly with large parking lots and many businesses that customers visit via car including the grocery stores and service businesses. There also is not a vision to change the character of the government building area. Change is envisioned at City Park to potentially expand the park into the entire triangular block if feasible. In addition, the creation of more housing and neighborhood-serving businesses in the blocks surrounding the park is



desired to make it more inviting for park users and to create a gateway to the city along Morro Bay Boulevard. The community has expressed a desire for a more aesthetically pleasing feel to the buildings and grounds in this area.

Agriculture East of Highway 1



The character area east of Highway 1 south of North Morro Bay is mostly agricultural, with one residential neighborhood located adjacent to the highway. The northern portion of the area is primarily used for crop farming, while the southern portion is used for grazing. It is important to the community to maintain these agricultural lands, including to protect their function as a natural buffer from urban development and framing the City's urban-rural boundary, and to protect public views. Implementing these priorities requires little to no change in this character area.

Morro Heights



Morro Heights is a residential neighborhood located on a hill overlooking the bay near the south end of the city. Most buildings are one- or two-story wood-frame single-family residential homes. Diverse home designs



on larger lots and tall eucalyptus and cypress trees define this neighborhood. The vision for this area is to remain a residential area, so there is no change anticipated in terms of the character. It is important to the community that the residences in this area not be oversized for their lot and in relation to other residences in the character area.

State Park and Estuary Area



The State Park and Estuary area is located at the southernmost end of the city. Morro Bay State Park covers most of this area and includes a golf course, campground, marina, boat launch, and hiking trails. The Morro Bay Natural History Museum is situated on a rocky outcropping overlooking the bay, and Chorro Creek flows along the southern end of this neighborhood. Black Hill, the next morro in the volcanic chain inland of Morro Rock, is located in Morro Bay State Park. Residential development is fairly limited and occurs here in a wooded setting generally characterized by large eucalyptus and cypress trees, native habitat and wildlife, and hilly topography. This character area contains resources and open space prioritized for protection by the community. No change is envisioned for this area.



KEY ISSUES

Neighborhood Compatibility in Residential Areas

Morro Bay is a single distinct community made up of a variety of individual neighborhoods, and preserving the nature of these areas requires careful planning and design. The following goals and policies will ensure continued cohesiveness in the different areas of the city while embracing each character area's individuality.

GOALS AND POLICIES

Each time a rock icon is placed next to a Goal, all of the policies underneath the goal are also included in the LCP unless specifically noted otherwise in the policies section. The implementation actions are not included in the Local Coastal Program. They are part of the City's General Plan.

LCP

GOAL CD-1: The individual identity of each of Morro Bay's character areas is embraced and represented by new and renovated development.

POLICY CD-1.1: **Distinct Character Areas**. Consider and maintain the distinctiveness of each character area in planning and design decision-making.

POLICY CD-1.2: **Compatible New Development**. Require new development projects to be compatible with the vision for the area in which it is located, as described in the Vision for Community Character Areas, above, including ensuring that new development is located within existing developed areas and built in a manner that respects and responds to their unique natural and built environments.

POLICY CD-1.3: **Design Guidelines**. Work with residents and business owners to develop and adopt design guidelines (for areas of the City that don't already have them) that illustrate appropriate form,



scale, and massing for buildings while allowing for distinctive design and flexibility.

POLICY CD-1.4: **Design Standards**. As part of the Zoning Code, adopt permanent design standards for the city that allow for a wide variety of architectural styles while maintaining the character of each character area and the city as a whole.

POLICY CD-1.5: **Place Value on Agriculture**. Continue to protect agricultural areas within the City's planning area for future agricultural use.

POLICY CD-1.6: **Protect Agriculture**. Protect the existing agricultural and open space greenbelt surrounding existing developed areas for the its agricultural, open space, habitat, and scenic qualities, including to ensure development remains within existing developed areas with adequate public services. When approving development in areas near agricultural zones in the Planning Area, consider potential long-term agricultural impacts and require mitigation as part of development.

POLICY CD-1.7: **Compliant Lateral Access Signage.** Lateral access signage shall be in compliance with the regulations established in Municipal Code Section 17.68.140.B.2.C of the City's sign regulations, which requires the following: "Whenever the City of Morro Bay enters into a Tidelands lease agreement with any individual or business entity, whether as a new agreement or a lease renewal, a requirement that all nonconforming signs at the site be removed or made to conform to the provision of this Chapter shall be incorporated into such lease agreement." Also maintain a compendium of suggested flexible use design elements that fit the culture of the Morro Bay community and are consistent with specified land use designations for landowners to incorporate into renovations and new development.

POLICY CD-1.8: **Minimize Aesthetic Impacts**. Structures, including fences, shall be subordinate to and blended into the environment, including by using appropriate materials that will achieve that effect. Where necessary, modifications shall be required for siting, structural design, shape, lighting, color, texture, building materials, access, and screening to protect public views and ensure development protects the public viewshed. Public views shall be protected and enhanced as a matter of great public importance, particularly related to public views that include

Morro Bay proper, the sandspit, and Morro Rock, and all development shall be sited and designed to be subordinate to such views.

Policies Not Included in the Local Coastal Program

POLICY CD-1.9: **Complementary Design.** Require building designs, materials, and landscaping that are complementary to the landscape, climate, and existing development.

POLICY CD-1.10: **Signs**. Require commercial signs to be of a size, location, and appearance so they do not detract from the area's scenic qualities and/or cause visual clutter and blight. New development, and renovation or expansion of existing development, shall be designed to be consistent with the community character, and to protect scenic resources.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION CD-1

Develop design standards as part of the Zoning Code update tailored to each character area (as appropriate) and include regulations on building design, landscaping, amenities, and facilities.

IMPLEMENTATION ACTION CD-2

Develop citywide design guidelines with a focus on certain character areas. The guidelines for each character area should be sensitive to the design objectives and unique characteristics of each area. Those character areas include Downtown, the Embarcadero, North Morro Bay, Cloisters, North Embarcadero, and Highway 1 Commercial. Considerations for the guidelines will include allowing sufficient flexibility, use types generally allowed, building size and massing, and allowing for eclectic design features. Design standards should address senior housing that is accessible to public transit, health and community facilities, and services.

IMPLEMENTATION ACTION CD-3

Develop design guidelines for North Morro Bay that encourage building or expanding commercial centers to serve the neighborhood at identified locations in the area. Another objective is to make North Main Street more pedestrian friendly and aesthetically pleasing.

IMPLEMENTATION ACTION CD-4

In mixed-use areas, lateral accessways shall be provided according to the location of historically used portions of the site and projected future use by residents, and shall include provision of continuous lateral access across the site. Access easements may be located in view corridors.

IMPLEMENTATION ACTION CD-5

Design guidelines for the Embarcadero character area should be crafted to maintain and improve lease site buildings and structures for visitors and waterfront commercial uses and to protect against sea level rise, create consistent wayfinding and signage, improve circulation for bicycles, pedestrians, and vehicles, and develop opportunity sites.

IMPLEMENTATION ACTION CD-6

Design guidelines for the Downtown character area should include connecting Downtown with the waterfront through new buildings and activities, developing opportunity sites, maintaining and improving the pedestrian experience, and increasing office and residential opportunities on second stories.

IMPLEMENTATION ACTION CD-7

Amend the Zoning Code to allow for features such as vegetative roofs, edible landscaping, gardening, and the keeping of specified small animals in appropriate residential and commercial zones.

IMPLEMENTATION ACTION CD-8

All lateral access, both bayside and street side, shall have Coastal Commission compliant signage indicating that public pedestrian access is allowed 24 hours a day. The signage shall be compliant with the current Coastal Commission design requirements and shall be 2 feet in height and 2.5 feet in width. The required signage shall be installed when improvements occur or when an existing sign deteriorates and is no longer legible. This action will be incorporated into the Waterfront Master Plan when updated.

IMPLEMENTATION ACTION CD-9

All floating public lateral accessways shall have uniform and compliant signage and shall maintain clearance and access. If clearance and access are temporarily unavailable for safety reasons, temporary signage shall indicate that. This action will be incorporated into the Waterfront Master Plan when updated.

IMPLEMENTATION ACTION CD-10

Lateral access at lease sites with coastal-dependent uses that requires temporary closure for safety or other operational purposes shall be allowed only during active unloading for 30 minutes before or after and when the use is not occurring or is occurring but safe to coexist with pedestrians. This action will be incorporated into the Waterfront Master Plan when updated.

IMPLEMENTATION ACTION CD-11

Decking for bayside lateral access decks shall be made of metal slats when eelgrass shading is an issue. Decking shall be made of timber when eelgrass shading is not an issue. Railings for all bayside lateral access decks shall be made of metal. This action will be incorporated into the Waterfront Master Plan when updated.

IMPLEMENTATION ACTION CD-12

Install additional wayfinding along the Embarcadero that points the way to the lateral accessways. This wayfinding shall be in the form of icons in the pavement and directory signs. Directory signs should occur every two blocks or equivalent distance. Directory signs should include maps of the entire lateral access focus area and alignment with a "you are here" indicator and could include information about nearby amenities and interpretive information. The directory signs should be designed with a uniform theme, and should be large enough to not just be noticeable but to stand out to passersby. The lateral access pavement icon should also be included on the directory signs. It could be similar to the Morro Rock icon used in this document or another icon as determined by the City. The pavement icon shall be included in all new on-land pavement along the lateral access alignment in the lateral access focus area. If feasible, the icon should also be included on new or replaced sections of the Harborwalk by stamping or some other form of application. This action will be incorporated into the Waterfront Master Plan when updated.

IMPLEMENTATION ACTION CD-13

New or replacement sections of the Harborwalk boardwalk shall use the same type of materials as the existing Harborwalk sections. If feasible, the lateral access icon shall be included on the Harborwalk by stamping or some other form of application. This action will be incorporated into the Waterfront Master Plan when updated.

IMPLEMENTATION ACTION CD-14

On-land lateral accessways (except the public sidewalk) shall be made of paved stained brick and shall include the lateral access icon incorporated into the pavement. This action will be incorporated into the Waterfront Master Plan when updated.

The implementation actions are replicated in the table in Section 5 under the "Community Design Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL CD-2: The community is designed to be resilient to future climate conditions, weather events, and economic and social change.

Policies Not Included in the Local Coastal Program

POLICY CD-2.1: **Local Food Production.** Encourage the installation of vegetative roofs, rainwater bioswales, home composting, and small-scale gardening and animal keeping in areas that can support such uses.

POLICY CD-2.2: **Flexible Use.** Identify potential buildings for future adaptive reuse, and encourage incorporating flexibility in building designs to maximize the future use of buildings.

POLICY CD-2.3: **Community Gardens.** Work with local schools and community groups to promote the installation and maintenance of community gardens.

POLICY CD-2.4: **Alternative Housing.** Modify zoning and development standards to allow and facilitate tiny houses, co-housing, and intergenerational housing.

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION CD-15

Update the City's building code to meet Tier 2 of the Green Building Code and incorporate resilient and sustainable building design standards such as passive heating and cooling, redundant water and waste systems, energy production and storage, and disaster-resilient building materials. Review the code periodically to ensure it incorporates emerging materials, technology, and best practices.

The implementation actions are replicated in the table in Section 5 under the "Community Design Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

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ECONOMIC DEVELOPMENT

Morro Bay's economy both shapes and is shaped by its physical environment, both the natural and built environment. A strong and resilient economy is crucial to the success and adaptability of the community, and critical to ensuring the City's ability to provide essential and expected municipal services to residents, businesses, and visitors. Factors affecting economic development are diverse, encompassing income and health factors, land use and transportation, the number and diversity of businesses, and resident and visitor spending patterns. City staff and officials take this multitude of factors into account when making planning decisions and balancing the economic health of the city in a way that achieves the vision for Morro Bay. This General Plan element is not part of the Local Coastal Program.

OVERVIEW

Scope and Content

The Economic Development Element directs actions that promote a sustainable economy that can withstand fluctuations in the economic environment of Morro Bay. While not required by California general plan law, this element lays the groundwork for improving and sustaining economic health through 2040 through long-range policies focused on supporting existing and new local- and visitor-serving retail uses and attracting and retaining jobs in the city. The element may be implemented from time to time by shorter-range 5- to 10-year economic development strategies that seek to accomplish portions of the long-term economic vision.

Relationship to Other Elements

Morro Bay's economy affects nearly every other element of *Plan Morro Bay*. The Land Use and Circulation elements promote access to local businesses, services, and employment. The Conservation and Open Space elements preserve the natural areas that bring visitors to Morro Bay and focus on conserving resources of economic importance such as commercial fishing, energy resources, and water management. The Public Safety and Community Well-Being elements ensure that the community can withstand the impacts of physical and social incidents and trends and minimize economic consequences by having minimal disruption to jobs, shipping, and the purchasing of goods and services during these events and after they occur. The Housing Element ensures Morro Bay residents and employees find quality permanent

housing to support the local economy and retains a balanced, diverse housing stock to provide for resident needs as well as visitor-serving needs as they promote Morro Bay's local tourism industry.

RESILIENCY APPROACH

As conditions change in coming decades, increased stress on natural resources, physical assets, and social conditions will create challenges for the community. The local economy needs to be flexible and diverse to be able to recover from natural disasters and social and economic fluctuations, as well as to provide the financial means to ensure that resources and infrastructure are able to withstand the impacts of climate change. Goals and policies in this element incorporate such considerations, planning for a more diverse economy and an increased sales tax base. This element also focuses on sustainable economic practices that will strengthen the job and housing markets, such as investments in renewable energy and provision of affordable housing options.

DEMOGRAPHICS

Morro Bay's demographic makeup influences the economic resiliency and composition of the community by defining the types of businesses attracted, the ability of residents to pay for goods and services, and the jobs and homes provided. A larger population can support greater and more diverse economic activity, and populations with higher incomes increase that support. However, population growth that is too slow or too fast can cause an imbalance in goods and services offered and the people available to work at such businesses and to purchase the products.

The population in Morro Bay in 2015 was 10,640, with a projected population of 12,015 for the year 2040, an increase of 12.9 percent. Morro Bay is significantly less diverse in terms of racial and ethnic makeup than much of California, and it has a per capita income that is about 8 percent higher than the state average. Residents tend to be more formally educated than the general state population, and unemployment is relatively low. As shown in Table ED-1, Morro Bay residents also tend to be older than the California average, with about 23 percent of residents over the age of 65 and a median age of 49. The number of working-age residents in Morro Bay is similar to the state average, however, providing for a workforce that can support economic development. These factors generally mean that residents in Morro Bay have some expendable income and the city has a reasonably sized workforce to fill local jobs. However, a significant percentage of local residents will be retiring in the next two decades and will have less income available for goods and services.

Table ED-1:
Age Distribution (2010–2015)

	Morro Bay			California		
	2010	2015	Average Annual Change	2010	2015	Average Annual Change
Total	10,234	10,640	0.8%	37,253,956	38,907,642	0.9%
Under 20	1,341	1,734	5.9%	10,617,377	10,349,433	-0.5%
20–34	1,627	2,000	4.6%	8,084,108	8,676,404	1.5%
35–54	2,303	2,426	1.1%	10,580,124	10,582,879	<0.1%
55–64	1,863	2,022	1.7%	3,837,157	4,474,379	3.3%
65 & Over	3,101	2,458	-4.1%	4,135,189	4,824,548	3.3%
Share of Population 25–64	51%	54%		53%	53%	
Population Under 18	12%	15%		25%	24%	
Population Over 65	31%	23%		11%	12%	
Median Age	54.1	49.2		34.9	35.8	

Sources: *US Census Bureau, American Community Survey 2010 and 2015 5-year estimates; California Department of Finance, Demographic Research Unit (total population) May 2016 E-4 Population Estimates for 2010 and 2015*

KEY ISSUES

Affordable Housing

Housing affordability impacts the spending abilities of residents and therefore the economy as a whole. The specific nature of housing in Morro Bay necessitates particular attention to housing issues, with the city's tourist economy and large number of vacant or vacation homes affecting housing needs and affordability. Most Morro Bay residents live in single-family detached homes, with more than half paying at least 30 percent of their income to housing costs. The city's tourist economy also places an emphasis on the service industry, which typically represents lower-wage employment that does not support the average housing costs in the region, making affordable housing a necessity to accommodate many of the workers at Morro Bay businesses. High vacancy rates (in the range of 17 percent) are partially driven by vacation homes that are only occupied part of the year or are used as short-term rentals. These units being removed from the housing supply reduced the number of houses on the market, which increases the cost of housing. While the high cost of adequate housing is a statewide concern, addressing it in Morro Bay is essential to ensuring economic stability and success for the city. Housing supply and affordability are discussed in further detail in the Housing Element.

Market Surplus and Leakage



Image: Michael Boswell

Market leakage occurs when the demand for a product or service exceeds the supply available within the city and residents travel elsewhere to obtain desired products. A surplus occurs when the supply of a product available within the city exceeds demand and often indicates that either retailers are attracting shoppers from other areas or local residents are buying more than expected. Much of Morro Bay's economy is visitor-serving and thus focused on tourism and retail sales. Morro Bay's beaches, parks, museums, galleries, and special events attract people from throughout the region and state and are a strong contributor to the local economy. Much of Morro Bay's taxable sales revenue comes from retail sales; this type of revenue tends to fluctuate more than other forms of tax revenue based on visitors' desire and ability to travel for getaways and vacations.

Morro Bay's Retail Trade Area includes Cambria, Harmony, Cayucos, Morro Bay, and Los Osos. This larger trade area experiences retail leakage in a number of categories, including apparel, home furnishings, sporting goods, specialty food stores, limited-service restaurants and bars, and general merchandise stores. Morro Bay could support a number of new and varied retail stores, particularly in these industries, in the larger trade area and through the encouragement of home-based businesses. However, the community has expressed a desire for additional economic development options that would enhance community character and be consistent with community values, and for opportunities that would provide jobs that pay well enough to allow a household to make a living in Morro Bay. Accommodating these additional retail opportunities could help reduce market leakage, but needs to be combined with other strategies that better support the vision of the community and strengthen the economy.

Stagnated Population and Jobs Growth

Population growth in Morro Bay since 2010 has been slow, while job growth has remained constant or even decreased. This, combined with a drop in sales tax due to a loss of retail revenue in the city, creates substantial future challenges for the City in providing maintenance and services. Limited vacant land in Morro Bay creates a challenge to the city's ability to expand the economy and maintain the needed population base to support it. The *Plan Morro Bay* land use plan and policies focus on

working within this already existing framework and creating a balance of uses that improves housing options and affordability in the city, while providing for the needs of both visitors and residents. Attracting employers to the community through a focus on business practices, marketing, and providing for attractive locations and infrastructure will help improve the job market in Morro Bay, and greater job and housing diversity and a higher quality of life will attract and retain residents. Opportunities to accomplish these objectives include accommodating greater density in areas such as downtown, and the future development of the Vistra and existing wastewater treatment plant areas. Utilizing the land use plan and associated policies, as well as other city plans, will guide the improvement of job and population growth rates in Morro Bay.

Providing for the Needs of Both Residents and Visitors

A high number of Morro Bay residents are homeowners over 55 years of age. While the city's economy should provide for all segments of the community and remain focused on serving the needs of visitors, future retail opportunities and other economic growth in Morro Bay should also help meet the needs and buying habits of homeowners wishing to remain in the city and plan for their retirement from the workforce. Balancing the need to provide for seasonal visitors with the provision of essential services to those who live in Morro Bay will be increasingly important. The Land Use Element identifies key areas of visitor-serving and community commercial uses, and the City will work with local businesses and encourage home-based businesses to ensure the right mix of each use is present in Morro Bay.

GOALS AND POLICIES

GOAL ED-1: A strong, resilient local economy.

POLICY ED-1.1: **Economic Considerations**. Continuously evaluate potential economic development opportunities or impacts of implementing the General Plan land use map and the Zoning Code.

POLICY ED-1.2: **Financing.** Identify mechanisms to finance economic stimulus programs and improvements to specific commercial areas.

POLICY ED-1.3: **City Procedures.** Adopt business-friendly practices such as customer service practices, a streamlined and efficient application process, and clear expectations of the City's goals and vision.

POLICY ED-1.4: **Technology Resources.** Make needed and desired renewable energy and modern technology resources readily available to businesses.

POLICY ED-1.5: **Infrastructure and Public Facilities.** Identify, construct, and maintain built infrastructure systems and facilities that attract and sustain businesses.

POLICY ED-1.6: **Streamline the Development Process.** Identify, develop, and implement strategies, programs, and processes that streamline the development review process, in particular for retail, service, industrial, and similar markets that provide living wage jobs and needed services.

POLICY ED-1.7: **Economic Development Strategic Plan.** Adopt and implement the Economic Development Strategic Plan, and prepare and update similar strategic plans on individual target sectors and opportunities within this larger strategy.

POLICY ED-1.8: **Jobs-Housing Balance.** Actively pursue employment uses that match the skills and educational levels of existing and future residents.

POLICY ED-1.9: **Business Support.** Support the Chamber of Commerce, retailers, visitor-serving businesses, local business owners, and other agencies in their marketing and business attraction and retention efforts.

POLICY ED-1.10: **Prioritize Access.** Situate new nonresidential development in easily accessible areas. Ensure that buildings can be reached by walking, biking, and public transit.

POLICY ED-1.11: **Home-Based Businesses.** Encourage the development of home-based businesses to support the diverse needs of business owners and provide alternative access to local goods and services.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION ED-1

Determine the types of buildings and spaces needed in Morro Bay to support economic growth. Identify the appropriate height and sizes of nonresidential buildings, along with any design considerations necessary for desired economic growth.

IMPLEMENTATION ACTION ED-2

Regularly review City policies and practices to ensure they allow new businesses to be easily established and enable existing businesses to easily grow, avoiding unnecessarily restrictive or financially burdensome regulations.

IMPLEMENTATION ACTION ED-3

Maximize energy from renewable resources, and work to improve the affordability of energy and telecommunication resources.

IMPLEMENTATION ACTION ED-4

Explore opportunities to establish Community Financing Districts and additional Business Improvement Districts.

IMPLEMENTATION ACTION ED-5

Adopt, and ensure City staff is trained on, proper customer service techniques and practices when working with community members on permits, applications, and other processes.

IMPLEMENTATION ACTION ED-6

Review, and modify as needed, the development process to improve and streamline the review process, ensure proper communication between departments and the applicant, and provide support for businesses and homeowners.

IMPLEMENTATION ACTION ED-7

Adopt and implement the Economic Development Strategic Plan.

The implementation actions are replicated in the table in Section 5 under the "Economic Development Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL ED-2: Morro Bay is widely known as a destination location.

POLICY ED-2.1: **City Image.** Promote Morro Bay as a vibrant eclectic coastal community and an excellent place to do business.

POLICY ED-2.2: **Tourism and Visitor-Serving Uses.** Continue to work with the Morro Bay Visitor Center, the California Department of Parks and Recreation, and local visitor-serving businesses on marketing and business growth activities.

POLICY ED-2.3: **Regional Economic Development.** Encourage and participate in regional and local economic development and marketing strategies that support the resiliency and growth of Morro Bay.

POLICY ED-2.4: **Visitor Attraction.** Support and encourage the development of public amenities, entertainment venues, and other facilities that increase visitation and tourism in Morro Bay.

POLICY ED-2.5: **Desired Economic Activities.** Identify the types of desired economic activities in Morro Bay, which may include small-scale resident and visitor-serving retail, dining and entertainment venues, services, and professional offices. Consider economic activities that provide high-paying head-of-household jobs; workforce-level jobs that allow for upward mobility; jobs to fill service gaps in the community such as dental and medical services; and opportunities for "low-impact, high-benefit" jobs that provide a high level of economic benefits with limited infrastructure needs.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION ED-8

Be knowledgeable and present in local events, activities, and marketing with local businesses, recreation providers, and organizations to provide support and promotion, and to facilitate good relationships with the community.

IMPLEMENTATION ACTION ED-9

Strengthen partnerships with Cal Poly, Cuesta College, the Economic Vitality Corporation, the County of San Luis Obispo, and the cities in the county to work together on regional tourism and marketing that highlights Morro Bay as a tourist destination and business-friendly location.

IMPLEMENTATION ACTION ED-10

Identify commercial areas in need of rejuvenation and work with property owners to identify funding sources and revitalization strategies to improve the appearance, sustainability, and longevity of buildings and amenities.

The implementation actions are replicated in the table in Section 5 under the "Economic Development Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL ED-3: Local businesses and employment options are high quality, diverse, and environmentally sustainable.

POLICY ED-3.1: **Sustainable Businesses.** Attract and retain environmentally conscious businesses that contribute to the long-term economic and environmental sustainability of Morro Bay.

POLICY ED-3.2: **Environmental Guidelines.** Develop guidelines that describe desired environmentally conscious building landscapes, designs, features, and practices that will be used to give recommendations to businesses and to provide City staff with suggested conditions of approval for permitting new or significantly renovated homes and businesses.

POLICY ED-3.3: **Public/Private Partnerships.** Encourage and seek out public/private partnerships to implement key development projects that meet the City's economic development goals.

POLICY ED-3.4: **Diversified Economy.** Prioritize strategies that will create an economy full of diverse industries, trades, and goods for Morro Bay to foster a mix of economic activity and job opportunities.

POLICY ED-3.5: **Equitable Economy.** Ensure that City policies and practices support increased economic benefits and improve quality of life for all residents. Economic development policies and practices should also avoid harming segments of Morro Bay's residents and businesses, particularly members of disadvantaged communities.

POLICY ED-3.6: **Chain Stores.** Limit the construction of new national chain stores to Quintana Road to continue to protect share of economy for local and regional chains.

POLICY ED-3.7: **Drive-Throughs.** Prohibit drive-throughs, both restaurant and other drive-throughs, with changes to the Zoning Ordinance everywhere in Morro Bay except the commercial area along Quintana Road.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION ED-11

Ensure that zoning and design standards along the Embarcadero, in downtown, along Main Street, and in other locations allow for new nonresidential development. Consider allowances for retail/residential and retail/office mixed-use buildings.

IMPLEMENTATION ACTION ED-12

Prioritize the location of businesses that will bring needed and diverse services, livable wages, and employment generation.

The implementation actions are replicated in the table in Section 5 under the "Economic Development Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL ED-4: Employment provides a range of head-of-household jobs that pay living wages and support living in Morro Bay.

POLICY ED-4.1: **Healthcare Employment.** Encourage and provide for jobs in the medical and healthcare industry, including in-home care and education, by working with providers on siting and needs.

POLICY ED-4.2: **Employment-Generating Projects.** Support the development of new commercial and industrial projects and retrofits of existing buildings.

POLICY ED-4.3: **Workforce Programs.** In partnership with Cal Poly, Cuesta College, and regional, state, and federal agencies, provide workforce programs that facilitate workforce diversity in the city through expanded labor force training and hiring practices.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION ED-13

Partner with Cal Poly, Cuesta College, and the Workforce Development Board, as well as other key agencies and organizations, to bring workforce programs, projects, and needed workers to Morro Bay.

IMPLEMENTATION ACTION ED-14

Provide incentives such as reduced development fees, expedited processing, or other benefits for businesses that will pay a living wage to employees.

The implementation actions are replicated in the table in Section 5 under the "Economic Development Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

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CIRCULATION

How people and goods move throughout Morro Bay affects the vitality, sustainability, and economy of the city by ensuring everything gets where it needs to go in a convenient and efficient manner. Vehicles, pedestrians, bicyclists, and transit are all vital parts of the city's circulation system, are key to reducing greenhouse gas (GHG) emissions, and create a diverse and healthy community. The Circulation Element focuses on creating a regionally connected system that facilitates safe and convenient travel for all community members, regardless of travel mode, age, or physical ability.

OVERVIEW

Scope and Content

The Circulation Element is required by California Government Code Section 65302(b) and must include major thoroughfares, transportation routes, and other means of travel. The element must also plan for a multimodal transportation network that serves all users and reduces GHGs and vehicle miles traveled (VMT). The Coastal Act additionally requires cities and counties to maximize public access to the coast, which includes access to parking and other forms of transportation that provide coastal access to visitors.

This element includes a description of the existing transportation network, parking facilities in the coastal zone, the transportation network diagram, and multimodal transportation infrastructure. It also covers key transportation issues in Morro Bay and the goals and policies which will guide efforts by the City, developers, and officials to improve travel mobility and efficiency in Morro Bay.

Relationship to Other Elements

Because transportation affects a wide range of issues, the Circulation Element is related to several other *Plan Morro Bay* elements. The Land Use Element relates to the Circulation Element by placing housing near stores, workplaces, and transit services to ensure that a full range of travel modes is feasible. The location of these uses, as well as their density and intensity, also increases the likelihood that people will bike or walk rather than drive to get where they need to go. Many Noise Element policies focus on reducing transportation noise in Morro Bay. The Conservation Element also relates to the Circulation Element, as both include policies to reduce

transportation-related emissions and preserve the scenic beauty of Morro Bay's transportation corridors.

Correlation with the Land Use Plan

The Circulation Element is designed to meet transportation needs based on assumptions about the intensity and location of development from the Land Use Element. In turn, the Land Use Element was developed through an iterative process with the Circulation Element to ensure that the transportation network can meet the needs of proposed land uses.

Anticipated future development consistent with the General Plan land use designations is presented in the Land Use Element. With implementation of *Plan Morro Bay*, up to 933 additional dwelling units and approximately 4.3 million additional nonresidential square feet could be constructed in the planning area. If development occurred at this maximum capacity, it would result in the addition of approximately 212,960 average daily vehicle trips to roadways within the planning area. Buildout to a jurisdiction's maximum capacity is generally unusual, but should be planned for to ensure that potential impacts are accounted for in the event of above-average development.

RESILIENCY APPROACH

Transportation is a significant contributor to GHGs and is a critical component of a city's ability to function. Much of Morro Bay has a design that facilitates active transportation and alternative routes for emergency vehicles and traffic. Ensuring these benefits are preserved and expanded will help the community recover from any natural disasters and facilitate a reduction in personal vehicle use.

Much of Morro Bay's transportation infrastructure and facilities are also vulnerable to the effects of sea level rise and climate change. High temperatures can cause pavement to soften and expand, creating ruts and potholes. Many local roads in Morro Bay are also located in flood hazard zones, and some lie within the sea level rise inundation area. While the effects of climate change can occur slowly enough that it may not always be necessary to modify existing systems to adapt immediately, establishing a plan for when and how to modify current design and maintenance practices will be essential to preventing damage in the long term. Monitoring performance of the infrastructure can help the City determine when to begin implementing adaptive practices such as using materials that can withstand higher temperatures, using expansion joints in existing pavement, and modifying street design to allow for better drainage.

For Morro Bay to have a transportation network that is adapted to the changing climate, the City's departments will need to work with each other and other agencies. The California Department of Transportation (Caltrans) and the San Luis Obispo Regional Transit Authority (RTA) will be important partners in creating a system that will withstand the stressors of increased temperatures and flooding.

TRANSPORTATION NETWORK

Morro Bay's transportation network encompasses infrastructure, facilities and amenities, and transit services. The system reflects the small-town nature of the city, with a connected grid network and pedestrian and bicycle infrastructure on many of the main streets. The streets facilitate travel by a variety of modes, but they must be carefully maintained and managed to accommodate seasonal visitors without impacting local residents and employees.

Transportation Network Diagram

Morro Bay has many roadways that are designed to be complete streets, accommodating multiple travel modes and user needs. A well-designed complete street allows for easy and safe transportation that may include vehicles as well as pedestrians, bicyclists, and public transit, traveled by individuals of all ages with a wide variety of needs, destinations, and abilities.

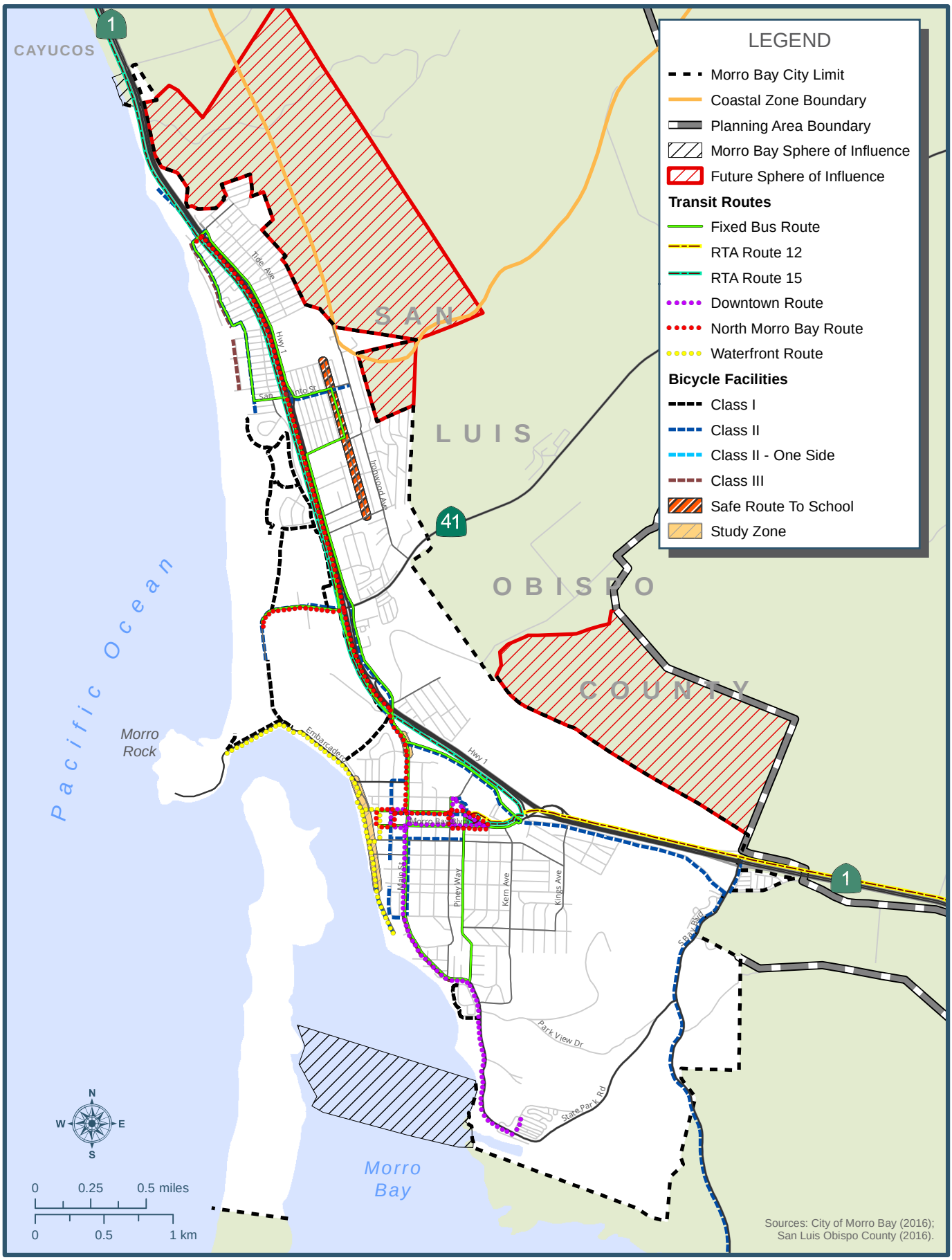
The Complete Streets Act requires cities and counties to plan for balanced, multimodal streets that can meet the needs of all users. The method by which a street is designed to be complete depends on the location, existing infrastructure, and demand for each mode type, and could include installing or improving sidewalks and crosswalks, adding bike or bus lanes, or other features to improve the safety and flow of transportation. Many of the streets in Morro Bay already exemplify the complete streets approach, especially in downtown, and the City has implemented a number of tactics to improve mobility in other areas.

The Transportation Network Diagram in **Figures CIR-1a** and **1b** illustrate the plan for a complete, integrated, multimodal circulation system serving Morro Bay. The transportation network includes the roadway, active transportation, and transit systems described below.

Plan MORRO BAY

FIGURE CIR-1A

Transportation Network Diagram: Transit and Bicycle Facilities



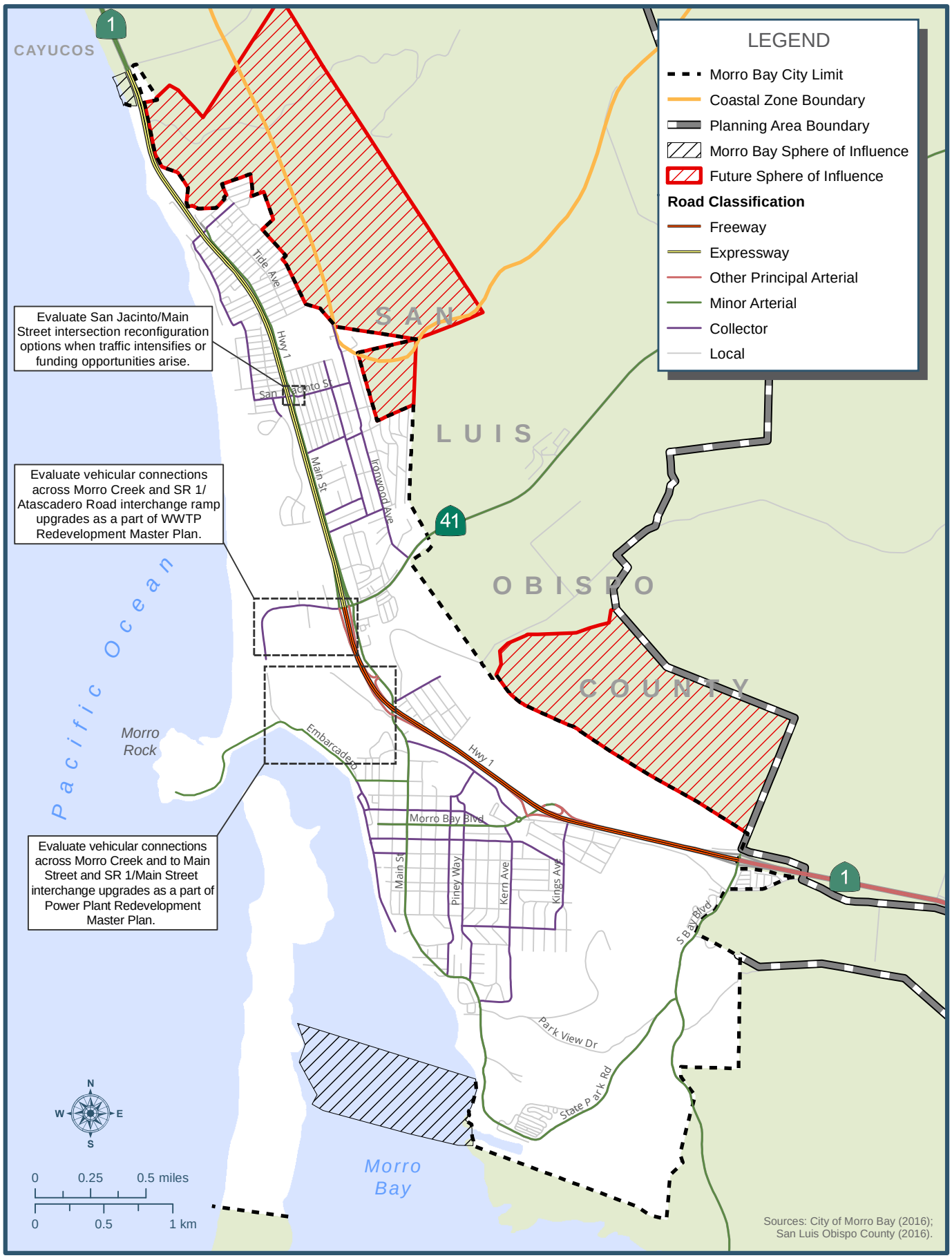
Sources: City of Morro Bay (2016); San Luis Obispo County (2016).

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Plan MORRO BAY

FIGURE CIR-1B

Transportation Network Diagram: Auto Facilities



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Roadway Designations

Roadways are classified according to how they provide access and mobility to various land uses within the city. Federal transportation regulations define a classification system, but local jurisdictions can define different functional classifications if desired. Roadways in Morro Bay are classified as follows:

- **Freeways** are intended to carry high volumes and high-speed traffic. Freeways are designed to maximize mobility, not to serve abutting land uses. The segment of Highway 1 in Morro Bay between South Bay Boulevard and Atascadero Road operates as a freeway.

- **Expressways** are high-volume and high-speed facilities with access via controlled at-grade intersections. Expressways emphasize mobility and are not intended to serve abutting land uses. The segment of Highway 1 in Morro Bay from Atascadero Road north to the city limits operates as an expressway.

- **Arterials** balance mobility and access, carrying moderate volumes at lower speeds and serving abutting land uses. Main Street, Morro Bay Boulevard, and the segments of Highway 41 in Morro Bay east of Highway 1 operate as arterials. Arterials can also be divided into principal and minor arterials. Principal arterials serve more vehicles and have wider shoulders than minor arterials. Principal arterials can also have a median and partial access controls, while minor arterials always lack a median and have uncontrolled access.

- **Collectors** gather traffic from local roads and tie into the arterial roadway network. Collectors often pass through residential areas and may have direct driveway access connected to individual parcels.

- **Local roads** provide access to abutting land uses and connect to the collector and arterial street network. Local roads typically constitute the largest percentage of roadways in terms of mileage.

These roadway classifications are identified on the integrated transportation network diagram presented in **Figure CIR-1**. **Figures CIR-2a** through **2g** show the typical cross sections of the above roadway classifications. A list of each roadway's classification appears in the Traffic Impact Analysis accompanying the *Plan Morro Bay* Program Environmental Impact Report (EIR).

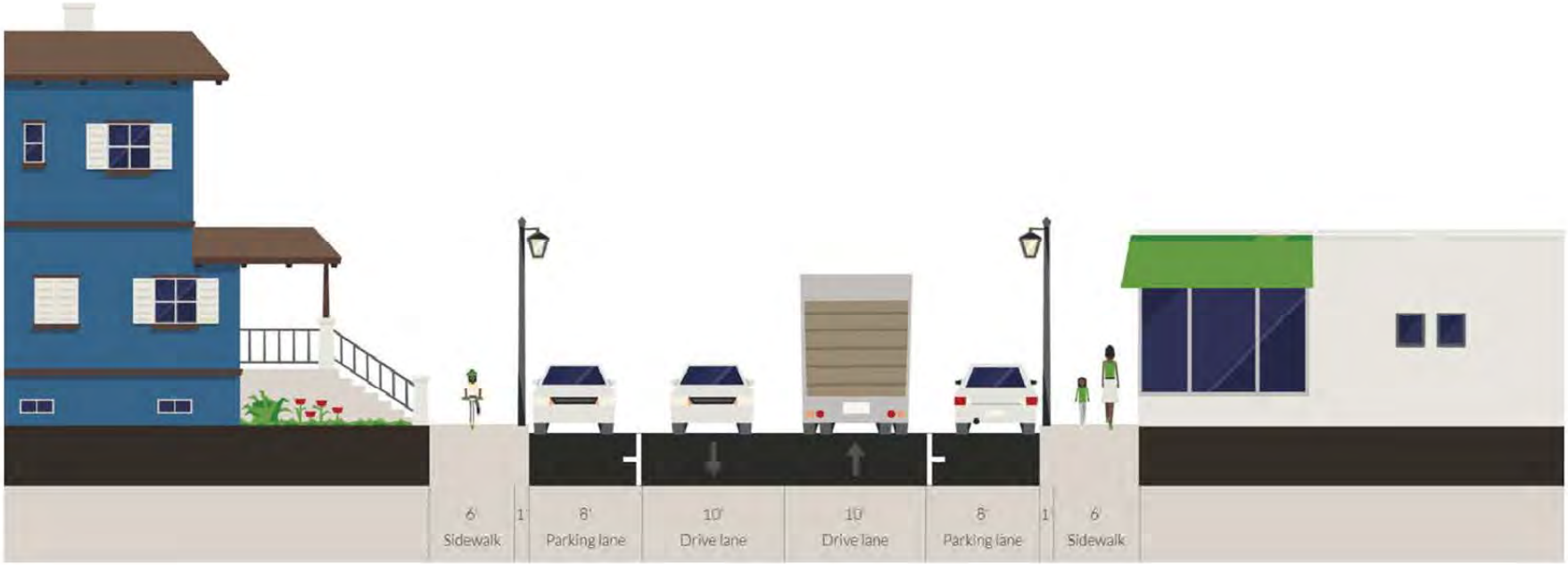


FIGURE CIR-2a

50ft Local Street Cross Section

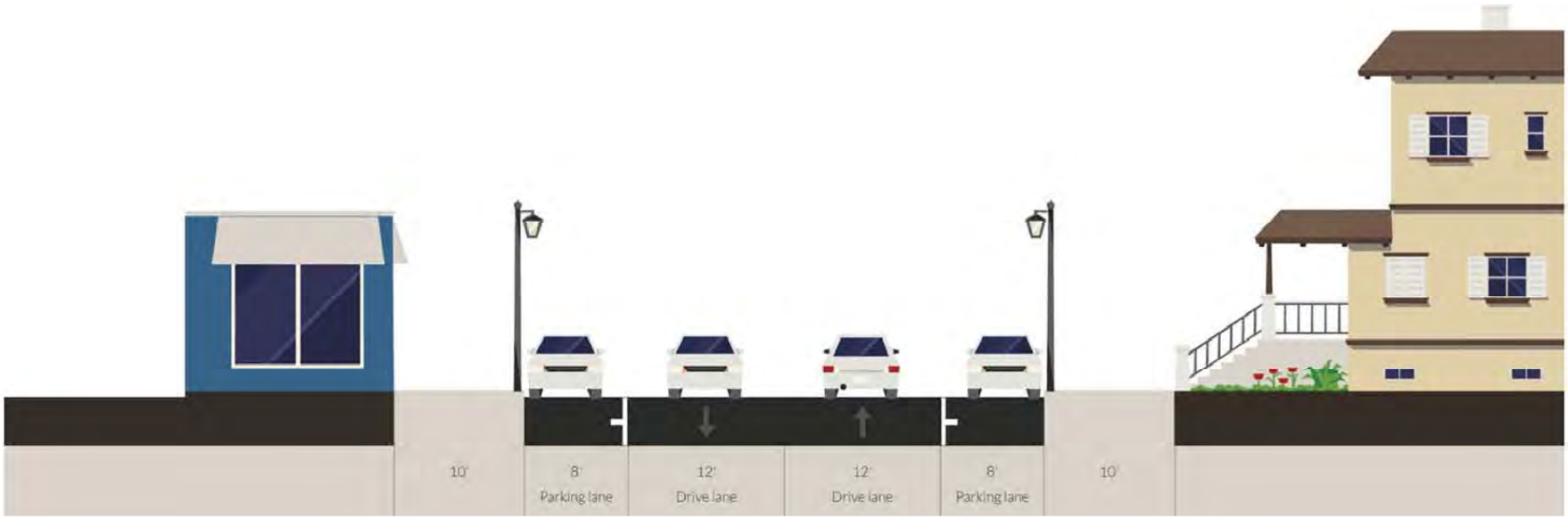


FIGURE CIR-2b

60ft Local Street Cross Section

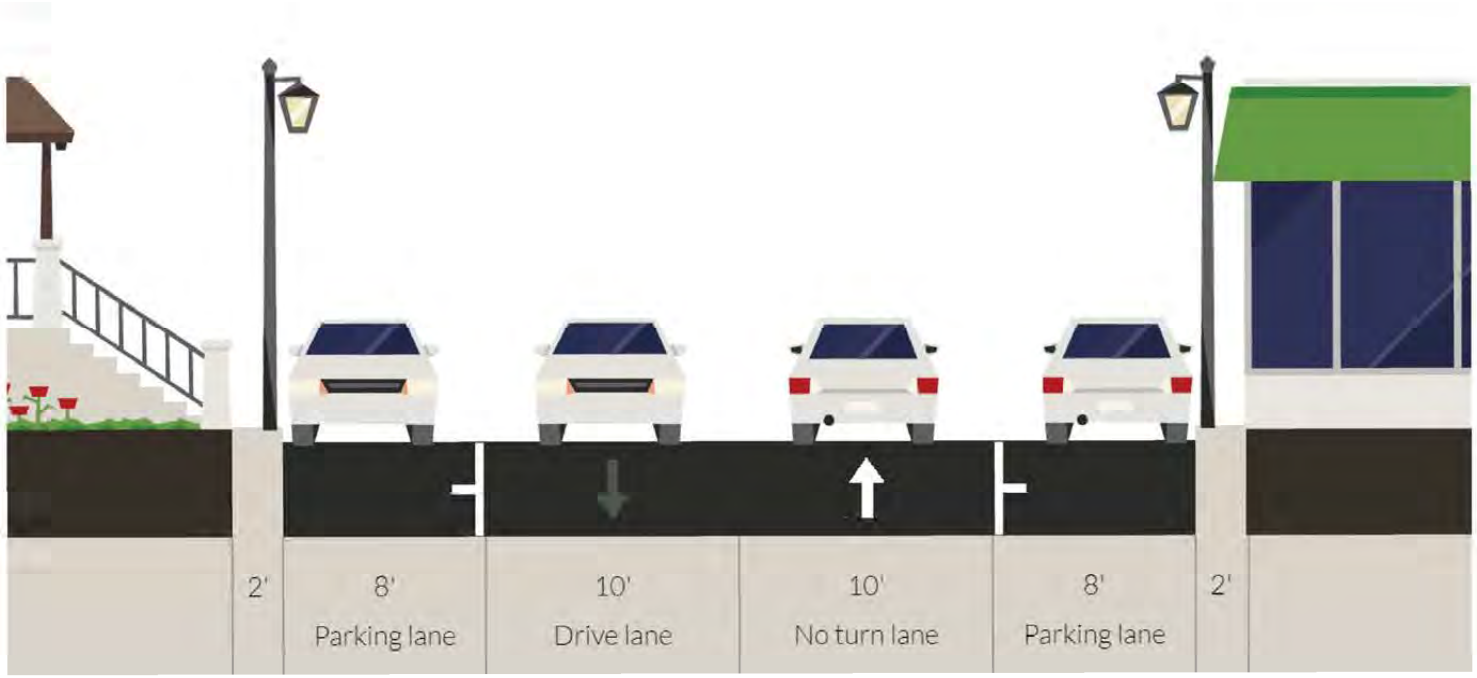


FIGURE CIR-2c

Local Street Without Sidewalk



FIGURE CIR-2d

60ft Collector Street Cross Section

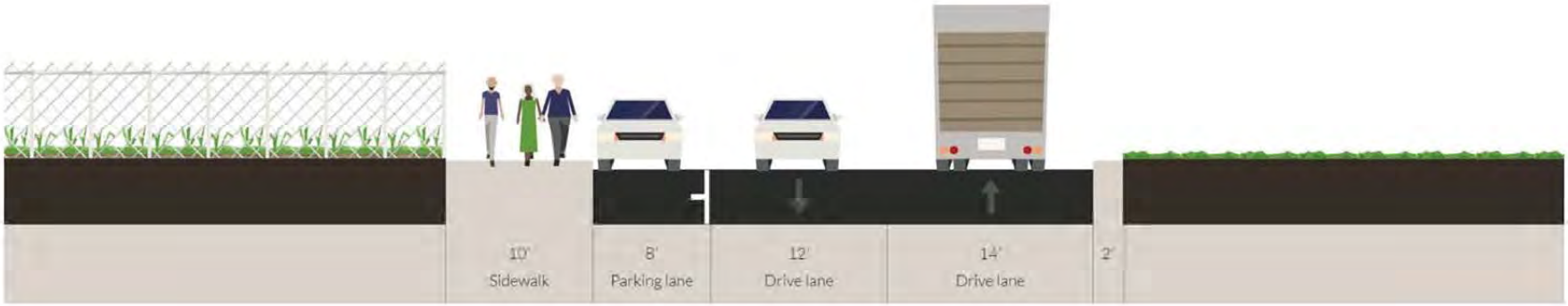


FIGURE CIR-2e

46ft Minimum Frontage Road Cross Section



FIGURE CIR-2f

80ft Arterial Street Cross Section



FIGURE CIR-2g

80ft Arterial TWLTL Street Cross Section

Active Transportation

The ability to safely and easily walk and bike in a community directly affects individual physical and mental health, community vitality, and citywide traffic and emissions levels. Promoting maximum bicycle and pedestrian accessibility ensures that all members of the community and visitors can meet their needs regardless of age, income level, or disability. Having a strong active transportation network improves the overall health, sustainability, and resiliency of the community.

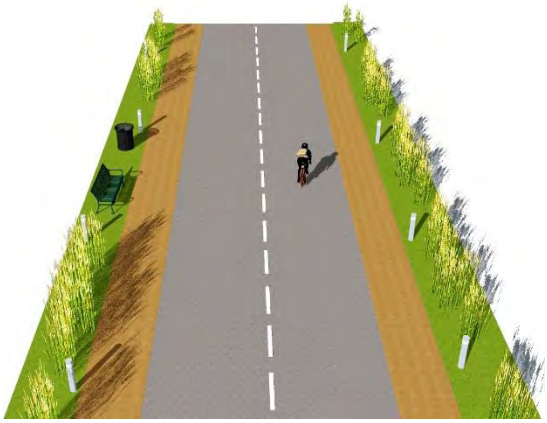
Morro Bay's active transportation network is designed to allow safe and convenient mobility by pedestrians and bicyclists. The City's *Bicycle and Pedestrian Master Plan* was adopted in 2011 and guides the improvement of pedestrian and bicycle facilities in Morro Bay. Pedestrian mobility is generally evaluated by the connectivity of infrastructure such as safe crosswalks and sidewalks, while bicycle mobility is evaluated based on the types of bikeways available in the community and how effectively they serve the needs of bicyclists.

The Embarcadero and most of downtown have complete sidewalks and crosswalks, but most residential areas do not. The City takes active steps to increase the presence of sidewalks in specific areas by enforcing Municipal Code requirements for developments to install sidewalks in many circumstances and seeking funding for other areas.

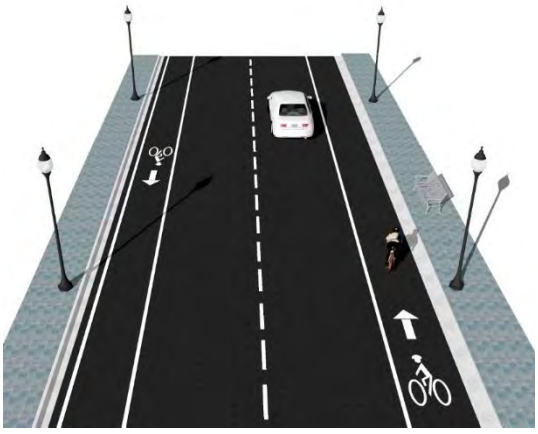
Three classifications of bikeways in Morro Bay offer varying levels of separation from vehicular traffic. Typical configurations for each type of bikeway are shown in **Figure CIR-3**:

- **Class I Bike Paths** – off-road routes located along designated multiuse trails or vacated rail lines separated from streets
- **Class II Bike Lanes** – on-road routes delineated by painted stripes and other identifying features
- **Class III Bike Routes** – on-road routes sharing use with pedestrians or motor vehicle traffic that are signed but not striped

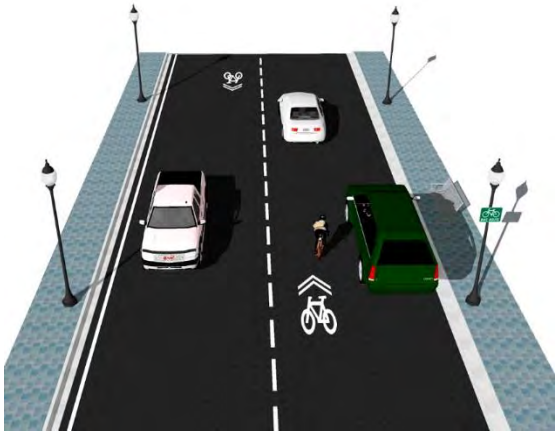
Figure CIR-3:
Bikeway Cross Sections



Class I Bike Path



Class II Bike Lane



Class III Bike Route

Planned bikeway locations are identified on the Transportation Network Diagram presented in **Figure CIR-1**. Class II lanes make up most of the existing bikeways in the city, including the California Pacific Bike Route that follows Highway 1 through Morro Bay and connects Vancouver, British Columbia, to Imperial Beach, California. The California Coastal Trail, which is described in the Open Space Element, is tentatively planned to run from Morro Bay's northern border, through Morro Strand State Beach to Morro Rock, then across the Embarcadero and out past the State Park to the downcoast portion of the City extending toward Los Osos. The *Bicycle and Pedestrian Master Plan* also identifies a number of improvements to both pedestrian and bicycle infrastructure, including a Class I bike lane along San Jacinto Street and the Tree Grove Preservation Pathway, and a Class II bikeway along the Beach Tract and Embarcadero to improve beach access and mobility to and from main commercial areas.

Transit

Morro Bay is served by regional and local bus transit. Regional transit is operated by the San Luis Obispo Regional Transit Authority (RTA) and includes both ADA paratransit services and multiple routes connecting Morro Bay to San Luis Obispo and other nearby cities. RTA ridership has consistently increased each year since 2007.

Local fixed-route service is operated by the City and serves major campgrounds, the high school, the senior center, grocery stores, and neighborhoods throughout Morro Bay. The Morro Bay Trolley also provides access to north Morro Bay, downtown, and the waterfront from Memorial Day weekend through the first weekend in October. The trolley offers access to the coast at Beachcomber Street and the west end of the Embarcadero, and it has a route that runs along the coast from Morro Rock to Tidelands Park.

OTHER TRANSPORTATION COMPONENTS

Goods Movement

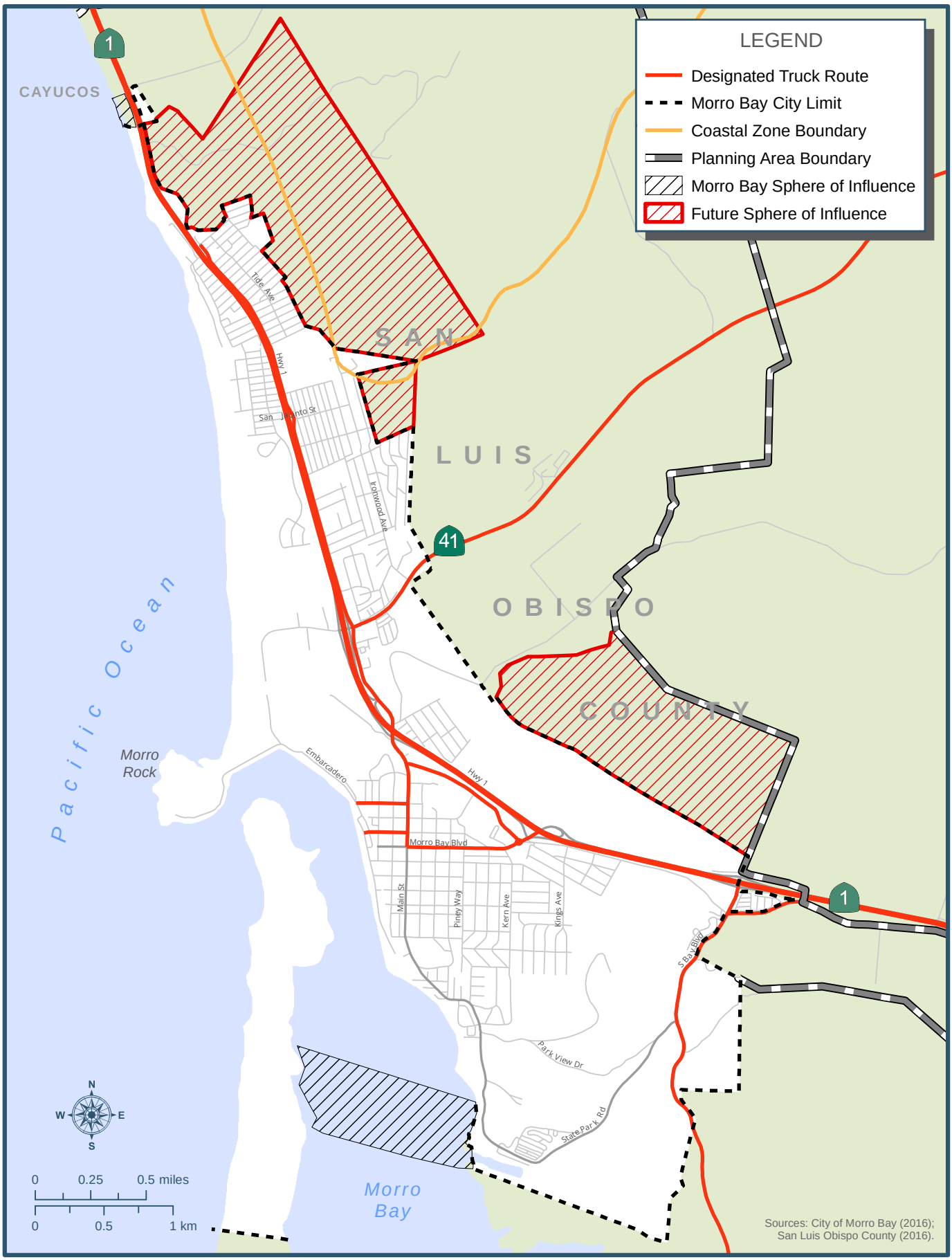
The transportation of goods is a critical component of Morro Bay's transportation system, with businesses, residents, and visitors all being affected by truck routes and deliveries on city streets and at the piers. As shown in **Figure CIR-4**, designated truck routes in Morro Bay are along parts of Main Street, Highway 41/Atascadero Road, Quintana Road, Morro Bay Boulevard, Beach Street, Harbor Street, and Highway 1.

Downtown and Embarcadero area businesses receive deliveries from trucks parked in curbside spaces, off-street lots, or designated loading zones. Where there are no designated commercial loading zones, commercial vehicles park wherever the California Vehicle Code allows. Commercial fishing and aquaculture offloading occurs at a number of piers along the Embarcadero. The City operates a launch ramp facility, fish cleaning station, and rinse-down area for trailered vessels. No facilities are provided for large vessel haul-outs. Policies related to the commercial fishing industry are identified in the Land Use Element.

Plan MORRO BAY

FIGURE CIR-4

Truck Routes



W:\GIS\CityofMorroBay\Planning\Plan Morro Bay\Figures\February 2020\Circulation\Figure CIR-4 TruckRoutes.mxd (6/10/2020)

Planned Circulation Improvements

Various improvements are planned for the Morro Bay circulation system, and are included in the Transportation Network Diagram and the Capital Improvement Plan (CIP). The conversion of the SR 41/Main Street intersection into a roundabout incorporating the northbound Highway 1 on- and off-ramps has been planned for by the City to address current traffic conditions. Additional planned improvements to address maximum projected buildout (see Table LU-2 in the Land Use Element) include:

- San Jacinto Street/Main Street Intersection: It would be necessary to reconstruct this intersection and provide a roundabout or traffic signal to achieve acceptable operations.
- State Route 41/Highway 1 Southbound Ramps: Acceptable operations could be achieved by constructing a traffic signal, which is warranted. The signalized intersection would require expanding the westbound approach to include one left-turn lane and a shared through-left lane; adding an eastbound right-turn lane; and adding a second receiving lane on the south leg. Alternatively, a single-lane roundabout with bypass lanes could provide acceptable operations under maximum projected buildout conditions.
- State Route 41/Main Street Intersection: It would be necessary to expand the planned roundabout with additional entry and circulating lanes to provide acceptable operations under maximum projected buildout conditions.
- Beach Street/Main Street Intersection: A new vehicular connection from the power plant to Main Street near Highway 1 and across Morro Creek to Atascadero Road would reduce traffic levels at this intersection. Acceptable operations could also be achieved by constructing a traffic signal, which is warranted. The signalized intersection would require expanding the southbound approach to include one left-turn lane, one through lane, and one right-turn lane; modifying the eastbound approach to include one left-turn lane and a shared left-through right lane; and adding a second receiving lane on the north leg. Alternatively, a single-lane roundabout with bypass lanes could provide acceptable operations under maximum projected buildout conditions.
- Morro Bay Boulevard/Quintana Road Intersection: It would be necessary to expand the existing roundabout with additional entry and circulating lanes to provide acceptable operations under maximum projected buildout conditions.

The Master Plans called for in Policies LU-5.4 and LU-5.5 in the Land Use Element should evaluate the need and benefit of providing a vehicular connection across Morro Creek, connecting the power plant site directly to Main Street, and impacts of redevelopment on the SR 41 and Main Street interchanges as well as Highway 1 and SR 41.

None of these improvements are currently funded or included in any planning documents. They should be reevaluated when specific land uses are proposed for the large development sites in the city.These improvements would allow for greater traffic volume and achieve a better LOS to accommodate additional development in Morro Bay. A full description of the planned improvements can be found in the Circulation Element Technical Report in the Appendices to *Plan Morro Bay*.

GOALS AND POLICIES

Each time a rock icon is placed next to a Goal, all of the policies underneath the goal are also included in the LCP unless specifically noted otherwise in the policies section. The implementation actions are not included in the Local Coastal Program. They are part of the City's General Plan.

GOAL CIR-1: Residents and visitors can easily move about the city in a variety of safe and active ways.

POLICY CIR-1.1: Balanced Transportation. Work to complete a balanced multimodal transportation system that meets the needs of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.

POLICY CIR-1.2: Access Improvement. Use infrastructure improvements within public rights-of-way as an opportunity to improve street design and multimodal access.

POLICY CIR-1.3: System Connectivity. Develop a complete and connected network of accessible sidewalks, crossings, paths, and separated bike lanes that are convenient and attractive throughout the city.

POLICY CIR-1.4: Future Enhancements. Identify streets in the city that can be made "complete," and plan for new bikeways, sidewalks, and crosswalks on these streets by reallocating how space within the public right-of-way is used.

POLICY CIR-1.5: Regional Transit. Coordinate with the San Luis Obispo Regional Transit Authority to ensure local transit connects smoothly with regional transit and possible future route and schedule expansions.

POLICY CIR-1.6: Local Transit Improvement. Continue to improve the local Morro Bay Transit Deviated Fixed Route and Call-A-Ride services and ensure connections to regional transit and active transportation facilities.

POLICY CIR-1.7: System Flexibility. Regularly evaluate and modify the overall transportation system, and remain informed and innovative regarding use of new mobility technologies.

POLICY CIR-1.8: Capital Improvement Program. Use the City's Capital Improvement Program (CIP) process to prioritize, fund, and build roadway and bikeway improvements, and to address phasing and construction of traffic infrastructure throughout the city.

POLICY CIR-1.9: Evolving Transportation Technology. Stay informed on developing intelligent transportation systems (ITS) technology, including automated vehicle technology and synchronized traffic signals. When evaluating projects to include in the CIP, evaluate the feasibility of installing such technology. Prepare to invest in needed infrastructure adjustments, such as well-defined pavement markings, flexible parking spaces, and smart infrastructure for projects included in the CIP.

POLICY CIR-1.10: Goods Movement. Maintain smooth, consistent, and nonintrusive movement of trucks and goods through the city by way of truck routes, including working with businesses to minimize disruption to traffic flow during loading and unloading, and expanding designated commercial loading zones along the Embarcadero.

POLICY CIR-1.11: Adequate Capacity. Maintain adequate street capacity and reduce congestion for all modes of transportation on the street and freeway system. Address congestion along corridors by enhancing the public transportation system, promoting mixed-use development patterns to reduce vehicle miles traveled (VMT), and implementing transportation demand management strategies to increase mobility options.

POLICY CIR-1.12: Climate Change Impacts on Transportation. Require ongoing evaluation of the transportation infrastructure system and its ability to withstand future effects of climate change. Identify future points to begin

incorporating resilient strategies and materials into design, using the most up-to-date guidance from the Federal Highway Administration.

POLICY CIR-1.13: Regional Transportation Planning. Continue to coordinate with SLOCOG and other agencies in the county on regional transportation planning.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION CIR-1

Review the Morro Bay Bicycle and Pedestrian Master Plan annually to identify opportunities for implementation and ensure consistency with existing local and regional plans.

IMPLEMENTATION ACTION CIR-2

Identify future funding and ways to remove permitting barriers to install fiber optic Internet or other similar communications infrastructure that will support the increase of smart transportation technology and connected vehicles.

IMPLEMENTATION ACTION CIR-3

Prioritize projects in the CIP that improve local and regional connectivity and mobility by increasing access and connecting to existing systems, including transit, sidewalks, bike lanes, and roadways.

IMPLEMENTATION ACTION CIR-4

Update the City's development impact fee program to provide funding for future circulation improvements including pedestrian, bicycle, and public transit facilities and amenities.

IMPLEMENTATION ACTION CIR-5

Include the San Luis Obispo Bicycle Club, Bike SLO County, SLO Nexus, and other bicycling groups as key stakeholders in planning and transportation system projects to identify concerns and opportunities in the active transportation system.

IMPLEMENTATION ACTION CIR-6

Designate a representative to attend locally relevant meetings held by San Luis Obispo Regional Transit Authority, Caltrans, and other regional agencies to represent the interests of Morro Bay.

IMPLEMENTATION ACTION CIR-7

Work with business owners to streamline and integrate goods movement throughout Morro Bay in a way that improves loading, unloading, and transportation processes, while minimizing health, safety, and nuisance impacts.

IMPLEMENTATION ACTION CIR-8

Consider updating the Morro Bay Municipal Code Title 10 (Vehicles and Traffic) to incorporate recent best practices, local needs, and make consistent with Plan Morro Bay.

IMPLEMENTATION ACTION CIR-9

Seek funding from sources such as Safe Routes to School and Complete Streets programs to improve sidewalk conditions and streetscapes, particularly in the downtown area.

IMPLEMENTATION ACTION CIR-10

Pursue grant funding to prepare a Complete Streets Plan to integrate with updates to the Morro Bay Bicycle & Pedestrian Master Plan.

The implementation actions are replicated in the table in Section 5 under the "Circulation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL CIR-2: Morro Bay is a pleasant and safe place to walk and bike.

LCP

POLICY CIR-2.1: Compact Development. Support mixed-use, compact-style, and other land use development patterns within existing developed areas so as to facilitate easy active transportation and transit use. (See also Policies LU-3.1, LU-3.3, LU-3.6, and LU-3.7.)

POLICY CIR-2.2: Street End Pedestrian Connections. Create safer and more distinct lateral access connections across the street ends on the west side of the Embarcadero at Dunes, Harbor, Morro Bay Boulevard, Front, Pacific, Marina, and Driftwood Streets, including by relocating parking from these areas. (See also Policies LU-4.1, LU-4.5, LU-4.6, LU-7.1 through LU-7.6, and OS-1.6 and Implementation Action LU-19).

Policies not included in the Local Coastal Program

POLICY CIR-2.3: Pedestrian Safety. Provide for accessible, safe, and convenient paths, sidewalks, and crossings along major streets and beach and coastal areas for all users, including the disabled, youth, and the elderly. (See also Policies LU-8.5 and OS-3.6.)

POLICY CIR-2.4: Active Transportation Amenities. Provide facilities and amenities for active transportation users at public facilities, including bicycle storage and seating areas. (See also Policies LU-8.4 and OS-1.8.)

POLICY CIR-2.5: Prioritizing Improvements. Prioritize infrastructure improvements that benefit bicycle and pedestrian safety and convenience around community facilities and locations in pedestrian-oriented areas. (See also Policy OS-1.8 and Implementation Action OS-1.)

POLICY CIR-2.6: Destination Facilities. Require and place access areas and facilities for bicycle, pedestrian, and transit travel in front of major destinations, such as shopping centers, parks, and schools. Facilities may include any or a combination of the following: designated passenger drop-off and pickup zones, benches, lighting, secure bike parking, shelters, and street trees. (See also Policies LU-2.3 and PS-2.1.)

POLICY CIR-2.7: Traffic Calming. Develop and implement strategies to calm traffic on streets that have a high amount of pedestrian and bicycle traffic, or are in neighborhoods with residences, schools, parks, or other areas frequented by children.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION CIR-11

Develop standards for bicycle, pedestrian, and trail improvements and amenities in new development and redevelopment projects. Include requirements for adequate, safe, and accessible bicycle parking, drinking fountains, public restrooms, benches, landscaping, and lighting. Require new development and redevelopment projects to be pedestrian and bicycle-friendly, and to provide adequate connections to the existing and proposed bicycle and pedestrian network.

IMPLEMENTATION ACTION CIR-12

Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state, and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) requirements.

IMPLEMENTATION ACTION CIR-13

Design and install comprehensive wayfinding signage in key locations of the city that address all modes of travel including transit, trucks, bicycles, and cars. Excessive signs and other visually intrusive landscape features shall be avoided.

IMPLEMENTATION ACTION CIR-14

Update the Morro Bay Zoning Code to allow for compact development and supporting active transportation amenities in key areas of the city. Standards to implement this policy could include bike parking requirements, pedestrian access requirements, and circulation requirements for commercial uses.

IMPLEMENTATION ACTION CIR-15

Require new developments or significant renovations to transportation facilities on private commercial or multifamily residential land to incorporate convenient active transportation facilities where possible.

The implementation actions are replicated in the table in Section 5 under the "Circulation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Transportation Metrics

Maximizing the efficiency of the transportation system and evaluating the impact of projects require assessing traffic flow by all modes of travel. There are a number of ways this assessment can be done, with varying benefits and drawbacks to each method of evaluation. In the past, transportation efficiency was measured using level of service (LOS). Recently, jurisdictions have been moving toward more equitable means of measurement that capture all modes of transportation efficiency, resulting in a more complete picture of the existing system and potential impacts of transportation on the environment. The City uses two of the most common methods to ensure the safety and convenience of all modes of travel: (1) level of service/multimodal level of service and (2) VMT.

Level of Service

LOS measures the flow of vehicle traffic at intersections on a scale from A to F, shown in **Table CIR-1**. The ratings are based on the volume-to-capacity ratio, which indicates how many vehicles travel on the roadway and the number of vehicles that the roadway can accommodate. Level of service grades range from LOS A for free-flowing conditions to LOS F for highly congested conditions.

Table CIR-1:
Peak-Hour Level of Service Descriptions

Level of Service		Flow Conditions	Volume-to-Capacity Ratio	Service Rating
A		Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.	0.01–0.60	Good
B		Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.	0.61–0.70	Good
C		Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density of the number of vehicles increasing.	0.71–0.80	Adequate
D		Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.	0.81–0.90	Adequate
E		Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability, and low driver comfort.	0.91–1.00	Poor
F		Forced traffic flow. Speed and flow may drop to zero with high densities.	Above 1.00	Poor

While LOS can provide essential information on traffic flow within the city, it is primarily vehicle-centric and does not focus on reducing GHG emissions. For this reason, the California Legislature passed Senate Bill (SB) 743 in 2013 to require that jurisdictions consider alternative methods of traffic impact evaluation as part of the California Environmental Quality Act (CEQA) process for a project. Because LOS has been a long-standing standard used to evaluate traffic congestion, it is relevant to understanding the operations of the existing transportation system. However, in the future, Morro Bay will use both level of service (LOS) and VMT to evaluate impacts to the existing system.

Morro Bay has historically used the Caltrans target of LOS C or better as a standard for acceptable roadway operations on roadway segments and intersections, although this standard has not been officially adopted. The City of Morro Bay will take steps to formally adopt a level of service standard for roadway segments and intersections. For many intersections, LOS C will be the standard; however, if development approaches buildout, the City will need to establish a higher threshold target in order to achieve acceptable traffic flow in the planning area.

Vehicle Miles Traveled

Among other topics, SB 743 discusses how transportation impacts are addressed under CEQA. Currently, an environmental impact report addresses impacts to traffic congestion and delays. SB 743 requires the California Governor's Office of Planning and Research to update the State CEQA Guidelines so that impacts are instead measured by the predicted change in VMT rather than the change in LOS. This method allows for better calculation of greenhouse gas and energy impacts associated with a project. Local jurisdictions may still use LOS in making planning decisions, but it cannot be included as part of the CEQA process. This alteration may result in significant changes to the way transportation systems are designed and operated in cities. The City of Morro Bay will utilize VMT or a similar metric as a CEQA threshold of significance, while maintaining the best possible traffic flow across all modes by assessing proposed development or reuse project impacts to LOS as part of determining a project's consistency with *Plan Morro Bay*.

The benefits of having a variety of travel options are numerous. Having access to public transit, cycling, and walking options increases the opportunity for residents to navigate the community and fulfill the necessary aspects of everyday life, regardless of age, ability, or economic status. Multiple options also offer individuals greater choice and control over their mobility, and support a physically and socially active lifestyle. In addition, increased travel options have the potential to reduce automobile traffic, reduce greenhouse gas emissions, and minimize the need for large, multilane roadways and busy neighborhood streets.

GOALS AND POLICIES

LCP

GOAL CIR-3: Traffic monitoring considers all methods of travel, with emphasis on active and sustainable transportation methods.

POLICY CIR-3.1: LOS Standards. Update City guidelines to formally adopt an LOS standard.

POLICY CIR-3.2: VMT Thresholds. Achieve State-mandated reductions in VMT by establishing and adopting a VMT standard. .

POLICY CIR-3.3: Updating Guidelines. Regularly update guidelines for transportation impact analyses to ensure consistency with established metrics and standards.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION CIR-16

Formally adopt level of service (LOS) and VMT as the standard for monitoring impacts to the complete transportation system, including standards for acceptable thresholds and mitigations.

IMPLEMENTATION ACTION CIR-17

Monitor ongoing progress toward VMT and the transportation-related goals of the Morro Bay Climate Action Plan, and update guidelines for transportation impact analysis to maintain acceptable progress.

The implementation actions are replicated in the table in Section 5 under the "Circulation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Parking

Morro Bay is a popular destination for visitors. Demand for limited parking in downtown, along the waterfront, at the beach, and near popular community locations has been a continuing issue for many years. The City has focused its management and planning activities on approximately 2,500 parking spaces located downtown and along the Embarcadero. Recent occupancy survey identified that parking on the Embarcadero was fully utilized and several downtown blocks were nearly fully utilized

during the peak hour of a holiday weekend. However, the high parking occupancy rates were short, and sufficient supply was available within four blocks of all surveyed areas at all times, even during a holiday weekend.

Coastal Zone Parking

LCP

Pursuant to Coastal Act requirements, public parking must be maintained within the coastal zone. The availability of public parking in the coastal zone helps allow visitor access to the beach and amenities offered nearby, facilitating recreational opportunities for locals and visitors while assisting with the success of businesses. Using this space efficiently, however, helps maximize land potential and minimize traffic impacts.

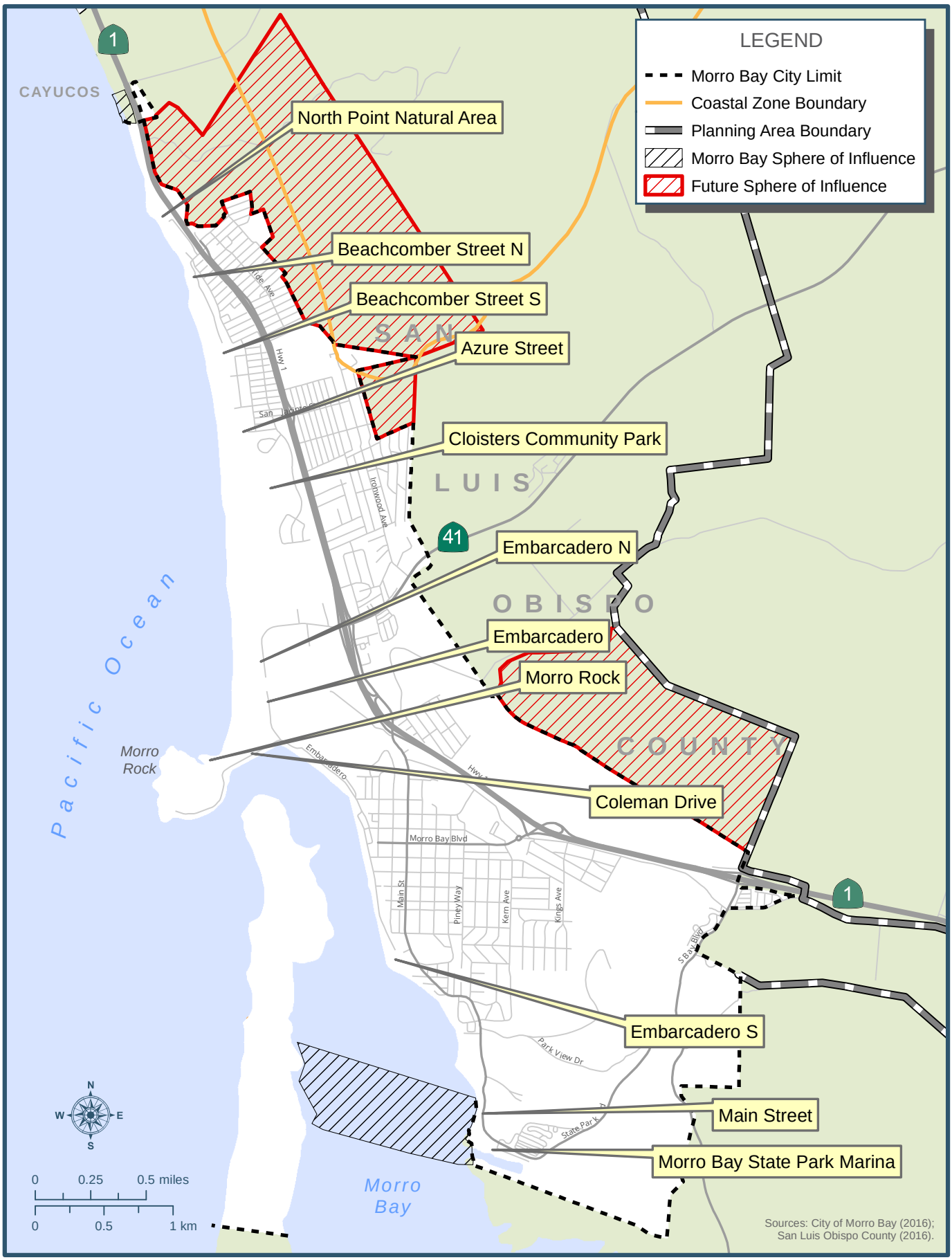
Public parking provides access to the coastal zone at numerous locations in Morro Bay. More than 2,200 free public parking spaces are provided by the City in the coastal zone. The primary public access points are described below and shown on **Figure CIR-5**.

- North Point Natural Area, located at the north end of Toro Lane, has 10 marked vehicle public parking spaces on the bluff connecting to stairways and trails to the beach. These public parking spaces are occasionally fully utilized, but additional curbside parking is nearby in the Morro Strand campground area.
- Beachcomber Street provides approximately one-half mile of public curbside parking (roughly 100 spaces) on the bluffs above the Morro Strand campground. These spaces are frequented by surfers and other beachgoers.
- The Morro Strand campground provides five marked public parking spaces for day use in addition to the campsites.
- Beachcomber Street offers curbside public parking and two informal off-street public parking areas south of Alva Paul Creek.
- An off-street public parking lot at the end of Azure Street includes approximately 30 parking spaces as well as a restroom for beachgoers. This public parking lot connects to the Cloisters trail network.
- The Cloisters Community Park offers 28 off-street public parking spaces serving the park and multiuse trails providing beach access.
- Informal dirt parking lots and curbside public parking are situated along the Embarcadero north of Morro Creek. A bicycle and pedestrian bridge crosses Morro Creek to connect with the Harborwalk path.

- A dirt public parking lot is located at the end of the Embarcadero just south of Morro Creek. This lot also offers parking for bikes and surreys.
- Numerous public parking areas are along Coleman Drive between the Embarcadero and Morro Rock. These provide access to the Harborwalk, basketball courts, small craft launch sites at Coleman Beach, Morro Rock, and other amenities in the area. Most of the public parking areas consist of dirt lots. The lot closest to the harbor mouth is owned by California State Parks.
- Public parking supply along the Embarcadero includes 282 on-street public parking spaces and 571 off-street public spaces that mostly meet weekday demand but do not always meet weekend demand.
- An informal dirt public parking area west of Morro Bay State Park accommodating approximately 12 vehicles is situated on Main Street north of the Museum of Natural History. This lot is regularly used as a launching point for small boats.
- A paved public parking lot is located at the Morro Bay State Park Marina serving the general public and vessel owners. This lot also provides access to estuary walking trails.

FIGURE CIR-5

Coastal Zone Access Points with Parking



Sources: City of Morro Bay (2016); San Luis Obispo County (2016).

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GOALS AND POLICIES

GOAL CIR-4: Morro Bay has convenient parking that enables access to the downtown and waterfront areas and the coast while enhancing the city's character.

LCP

POLICY CIR-4.1: Adequate Parking Required. Eliminate minimum parking requirements when and where appropriate to promote walkable neighborhoods and transit and bicycle use, and establish maximum parking standards. In all cases, a finding shall be made that the proposed development can be served by adequate parking either on-site, off-site in a private parking lot, or off-site in a public parking lot provided the applicant has paid for that number of parking spaces via an in-lieu fee to the City (see also Policy CIR-4.3) In all cases, parking shall be provided in a manner that does not adversely impact the public's ability to park, unless a determination is made that existing parking in the area is sufficient.

POLICY CIR-4.2: Paid Parking. The City may seek a Coastal Development Permit to establish paid public parking spaces with reasonable rates in appropriate places. When considering a Coastal Development Permit application for any development that could reduce, degrade, or otherwise limit public parking opportunities (including paid parking) near beach access points, shoreline trails, or parklands, including any changes in parking timing, pricing, and availability, evaluate the potential impact on public coastal access, and ensure existing levels of public access are maintained, including through ensuring that alternative access opportunities, including bike lanes and parking, pedestrian trails, and relocated free vehicular parking spaces, are provided so as to fully mitigate any potential negative impacts and maximize access opportunities. Any revenue from fee-based parking programs within the Coastal Zone shall only be used to fund public access and other transportation improvements within the Coastal Zone. The funds can also be used to manage a City paid parking program.

POLICY CIR-4.3: Expand In-Lieu Fee Program. Update parking fee requirements to expand to all commercial areas and to provide options for how in-lieu fees can improve access to downtown businesses and the coast. Ensure the in-lieu fee parking program provides adequate funding for public parking opportunities. All such fees shall be developed based on the actual cost to the City to develop and provide an equivalent number of parking spaces, including costs of land, planning, construction, and maintenance.

POLICY CIR-4.4: Shared Parking. Encourage shared parking between adjacent uses where possible.

POLICY CIR-4.5: Coastal Access Parking. Monitor coastal access parking demand and adjust parking strategies to ensure an appropriate amount of parking is provided so as to maximize public coastal access opportunities.

POLICY CIR-4.6: Excess Right-of-Way Parking. In downtown and the waterfront areas, reconfigure existing parking space alignments to achieve greater parking yield.

POLICY CIR-4.7: Alternative Options. Require or establish EV charging stations, bike sharing and park and ride locations throughout Morro Bay and in particular, close to transit and amenities.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION CIR-18

Revise the Morro Bay Zoning Code to eliminate minimum parking requirements where appropriate in new or significantly renovated developments, and establish maximum parking standards.

IMPLEMENTATION ACTION CIR-19

Periodically conduct a citywide parking study to analyze the city's existing parking infrastructure in order to effectively address and manage current and future parking needs.

The implementation actions are replicated in the table in Section 5 under the "Circulation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

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NOISE

OVERVIEW

Scope and Content

The Noise Element is intended to serve as Morro Bay's general guide in public and private development matters related to outdoor noise. The purpose of this element is to identify noise problems in the community, protect sensitive noise environments important to the community, establish a land use pattern that minimizes the community's exposure to excessive noise, and identify noise reduction strategies to address existing and foreseeable noise problems.

This element identifies noise-sensitive land uses and noise sources, evaluates existing noise issues, defines potential noise impact areas, and advocates creative methods to protect the community from excessive noise. The element provides proactive solutions to noise problems varying from construction noise and clamoring mechanical equipment to roadway noise and the cacophony of barking dogs, and describes noise control measures designed to avoid noise problems before they occur.

The noise environment relates to a community's quality of life. Noise has been linked directly to numerous human health factors; aside from general annoyances, excessive noise is a source of discomfort, interferes with sleep, and disrupts communication and relaxation. Recognizing that excessive or unusual noise affects human health and welfare, the State has developed guidelines both for determining community noise levels and for establishing programs to reduce community exposure to adverse noise levels. Policies, plans, and programs outlined in the Noise Element are designed to minimize the effects of human-caused noise in the community and to improve residents' quality of life by regulating and reducing noise, particularly in residential areas and near such noise-sensitive land uses as residences, hospitals, convalescent and day-care facilities, schools, and libraries. The element provides direction regarding practices and strategies to protect city residents and businesses from severe noise levels.

Policies and plans developed in the Noise Element are intended to protect current and planned land uses, address sites and standards for new housing, support the location and design of new transportation facilities, address the city's major noise source—traffic noise, and consider how noise adversely affects the enjoyment of recreational

pursuits and wildlife. This element contains goals and policies intended to maintain low community noise levels and protect Morro Bay from traffic noise, which is projected to increase by the year 2040. This General Plan element is not part of the Local Coastal Program.

Relationship to Other Elements

Noise policies and programs affect implementation of the Land Use Element as it relates to both noise sources and noise-sensitive uses. The noise contours and land use compatibility standards contained in the Noise Element should be used when evaluating planning and development decisions.

The Noise Element also relates directly to the Circulation Element, because Morro Bay's primary noise sources are transportation-related noise along arterial roadways and, to a lesser extent, highways and aircraft. Noise policies mitigate excessive noise along transportation routes. Similarly, noise policies relate to the Housing Element by directing new housing development to appropriate sites away from sources of excessive noise and requiring that design features be incorporated to ensure acceptable indoor noise levels.

RESILIENCY APPROACH

Incorporating goals and policies to reduce greenhouse gas emissions (GHGs) can help achieve climate resilience, which in turn can have co-benefits for the city, such as noise reduction. The Circulation Element includes goals and policies to promote a modern, resilient infrastructure; one that supports a multigenerational community by providing accessible multimodal transportation options to all users. For example, the City's complete streets policy would provide safe and accessible options for all travel modes—foot, bike, transit, automobile—for people of all ages and abilities. With safe and convenient alternatives to automobile use, the projected 2040 increase in vehicle miles traveled could be reduced, thereby helping to maintain a quieter noise environment in Morro Bay by reducing the most pervasive noise source in the city—traffic. Refer to the Circulation Element for specific goals and policies discussed above. Additionally, measures to improve the efficiency of cooling and heating residences and other structures can also reduce interior noise exposure.

MEASURING NOISE AND VIBRATION

To understand how noise and vibration occur in Morro Bay, it is important to first understand how noise and vibration are measured. An overview of the units used to measure noise and vibration follows.

Noise

Noise is generally defined as unwanted sound that can negatively affect the physiological or psychological well-being of individuals or communities. Excessive noise may result in hearing loss, interference with normal activities such as sleep, speech communication, work, and recreation, or annoyance, which may impact quality of life. The annoyance potential of noise is usually characterized with the A-weighted sound level (dBA). **Table NOI-1** describes the human response to different levels of noise.

Table NOI-1:
Human Response to Different Levels of Noise

Noise Level		Human Response
Low Frequency[a]	Mid Frequency[b]	
25 dBA	40 dBA	Approximate threshold of perception for many humans. Low-frequency sound is usually inaudible; mid-frequency sound is excessive for quiet sleeping areas.
35 dBA	50 dBA	Approximate dividing line between barely perceptible and distinctly perceptible. Low frequency noise is acceptable for sleeping areas; mid-frequency noise is annoying in most quiet occupied areas.
45 dBA	60 dBA	Low frequency noise is annoying for sleeping areas; mid-frequency noise is annoying even for infrequent events with institutional land uses such as schools and churches.

Source: Federal Transportation Administration 2006

[a]. Approximate noise level when vibration spectrum peak is near 30 hertz.
[b]. Approximate noise level when vibration spectrum peak is near 60 hertz.

Decibels

Sound level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 hertz).

Sound pressure level is measured on a logarithmic scale with the zero dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1 to 2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60 to 65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically drop off (or attenuate) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. Standard new residential construction typically provides a reduction of exterior-to-interior noise levels of 25 dBA or more with windows closed.[1]

Equivalent Noise Level

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important, since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level).

Other Noise Measurement Units

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than daytime noise. Community noise is usually measured using day-night average noise level (Ldn), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours,

[1] Federal Transit Administration (FTA). May 2006. Transit Noise and Vibration Impact Assessment. Accessed July 2016. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf.

or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. Noise levels described by Ldn and CNEL usually do not differ by more than 1 dBA.

Vibration

Vibration Decibels

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the United States.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. In terms of groundborne vibration impacts on structures, the Federal Transit Administration (FTA) states that groundborne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, the movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible.

The general human response to different levels of groundborne vibration velocity levels is described in **Table NOI-2**.

Table NOI-2:
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Response
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find vibration at this level annoying.
85 VdB	Vibration acceptable only if there is an infrequent number of events per day.

Source: Federal Transportation Administration 2006

NOISE SOURCES, STANDARDS, AND LAND USE COMPATIBILITY

Sources of Noise

Noise sources in Morro Bay can be divided into two primary categories: transportation sources (primarily traffic) and non-transportation/stationary noise sources.

Transportation Noise Sources

Transportation noise includes traffic on public roadways, aircraft in flight, and rail operations. In general, Morro Bay is a relatively quiet environment. Roadway traffic on Highway 1, Highway 41, Morro Bay Boulevard, Main Street, Embarcadero, and South Bay Boulevard is the most pervasive source of noise in the city. The closest rail service, Amtrak, and airport, San Luis Obispo County Regional Airport, are located approximately 15 miles southeast of Morro Bay.

A local government has little direct control over transportation noise at the source. State and federal agencies have the responsibility to control noise from mobile sources through vehicle noise emission level standards. The City can employ effective measures to mitigate transportation noise; for example, land use planning, site design review, building code enforcement, and physical interventions, such as noise barriers and setbacks.

Stationary and Construction Noise Sources

Stationary or non-transportation noise includes any fixed or mobile source not preempted from local control by existing federal or state regulations. Examples of such sources include industrial operations, commercial operations (e.g., buildings with heating, ventilation, and air conditioning [HVAC] units, automotive repair shop operations, parking lots), school functions (e.g., high school sporting events), machinery, landscape equipment, domestic activities, and sounds associated with the coastal setting (e.g., ocean waves and animal activity). Cities can exercise more control over these sources than transportation sources, such as vehicles, trains, and aircraft, through zoning and enforcement of local ordinances regulating noise and business activities.

Construction noise, while temporary, can be a significant contributor to ambient noise levels. Control of construction noise is exercised through the Morro Bay Municipal Code.

Noise-Sensitive Land Uses

Due to the known effects of noise, which may include speech interference, sleep interference, physiological responses, annoyance, and hearing loss, the City has established criteria to help protect the public health and safety and to prevent disruption of certain human activities. Although noise affects all types of land uses and activities, some land uses are more sensitive to noise than others because lower noise levels are an important requirement for effectively carrying out the types of activities involved with that use. Morro Bay has identified the following land uses as being noise-sensitive:

- Residential development
- Schools
- Hospitals and nursing homes
- Churches
- Meeting halls, auditoriums, music halls, theaters, and libraries
- Transient lodging – motels and hotels
- Playgrounds/parks
- Offices
- Mixed-use development

Examples of noise-sensitive land uses in Morro Bay include:

- Morro Bay Library, a San Luis Obispo County public library
- Morro Bay High School, a public high school with approximately 800 students enrolled from 9th to 12th grade
- Bayside Care Center, a skilled care facility for seniors
- Morro Bay State Park, a state park offering opportunities for sailing, fishing, hiking, bird watching, golfing, and camping

A number of existing sensitive land uses are exposed to excessive noise levels. These include older established homes located along Highway 1 and major arterial routes in the city. Morro Bay High School is in an area identified as a high noise area.

Noise/Land Use Compatibility

Considering the sources and recipients of noise early in the land use planning and development process is an effective way to reduce the impact of noise on the community. Consideration should be given to both reducing noise in impacted areas through rehabilitative improvements and avoiding potential noise impacts through effective land use planning and design. Accumulation of noise from transportation activities and stationary sources determines the overall noise environment within a community. Noise is most problematic when it affects noise-sensitive land uses, as defined above.

Table NOI-3 summarizes ranges of noise exposure which are considered acceptable, conditionally acceptable, or unacceptable for various noise-sensitive land uses in the city. These ranges are derived from those provided by the state Office of Planning and Research (OPR) in the General Plan Guidelines.

Table NOI-3:
Community Exterior Noise Exposure Levels

Land Use Category	Community Noise Exposure (CNEL or Ldn dBA)		
	Acceptable[a]	Conditionally Acceptable[b]	Unacceptable[c]
Residential, Theatres, Auditoriums, Music Halls	<60	60–70	>70
Transient Lodging – Motels, Hotels	<60	60–75	>75
Schools, Libraries, Museums, Hospitals, Nursing Homes, Meeting Halls, Churches	<60	60–75	>75
Playgrounds, Parks	<70	70–75	>75
Offices	<60	60–75	>75

[a] *Specified land use is satisfactory. No noise mitigation measures are required.*

[b] *Use should be permitted only after careful study and inclusion of protective measures, as needed, to satisfy the policies of the Noise Element.*

[c] *Development is usually not permitted.*

Table NOI-4 summarizes the maximum transportation noise exposure levels for noise-sensitive land uses. The maximum allowable exterior noise exposure from transportation noise sources in outdoor activity areas for most sensitive land uses is 60 dBA Ldn. The maximum allowable interior noise exposure from transportation noise sources is 45 dBA Ldn.

Table NOI-4:
Maximum Allowable Noise Exposure – Transportation Noise Sources

Land Use	Outdoor Activity Areas[a] CNEL or Ldn dBA	Interior Spaces	
		CNEL or Ldn dBA	Leq dBA[b]
Residential	60[c]	45	—
Transient Lodging	60[c]	45	—
Hospitals, Nursing Homes	60[c]	45	—
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls, Office Buildings	60[c]	—	45
Schools, Libraries, Museums	—	—	45
Playgrounds, Neighborhood Parks	70	—	—

[a] Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.

[b] As determined for a typical worst-case hour during periods of use.

[c.] Where it is not possible to reduce noise in outdoor activity areas to 60 dBA Ldn or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dBA Ldn may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Note: New development would result in a significant noise impact if the project would result in an exceedance of noise standards above, or if the existing noise environment exceeds an increase of 3 dBA Ldn.

Table NOI-5 summarizes the maximum noise exposure levels for noise-sensitive land uses due to stationary noise sources. New development of noise-sensitive land uses may be permitted only where location and design allow the development to meet the daytime and nighttime standards listed in the table. The maximum allowable exterior noise exposure from stationary noise sources during daytime hours is 70 dBA Lmax. Lmax is the maximum instantaneous noise level experienced during a given period of time. The maximum allowable exterior noise exposure from stationary sources during nighttime hours is 65 dBA Lmax.

Table NOI-5:
Maximum Allowable Exterior Noise Exposure – Stationary Noise Sources[a]

	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Leq, dBA[b]	50	45
Maximum Level (Lmax), dBA[b]	70	65
Maximum Level, Impulse Noise (Lmax), dBA[c]	65	60

[a] As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barrier or other property line noise mitigation measures.

[b] Sound level measurements shall be made with slow meter response.

[c] Sound level measurements shall be made with fast meter response.
Note: New development would result in a significant noise impact if the project would result in an exceedance of the noise standards above, or if the existing noise environment exceeds an increase of 3 dBA Ldn.

Outdoor activity areas include patios, decks, balconies, outdoor eating areas, swimming pool areas, yards of dwelling units, and other areas that have been designated for outdoor activities and recreation. Although outdoor recreation areas, such as playgrounds and parks, are considered noise-sensitive, the recommended exterior noise limit for this land use is 70 dBA Ldn from transportation noise sources, as shown in **Table NOI-4**. In mixed-use development, residential noise standards are applied to the residential portion of such projects. The City will consider implementing mitigation measures where existing noise levels produce significant noise impacts to noise-sensitive land uses or where new development may result in cumulative increases of noise upon noise-sensitive land uses.

COMMUNITY NOISE SURVEY

As shown on **Figure NOI-1**, existing ambient sound levels in Morro Bay were measured in 2016 near major roadways and typical land uses. Ambient sound levels at major roadways and land uses in Morro Bay ranged from approximately 51 to 72 dBA Leq. Measurement locations 8 and 9 had the highest ambient sound levels due to high levels of roadway traffic during the afternoon peak period, during which these measurements were recorded. The lowest ambient sound levels were recorded in established commercial and residential areas, ranging from 51 to 55 dBA Leq.

Community Noise Contours

Ambient average daily noise levels (in 2016) along area roadways were estimated based on average daily traffic volumes. Estimated noise levels at 50 feet from major roadways in Morro Bay range from approximately 63 to 77 dBA Ldn. Noise levels are highest along Highway 1 due to high volumes of traffic compared to other roadways in the city. Lower noise levels were modeled along roadway segments that run along the bay and commercial areas.

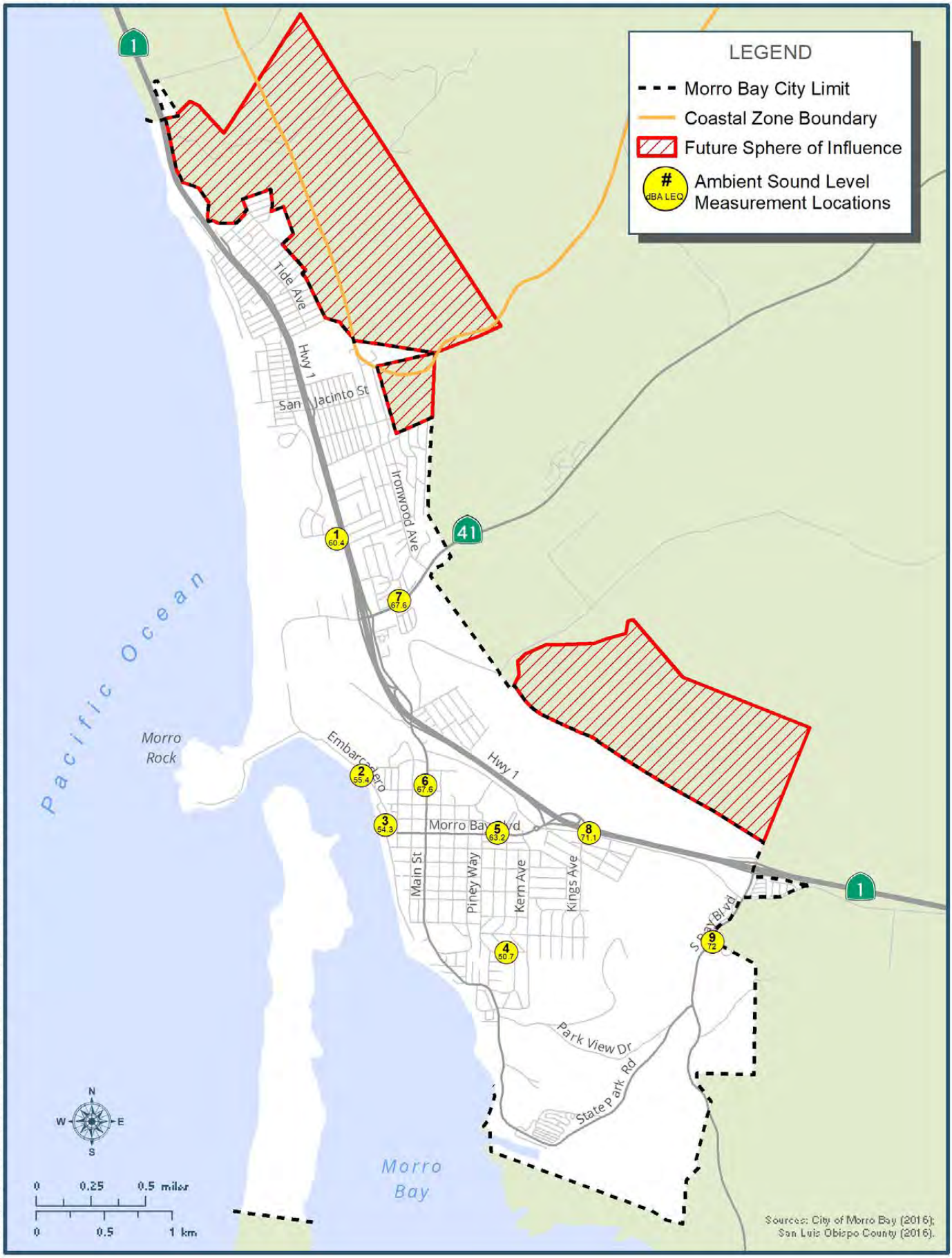
Noise contours are lines of equal noise level, shown on a map extending out from a noise source (or sources). **Figure NOI-2** (pages 3-97 through 3-99) shows existing (2016) noise contours along major roadways. The results shown in this figure represent an estimate of average daily noise levels (Ldn) as modeled from the centerline of the given roadway segment. These contours are to be used for planning purposes and do not account for the site-specific conditions such as topography, soundwalls, and intervening structures that may affect local noise levels.

Future noise contours for 2040 for Morro Bay are shown in **Figure NOI-3**. Future noise countours will guide land use and development decisions to address potential noise issues. Noise impacted areas are those areas that fall within the 60 dBA Ldn or greater noise contours.

Plan MORRO BAY

FIGURE NOI-1

Ambient Sound Level Measurements (2016)

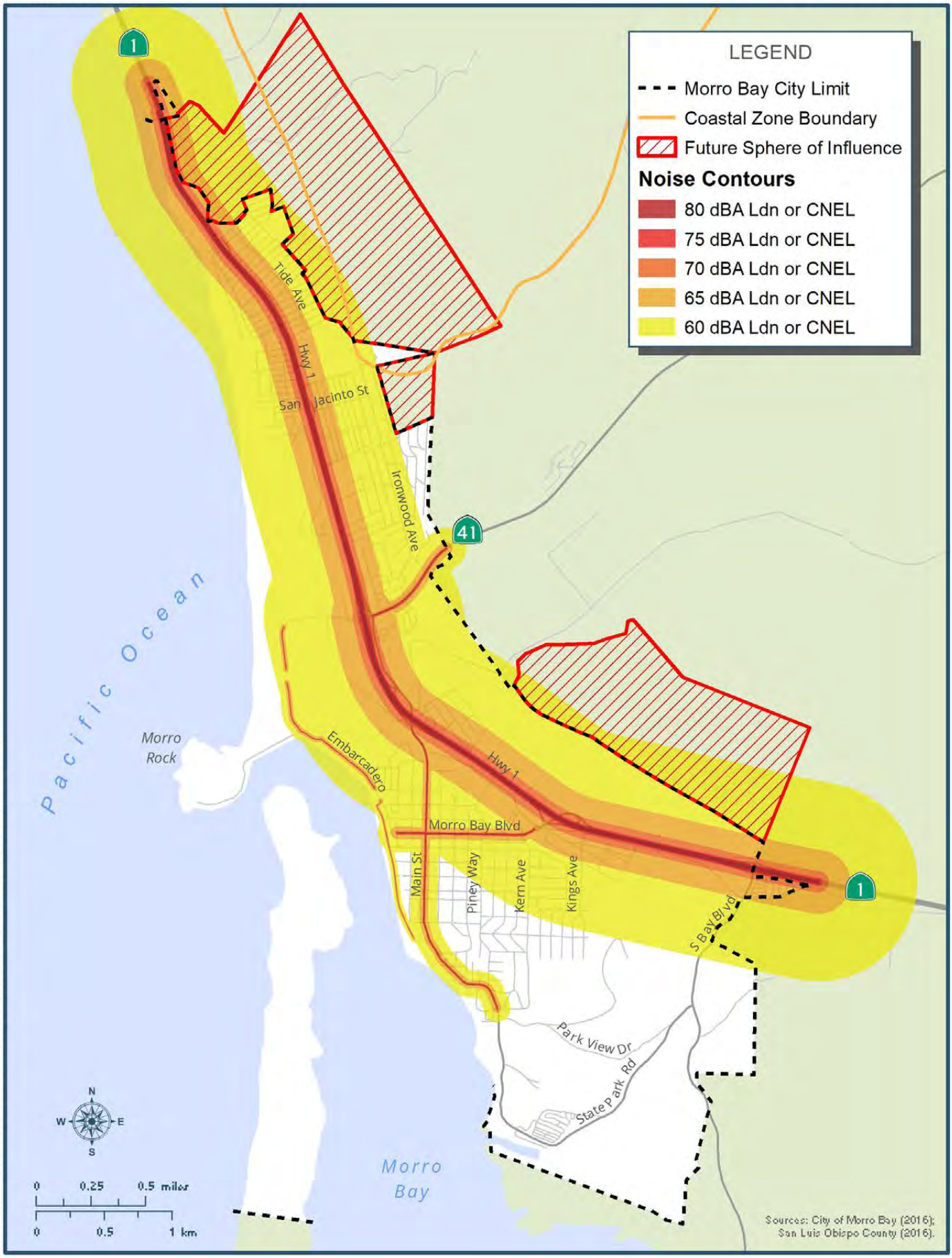


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FIGURE NOI-2

Existing Noise Contours (2016)

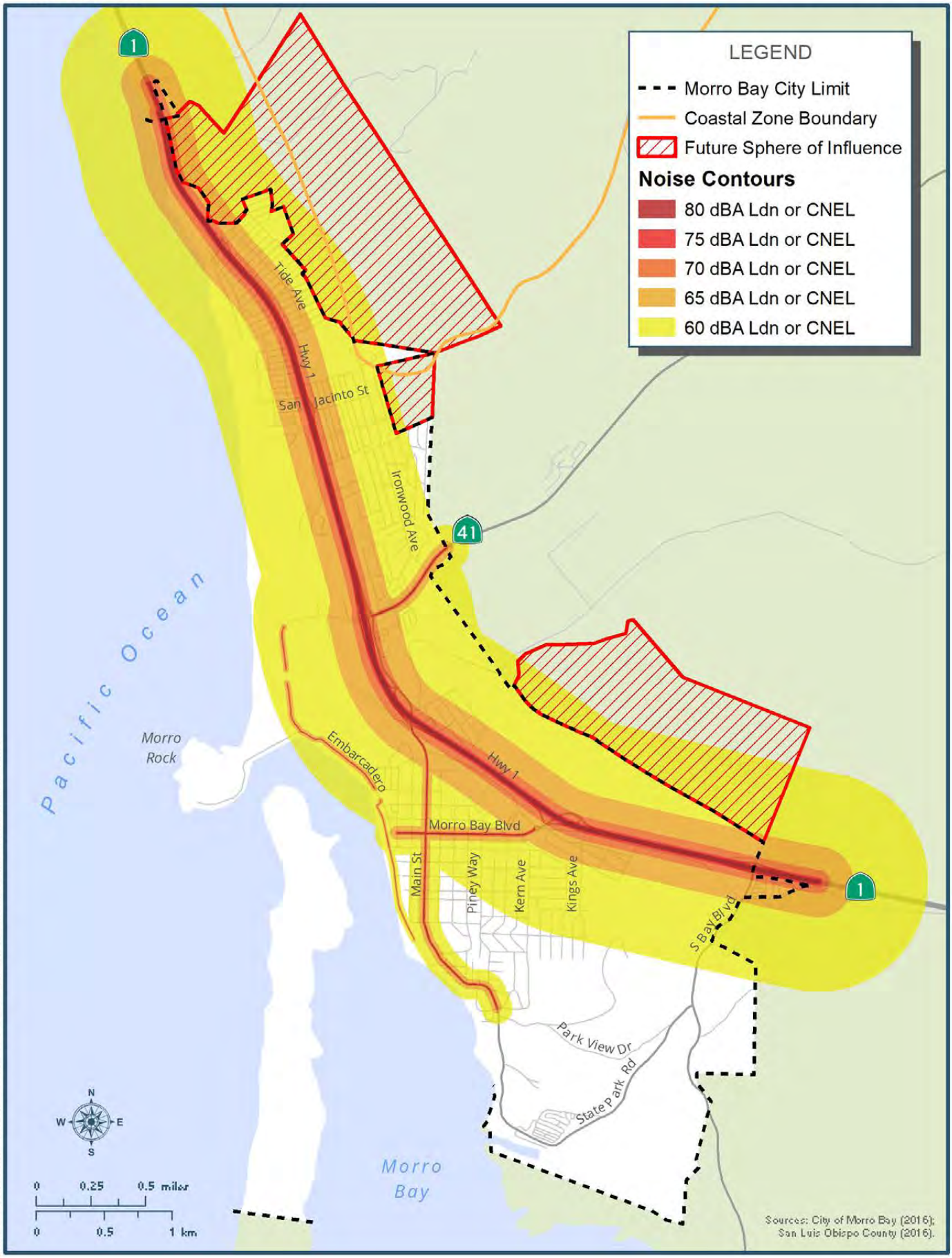


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FIGURE NOI-3

Future Noise Contours (2040)



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Noise-producing land uses will be evaluated using the standards set forth by the City to ensure that proposed land uses do not adversely impact the current noise environment. If proposed project designs do not meet noise standards, mitigation will be recommended.

NOISE EXPOSURE AND MITIGATION FOR SPECIFIC LOCATIONS

Table NOI-6 should be consulted to adjust traffic noise exposure in areas with varying topography. Noise exposure information may be used to determine if a particular land use is consistent with Noise Element policies and whether or not noise mitigation should be required as part of the project development process.

Table NOI-6:
Adjustments to Traffic Noise Exposure for Topography

Topographic Situation	Distance from Center to Roadway		
	<200 Feet	200–400 Feet	>400 Feet
Hillside overlooks roadway	No change	Add 1 dBA	Add 3 dBA
Roadway is elevated (>15 feet)	Subtract 5 dBA	Subtract 2 dBA	No change
Roadway is cut/below embankment	Subtract 5 dBA	Subtract 5 dBA	Subtract 5 dBA

NOISE REDUCTION STRATEGIES

Low noise levels contribute to a high quality of life for people living and working in Morro Bay, as well as coastal visitors. Roadway traffic is the main source of community noise, exposing residents and visitors to potentially unwelcome noise levels. Land use and zoning controls, in addition to innovative noise reduction strategies, can prevent major noise problems from occurring near major roadways. Source controls are the most effective means of reducing noise, but there are limits to what can be accomplished through technology alone. Land use controls, coupled with source controls, are the best strategy for overall noise reduction.

Noise reduction is achieved by reducing the source of the noise, modifying the path between the noise source and the receiver, or adjusting the noise receiver. These approaches are described below.

- Reducing noise usually involves muffling the sound, replacing noisy equipment, or regulating the hours during which the source is in operation.
- Modifying the path between the source and the receiver can be accomplished with barriers such as solid masonry walls, soundwalls, or earth berms.

- Adjusting the noise receiver is typically achieved through architectural design, building orientation, and construction techniques. Double-paned windows, carpeting, acoustical ceiling tiles, and insulation are all examples of ways to reduce interior noise levels at the receiving end.

- Land use and site planning can ensure that noise-sensitive uses are separated from noise producers. As development is proposed, the planning process identifies potential impacts from transportation noise and indicates the mitigation measures required, as needed, to meet City noise standards.

Innovative strategies to reduce noise from high traffic volume roadways, including quiet pavement surfaces, have been effective in other cities for reducing traffic noise. The City can consider quiet pavement surfaces when undertaking improvements, extensions, or design changes to Morro Bay streets. The City should also encourage the California Department of Transportation (Caltrans) to consider the use of quiet pavement surfaces along Highway 1.

Noise barriers, such as landscaped berms or living “green” noise barriers that incorporate vegetation into the barrier design, can be effective options for reducing transportation noise while accounting for aesthetics.

The California Building Code (CBC), or Title 24 of the California Code of Regulations, includes noise insulation standards to limit the extent of noise transmitted into habitable spaces. These standards indicate the extent to which walls, doors, floors, and ceilings must block or absorb sound between exterior and interior spaces. The CBC interior standard of 45 dBA CNEL is required for any habitable room. The City requires an acoustical analysis to demonstrate how dwelling units have been designed to meet this standard on sites where the ambient exterior noise level exceeds 60 dBA CNEL.

KEY ISSUES

Sensitive Land Uses

Noise-sensitive land uses should be protected from excessive noise exposure by assessing the compatibility of proposed land uses with the noise environment through careful consideration of proposed land uses, land use planning, site plan review for new developments, and noise reduction measures to reduce the source of noise. New development should be sited in areas where noise levels are appropriate for the proposed uses, and development of new noise-producing uses adjacent to noise-sensitive land uses should be limited. Careful site planning and architectural design can be effective noise reduction measures to protect noise-sensitive uses from potential impacts.

Land Use Compatibility

Information relative to the existing and future noise environment within Morro Bay should be integrated into future land use planning decisions. The Noise Element presents the noise environment in order that the City may include noise impact considerations in development programs. Noise/land use compatibility guidelines are presented, as well as standard noise mitigation packages contained in the City's Acoustical Design Manual.

Mobile Noise Sources

The most pervasive noise source in the city is traffic on Highway 1, Highway 41, Morro Bay Boulevard, Main Street, Embarcadero, and South Bay Boulevard. Cost-effective strategies to reduce the influence of vehicle traffic noise on the community noise environment are essential.

Temporary Noise Sources

Temporary noise sources are controlled by the City's Municipal Code. The City should ensure construction projects and other temporary noise sources, such as amplified music, sports events, and other similar activities, adhere to the City's noise regulations.

GOALS AND POLICIES

GOAL NOI-1: A healthy and safe noise environment for Morro Bay residents, businesses, and visitors.

POLICY NOI-1.1: Noise Compatibility. Ensure new development is compatible with existing and future noise environments by continuing to use potential noise exposure as a criterion in land use planning.

POLICY NOI-1.2: Noise-Sensitive Land Uses. Maintain acceptable stationary noise levels at existing noise-sensitive land uses.

POLICY NOI-1.3: Noise-Reducing Project Features. Incorporate design and construction features into residential and mixed-use projects that shield noise-sensitive land uses from excessive noise.

POLICY NOI-1.4: **Acoustical Studies.** Require an acoustical study for proposed projects in areas where existing or projected noise levels exceed or would exceed the maximum allowable levels established in this element. Adopt procedures to ensure project compliance with mitigation measures and enforcement of noise standards.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION NOI-1

Use the noise and land use compatibility matrix (Table NOI-3) and Future Noise Contour Map (Figure NOI-3) as criteria to determine acceptability of a land use, including the improvement/construction of streets and highways. Do not permit new noise-sensitive uses – including residential development, schools, hospitals, churches, meeting halls, auditoriums, music halls, theaters, libraries, transient lodging (i.e., motels and hotels), playground/parks, and offices – where noise levels are "normally unacceptable" or higher, if alternative locations are available for the uses in the city.

IMPLEMENTATION ACTION NOI-2

Mitigate noise created by new proposed stationary noise sources, or by existing stationary noise sources which undergo modifications that may increase noise levels, so as not to exceed the noise level standards of Table NOI-5 on lands designated for noise-sensitive land use.

IMPLEMENTATION ACTION NOI-3

Ensure that interior noise levels in new residential construction do not exceed 45 dBA Ldn, in accordance with the State of California's Noise Insulation Standards. For nonresidential construction, the acceptable interior noise levels should not exceed the interior noise levels in Table NOI-4.

IMPLEMENTATION ACTION NOI-4

Continue to enforce Title 25 insulation standards, including the interior noise level standards of 45 dBA Ldn in all habitable rooms for dwelling units.

IMPLEMENTATION ACTION NOI-5

Require acoustical studies for all discretionary development proposals that are likely to be exposed to existing or projected future noise levels that exceed the "normally acceptable" community noise exposure standard (Table NOI-3); and for projects that are likely to generate noise in excess of the community noise exposure standard (Table NOI-3); or as determined by the Community Development Director. For discretionary projects, acoustical analysis will be required at the time the application is accepted for processing. For development not subject to discretionary approval and/or environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of a building permit.

An acoustical analysis prepared pursuant to the Noise Element shall:

a. Be the financial responsibility of the applicant.
b. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions. Where actual field measurements cannot be conducted, all sources of information used for calculation purposes shall be fully described. When the use being studied is commercial or industrial use, all noise sources related to the service and maintenance of the facility shall be considered, including but not limited to parking lot and landscape maintenance, refuse collection, truck loading/unloading activities, amplified sound, outdoor sales and activities, and all other noise sources associated with operation, maintenance, and service.
d. Estimate existing and projected (20 years) noise levels in terms of the descriptors used in Tables NOI-4 and NOI-5, and compare those levels to adopted policies of the Noise Element. Projected future noise levels shall take into account noise from planned streets, highways, and road connections.
e. Recommend appropriate mitigation to meet or exceed the policies and standards of the Noise Element, giving preference to site planning and design strategies over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses.
f. Estimate noise exposure after the prescribed mitigation measures have been implemented.
g. Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

IMPLEMENTATION ACTION NOI-6

Require the incorporation of mitigation measures for projects that could expose noise-sensitive land uses to excessive noise levels to reduce such impacts. Table NOI-3 specifies the maximum noise levels that are normally acceptable, conditionally acceptable, and unacceptable for new development.

IMPLEMENTATION ACTION NOI-7

When mitigation is required to satisfy the adopted policies and programs the following priorities for mitigation shall be observed where feasible:

First: Setback/open space separation

Second: Site layout/orientation/shielding of noise-sensitive uses with non-noise-sensitive uses

Third: Construction of earthen berms

Fourth: Structural measures, including acoustical treatment of buildings and noise barriers constructed of concrete, wood, or materials other than earth

IMPLEMENTATION ACTION NOI-8

Prepare a Noise Guidelines Manual based on the Acoustical Design Manual to ensure consistency with General Plan standards and policies and contemporary practices.

IMPLEMENTATION ACTION NOI-9

Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit processes.

The implementation actions are replicated in the table in Section 5 under the "Noise Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL NOI-2: Minimize transportation-related noise.

POLICY NOI-2.1: Transportation Noise Standards. Mitigate noise created by any existing or new transportation noise source so that it does not exceed the exterior or interior sound levels specified in this element. Routes for use by heavy trucks will be located away from noise-sensitive land uses when feasible.

POLICY NOI-2.2: Compatible Roadway Design. Consider noise impacts in the design of road systems and give special consideration to noise-sensitive uses. To the greatest extent possible, the design of roads should minimize roadway noise to levels acceptable in surrounding areas.

POLICY NOI-2.3: Project Design Techniques. Prioritize use of site planning and project design techniques to mitigate excessive noise. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project.

POLICY NOI-2.4: Noise-Reducing Technologies. Employ noise-reducing technologies such as quiet pavement surfaces to reduce the effects of roadway noise on noise-sensitive land uses.

POLICY NOI-2.5: Alternative Transportation. Promote alternative transportation that minimizes noise impacts.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION NOI-10

New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or future levels of noise from transportation noise sources which exceed 60 dBA Ldn or CNEL (70 Ldn/CNEL for playgrounds and neighborhood parks) unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to or below the levels specified for the given land use in Table NOI-4.

IMPLEMENTATION ACTION NOI-11

Noise created by new transportation sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table NOI-4, within the outdoor activity and interior spaces of existing noise-sensitive land uses.

IMPLEMENTATION ACTION NOI-12

Routes for use by heavy trucks will be located away from noise-sensitive land uses when feasible.

IMPLEMENTATION ACTION NOI-13

Encourage Caltrans and the County Engineer to incorporate noise reduction methods, including innovative noise reduction strategies, in the design of new and modified roads and highways. Soundwalls should not be placed where they will block views in areas of scenic interest.

IMPLEMENTATION ACTION NOI-14

Seek funding for and implement alternative transportation improvements in an effort to reduce traffic-related noise in Morro Bay.

The implementation actions are replicated in the table in Section 5 under the "Noise Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL NOI-3: Noise from construction activities associated with maintenance vehicles, special events, and other nuisances is minimized in residential areas and near noise-sensitive land uses.

POLICY NOI-3.1: Source Reduction. Reduce construction, maintenance, and nuisance noise at the source as the first and preferred strategy to reduce noise conflicts.

POLICY NOI-3.2: Special Events. Require that special events at restaurants, bars, parking facilities, and other commercial uses or beach events where large numbers of people may be present adjacent to sensitive noise receptors comply with the noise standards in this element.

POLICY NOI-3.3: Construction Shielding. Encourage shielding for construction activities to reduce noise levels and protect adjacent noise-sensitive land uses.

POLICY NOI-3.4: Construction Hours. Limit allowable hours for construction activities and maintenance operations located adjacent to noise-sensitive land uses.

No implementation actions specifically correspond to this goal and policies.

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4A – Greenprint Intro

INTRODUCTION



The development aspect of the General Plan and Local Coastal Program can be considered the City's Blueprint plan, while the conservation aspect can be considered the City's Greenprint plan, although there is necessarily overlap. These plans share a common vision and must be consistent with and support one another. The Blueprint plan identifies the role of land use and development standards in supporting resource conservation and sustainability. In turn, the Greenprint plan identifies the role of resource conservation and sustainability in terms of land use and development requirements, and ultimately in terms of supporting Morro Bay's economy.

The Greenprint of *Plan Morro Bay* serves as a framework for how the City can use,manage, and protect its resources to benefit the community and guide it toward a more resilient and sustainable future. This section links open space, agricultural, and natural resource preservation with the land use and development provisions described in the Blueprint. The chapter is grounded in a shared vision from the community, boards and commissions, and City staff and officials for a sustainable community that sets policies and programs to achieve this shared vision. It is implemented by City ordinances, specific plans, programs, and ongoing activities.

The Greenprint informs community members about the consensus regarding parameters for the conservation of resources and natural habitat, recreational amenities, and the maintenance of public safety within the community. It establishes where to avoid or prohibit development, what services to provide, and how to ensure Morro Bay's people and special places are safe, healthy, and resilient in an ever-changing environment and economy. City residents will consult the Greenprint to understand the areas and resources that the City intends to preserve and protect, and the social and cultural framework that the City will support and strengthen to maintain and enhance the health and well-being of the community and local ecosystems. Businesses and developers can use this chapter to understand how resources are prioritized and valued to meet community needs and preferences.

ORGANIZATION

The Greenprint has been divided into the following elements focused on conserving resources and promoting health and safety in the city. Each element contains topics that address state and federal requirements and local issues of importance to Morro Bay.

Conservation

The Conservation Element addresses the use and preservation of natural resources to improve the environmental quality of Morro Bay for years to come. Topics covered in this element include important biological communities and environmentally sensitive habitat areas (ESHA), cultural resources, air quality, greenhouse gas emissions, water resources and conservation, restoration, energy resources, waste management, visual resources and viewsheds, and coastal resources. 1,196 acres inside the City are designated as ESHA. Conservation Element goals and policies promote a resilient, sustainable community offering a balance of open spaces, coastal access, and quality built and natural environments both along the coastline and inland.

Open Space

The Open Space Element outlines a vision for facilitating coastal access and providing a range of community facilities, parks, and recreation opportunities. This element addresses the protection of natural habitat and wildlife by designating open space areas throughout the community. Open Space Element goals and policies include specific steps to protect and improve Morro Bay's coastal trails, parks, and facilities and to enhance and maintain open spaces in the coastal zone.

Public Safety

The Public Safety Element minimizes community risks associated with natural and man-made hazards. This element identifies hazards that could be made more severe by the City's location on the coast and anticipated climate change impacts. Public Safety Element goals and policies address natural hazards, coastal adaptation, and emergency response to protect residents, visitors, and wildlife from anticipated impacts.

Environmental Justice

The Environmental Justice Element addresses the community's unique populations' health and wellness needs, in addition to environmental justice. Morro Bay has a diverse, multigenerational demographic spread with potential to affect the City's future resiliency. Environmental Justice Element goals and policies assess the local quality of life and population vulnerabilities to help plan for an evolving community.

HOW TO USE THE GREENPRINT

A variety of people will use the Greenprint in *Plan Morro Bay* for different purposes:

- The Planning Commission and the City Council will consult the Greenprint in decision-making regarding preservation activities. The Greenprint elements will also be used to guide decisions about development from a more conservation-oriented perspective.
- City staff will refer to Greenprint policies and standards when approving resource conservation programs and projects.
- The development community will use the Greenprint as guidance when preparing development proposals to respect community sustainability and resilience goals.
- Community members can also use the Greenprint as a valuable resource for understanding the priorities of Morro Bay and the types of development and preservation that may occur in the future in various locations.

By adhering to the goals and policies in the Greenprint, the City is able to guide the community forward in a way that realizes the stated vision for a sustainable and resilient community.

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CONSERVATION

Morro Bay is known for its natural beauty and a wide range of unique natural resources that include but are not limited to the coastline, estuary, wetlands, perennial and seasonal creeks, geologic features, and forests. These natural resources and environmentally sensitive habitat areas (ESHA) are a celebrated element of Morro Bay's economy and community character, and offer opportunities for visitors and residents to participate in healthy activities. The City must prioritize these resources when planning for future development in order to ensure that development and growth continues to support and increase natural resource protections, as well as the community benefits they provide for local residents and the coastal access and recreation for visitors. At the same time, preserving the integrity of these resources requires the City to restore critical habitats, conserve energy and water, reduce air pollution and greenhouse gas emissions, and minimize waste.

Morro Bay is a coastal city that prioritizes its natural resources because of their aesthetic, recreational, environmental, and health-related benefits. Conservation Element goals and policies seek to reconcile conflicts between community resource demands and conservation needs. The element also discusses the community benefits derived from these resources, such as healthy food and clean water, climate change mitigation, and recreation. These benefits are also valuable to the tourism industry, which represents a significant portion of the local economy.

OVERVIEW

Scope and Content

The Conservation Element is a requirement of California Government Code Section 65302(d). The statute requires that the element identify and discuss resources including water and its hydraulic forces, forests, soils, harbors, fisheries, wildlife, minerals, and energy. The Conservation Element must also consider plans for development and their effect on all natural resources, including water resources, supply, and quality. It must explore greenhouse gas emissions and air quality impacts, and outline a strategy to work in coordination with countywide agencies responsible for managing conservation efforts. In addition to the requirements of general plan law, the Conservation Element also addresses provisions of the Coastal Act related to habitat resource protection, including ESHA, water quality, energy resources, viewsheds, and wetlands and estuaries.

The Coastal Act (including Sections 30001, 30233, 30236, and 30502) also directs local governments to address the community's ecological balance; natural resource protection; mitigation measures for allowable diking, filling, or dredging; water supply; and designation of sensitive coastal resource areas in its LCP. The Conservation Element meets both State and Coastal Commission requirements for open space provision, in addition to addressing locally important issues. Due to interest from the City, this element also considers carbon sequestration.

Relationship to Other Elements

The Conservation Element corresponds to the Land Use, Housing, and Circulation elements because plans for development and transportation infrastructure will impact the community's plans for conservation. Open Space Element policies also relate to the Conservation Element, as plans for lands such as parks, trails, and beach access will be coordinated with conservation efforts occurring on those lands. The Conservation Element also correlates with the Public Safety Element, as specific provisions may need to be applied in certain areas of the City, including adaptation due to the presence of natural hazards such as climate change and sea level rise.

RESILIENCY APPROACH

Morro Bay's natural resources will be impacted by sea level rise and extreme weather events. Some natural habitat areas will struggle to thrive in changing climate and environmental conditions. Population and economic growth may also interfere with natural habitats, strain water supply, reduce air quality, and increase greenhouse gas emissions.

The Conservation Element addresses natural resources and their role in the community, seeking to balance the City's development plans with conservation requirements and priorities. It also addresses climate change and emphasizes policies that will avoid problems, mitigate anticipated impacts when possible, and adapt to changes when mitigation is not possible. Conservation goals can be achieved by implementing policies that preserve sensitive habitats, promote resource conservation, and decrease emissions and waste. The Conservation Element discusses the full range of resources Morro Bay has to offer, emphasizing resource conservation and resiliency throughout all goals and policies.

KEY ISSUES

Morro Bay is surrounded by a variety of land, air, water, and energy resources. These resources may be impacted by development, water consumption, climate change, and a variety of other factors.

Biological Communities

LCP

Morro Bay's key natural features include its coastline, estuary, and woodlands comprising diverse shrub, herbaceous, terrestrial, and aquatic habitats. These resources are vulnerable to multiple impacts of climate change, including drought, flood, and sea level rise, which may exceed the habitats' natural capacity to survive.

Habitat Types

Major habitat types in Morro Bay are summarized in **Table C-1**. Environmentally Sensitive Habitat Areas may be present within the coastal zone and are described in the following section.

Table C-1:
Major Habitats in Morro Bay

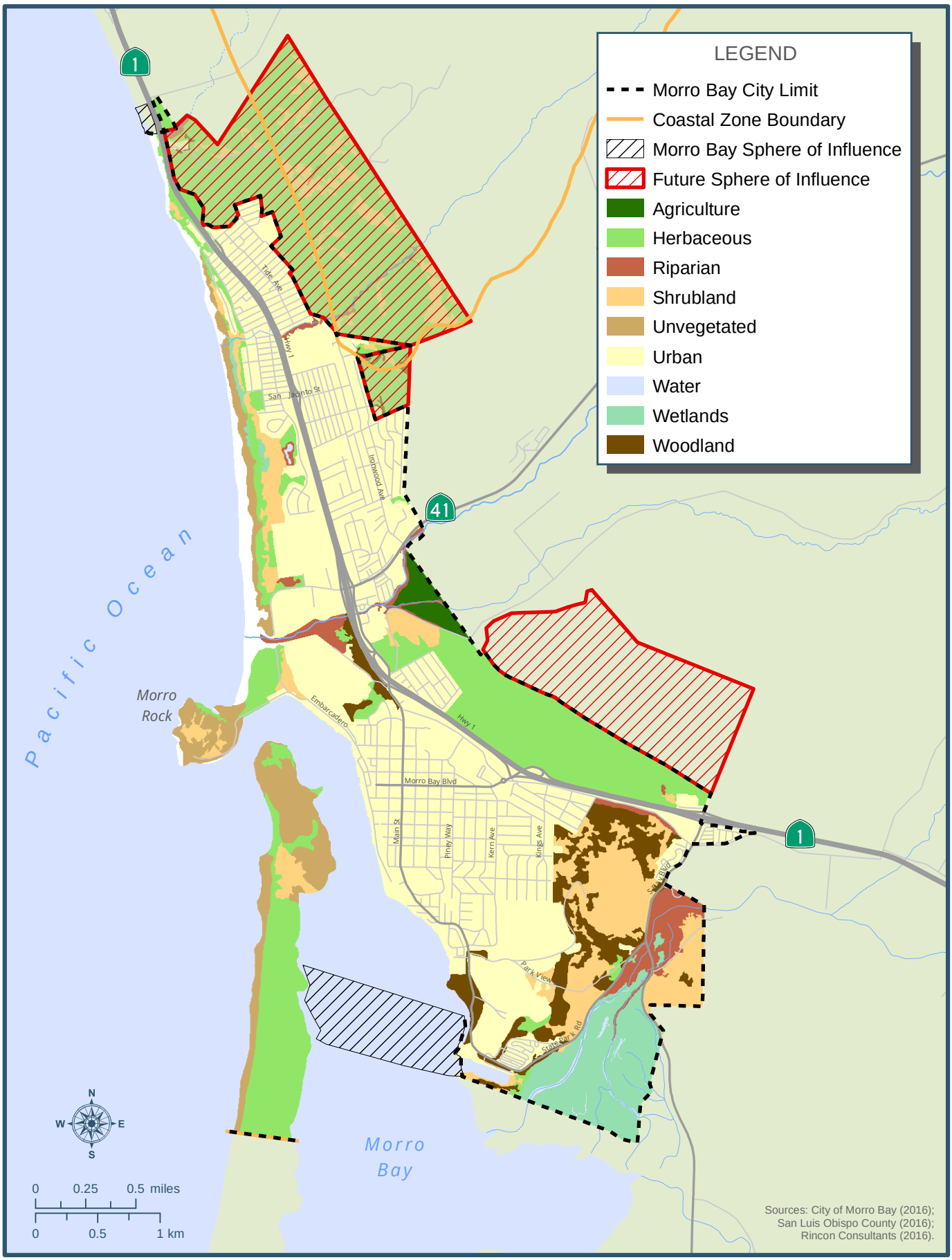
Community/Habitat	Sub-communities
Woodlands/Forests	Coastal Oak, Montane Hardwood, Montane Hardwood-Coniferous, Montane Riparian, Valley Foothill Riparian, Eucalyptus
Shrub-Dominated Habitats	Chamise-Redshank Chaparral, Coastal Scrub, Mixed Chaparral
Herbaceous-Dominated Habitats	Coastal Salt Marsh, Coastal Dune Scrub, Mudflats, Annual Grasslands, Perennial Grassland, Pasture
Developed and Sparsely/ Nonvegetated Habitats	Agriculture, Urban, Barren
Wetlands and Water Features	Riverine, Lacustrine, Estuarine, Estuarine and Marine Wetlands, Freshwater Emergency Wetlands, Freshwater Forested/Shrub Wetlands, Freshwater Ponds, Palustrine Systems

The majority of Morro Bay's land area is relatively urbanized. Wetlands, shrublands, and forests are located primarily in south Morro Bay, and herbaceous and riparian habitats are located throughout the planning area. There is one agricultural region in eastern central Morro Bay, where primarily tree crops like avocados and annual row crops are grown. **Figure C-1** shows a map of known habitat locations that the City identified in 2018 in Morro Bay. There may be additional habitats in Morro Bay that have not yet been identified and/or mapped.

Plan MORRO BAY

FIGURE C-1

Habitat Map



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Environmentally Sensitive Habitat Areas



Section 30107.5 of the Coastal Act defines ESHA as areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem, and which could be easily disturbed, degraded, or enhanced by human activities and developments. The Coastal Act states that resource extraction, development, and sales or transfers should be limited or prohibited in ESHA in order to ensure that these areas remain intact (especially Sections 30240, 30233, 30263, and 30609.5). These areas must be protected against habitat disruption, including land use and development that are adjacent to ESHA and may impact such areas. Under the Coastal Act, only uses that are dependent on ESHA resources shall be allowed in ESHA.

In Morro Bay's coastal zone, there are three major types of ESHA: (1) aquatic resources and wetland habitat, (2) other sensitive natural communities, and (3) breeding and overwintering sites. Each of these habitats is described in greater detail below.

Aquatic Resources and Wetland Habitats

These habitats include year-round and seasonal rivers and streams, wetlands (including fresh and salt water marshes), and riparian vegetation, including willow woodland and scrub environments. Waterways where these resources are found include Chorro Creek, Morro Creek, Alva Paul Creek, and Toro Creek, in addition to several unnamed creeks. Several of these creeks and tributaries terminate in the Morro Bay estuary and drain directly into the Pacific Ocean. Riparian woodland and willow scrub areas and wetlands are generally present around these waterways. Each of these habitats is essential and provides benefits such as special habitats for endangered and rare species, improved water quality of downstream receiving waters, and groundwater recharge.

Other Sensitive Natural Communities

This category includes four types of non-wetland sensitive natural communities, including foredune, backdune/dune scrub, coastal bluff, and coastal strand environments. Eelgrass can occur in these areas. They are all located directly on the coast of Morro Bay and run the extent of the city limits. These sensitive communities provide habitats for rare species and also directly impact water quality in the Pacific Ocean.

Breeding and Overwintering Sites

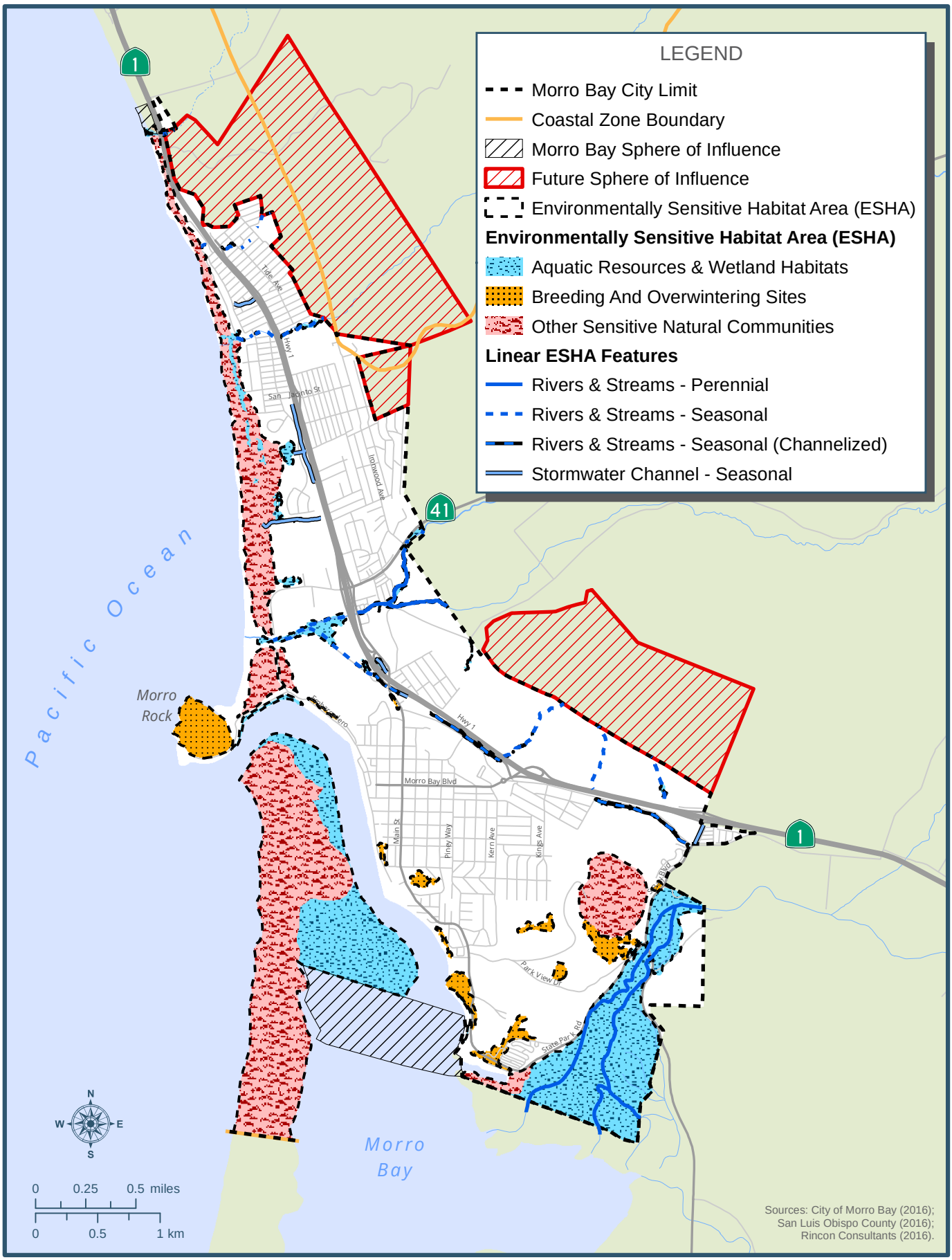
These habitats are located in small pockets throughout the coastal zone and include areas known as roosts, nests, and rookeries. They are important breeding and overwintering sites for such species as herons, egrets, cormorants, and peregrine falcons. The areas also include documented monarch butterfly overwintering roosts in groves throughout the coastal zone. These habitats must be preserved due to their importance to these rare species.

Figure C-2 shows the general location of these ESHAs identified by the City in 2018 in Morro Bay; other areas that aren't mapped in **Figure C-2** but meet the definition of ESHA through biological studies shall also be considered ESHA. Maps with greater detail can be found in the City of Morro Bay ESHA Review and Current Conditions Mapping report. The ESHA types shown in **Figure C-2** are afforded a higher level of protection than the habitat types shown in **Figure C-1**.

Plan MORRO BAY

FIGURE C-2

Environmentally Sensitive Habitat Areas



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Wetlands and Estuaries

Morro Bay is well known for its coastline and coastal resources. In 1994, the bay was designated a state estuary, and in 1995, it became an estuary of national significance.



An estuary is a coastal body of water that is usually semienclosed by land, with open, partially obstructed, or intermittent exchange with the ocean. The Morro Bay Estuary is located at the southernmost end of the City near Morro Bay State Park. The estuary surrounds the terrain along the water in the park and integrates with coastal salt marsh communities and other water sources. The estuary is important to the environment because it is home to rare and important species of fish, birds, and other animal and plant species.

Wetlands are also located within the coastal zone and may be covered with periodically or permanently shallow water. There are many different types of wetland environments in Morro Bay. These include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, and mudflats. Wetlands are important to the environment because they serve as riparian habitats that protect the coast from excessive erosion and flooding. They also help purify water sources by filtering out sediments and decomposing vegetative matter.

Wetlands and estuaries are considered sensitive coastal resource areas and special treatment areas in Sections 30116 and 30118.5 of the Coastal Act. Pursuant to Section 30115 of the Coastal Act, estuaries are also included in the Coastal Commission's definition of "sea," along with a variety of other coastal water resources that warrant special protection. The Coastal Act identifies regulatory guidance for these resources in several sections, as summarized below.

Section 30231: Biological Productivity; Water Quality

Section 30231 states that the biological productivity and quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30233: Diking, Filling, or Dredging; Continued Movement of Sediment and Nutrients

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(6) Restoration purposes.

(7) Nature study, aquaculture, or similar resource-dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, “Acquisition Priorities for the Coastal Wetlands of California”, shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

For the purposes of this section, “commercial fishing facilities in Bodega Bay” means that not less than 80 percent of all boating facilities proposed to be developed or improved, where the improvement would create additional berths in Bodega Bay, shall be designed and used for commercial fishing activities.

(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

Section 30255: Priority of Coastal Dependent Developments

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

Section 30411: Department of Fish and Wildlife; Management Programs; Wetlands; Aquaculture; Coastal Sites

One portion of Section 30411 states that the Department of Fish and Wildlife (previously known as two separate entities called the Department of Fish and Game and the Fish and Game Commission) may impose different or additional standards for wetlands. The City may not impose any controls that duplicate or exceed regulatory controls established by those agencies.

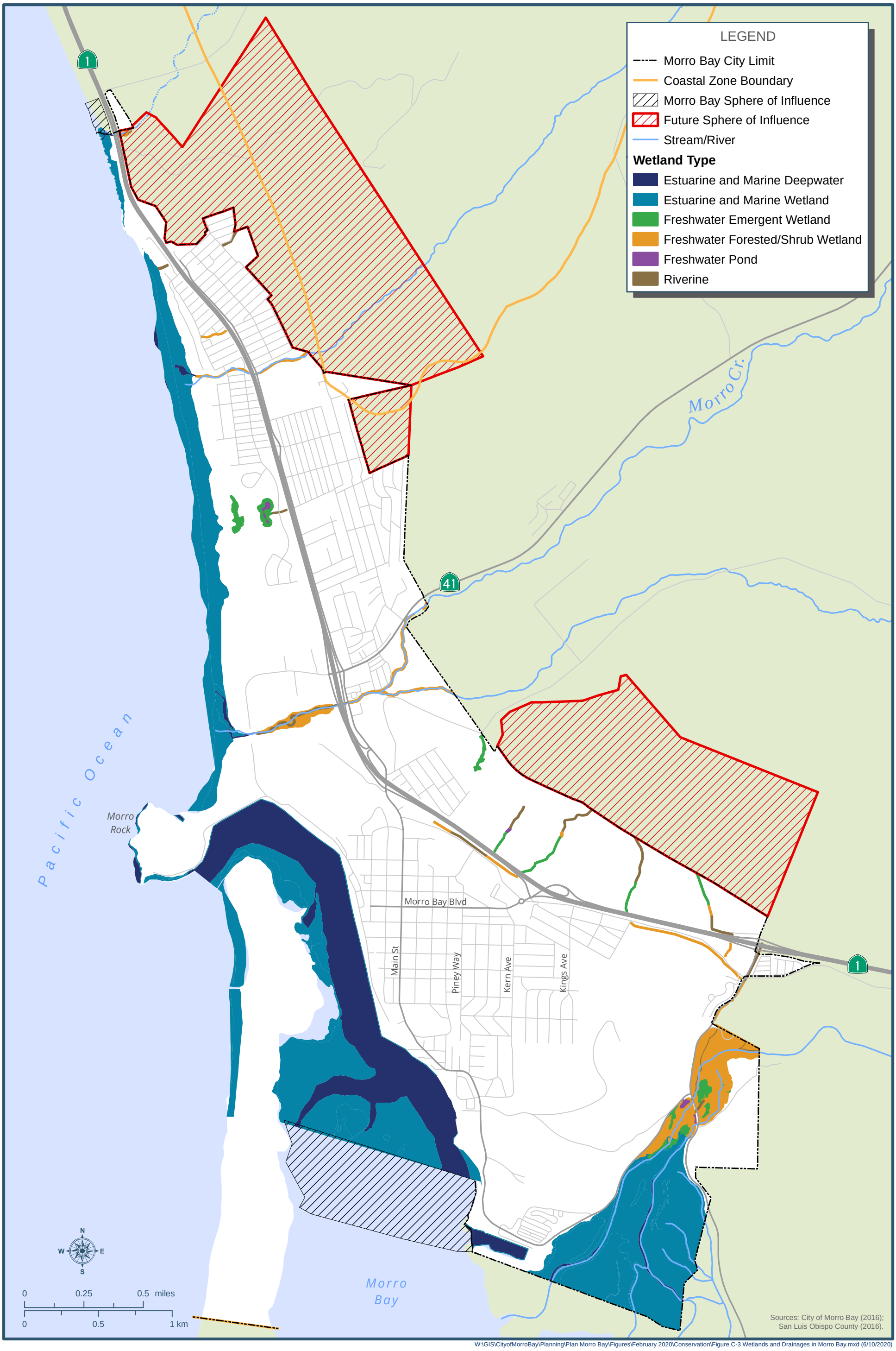
Section 30607.1: Wetlands Dike and Fill Development; Mitigation Measures

Where any dike and fill development is permitted in wetlands in conformity with Coastal Act Section 30233 or other applicable policies set forth in this division, mitigation measures shall include, at a minimum, either acquisition of equivalent areas of equal or greater biological productivity or opening up equivalent areas to tidal action; provided, however, that if no appropriate restoration site is available, an in-lieu fee sufficient to provide an area of equivalent productive value or surface areas shall be dedicated to an appropriate public agency, or the replacement site shall be purchased before the dike or fill development may proceed. The mitigation measures shall not be required for temporary or short-term fill or diking if a bond or other evidence of financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.

Figure C-3 shows wetlands and drainages in Morro Bay.

Figure C-3

Wetlands and Drainages in Morro Bay



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GOALS AND POLICIES

Each time a rock icon is placed next to a Goal, all of the policies underneath the goal are also included in the LCP unless specifically noted otherwise in the policies section. The implementation actions are not included in the Local Coastal Program. They are part of the City's General Plan.

LCP

GOAL C-1: Sensitive habitats are protected from potential negative impacts of land use and development.

POLICY C-1.1: **Environmentally Sensitive Habitat Areas.** Protect Environmentally Sensitive Habitat Areas, or "ESHAs," defined as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem, and which could be easily disturbed or degraded by human activities and developments. In the Morro Bay coastal zone, these areas include, but are not limited to:

a. Aquatic Resources and Wetland Habitats, which include all year-round and seasonal rivers and streams, wetlands (including fresh and salt water marshes), and riparian vegetation.

b. Other Sensitive Natural Communities, which include foredune, backdune/dune scrub, coastal bluff faces, and coastal strand environments.

c. Breeding and Overwintering Sites, which include all roosts, nests, and rookeries for such species as herons, egrets, cormorants, and peregrine falcons, and all documented monarch butterfly overwintering roosts.

POLICY C-1.2: **Development in ESHA.** Development in ESHA (as defined in Policy C-1.1 and Coastal Act Section 30107.5) shall be limited to uses dependent on the resource (e.g., habitat restoration, scientific research, and low-intensity public access and recreation), as well as the uses specified in Coastal Act Sections 30233 and 30236 for wetlands and streams, respectively. All allowable development in ESHA shall be sited and designed to protect against significant disruption of habitat values, including to rare and endangered species. Development in areas adjacent to ESHA shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitats.

POLICY C-1.3: **Biological Site Assessments.** A biological assessment shall be required for any development proposed on sites that include or are within 100 feet of mapped ESHA in Figure C-2, and all other sites with natural vegetation regardless of whether ESHA has been mapped in Figure C-2, and for all other projects for which evidence indicates that ESHA may be present either on or adjacent to the site. The best available information about the location of ESHA in the City shall be used. Such assessment shall be prepared at the owner's expense by a qualified biologist approved by the City and shall, at minimum:

a. Identify and confirm the extent of the ESHA,

b. Document any site constraints and the presence of sensitive plant or animal species,

c. Recommend buffers and development setbacks and standards to protect the ESHA,

d. Recommend mitigation measures to address any allowable impacts, and

e. Include any other information and analyses necessary to understand potential ESHA impacts as well as measures necessary to protect the resource as required by the Local Coastal Program.

If the site contains the potential for monarch overwintering or rookeries due to the presence of appropriately sized trees and groves, a seasonally timed survey appropriate for detecting the target species must also be included in the study.

POLICY C-1.4: **Dune ESHA.** For all new development within dune ESHA that could impact dune ESHA, and in addition to the biological assessment described above, a qualified, City-approved biologist shall prepare a dune stabilization and/or restoration plan. The dune stabilization/restoration plan shall include, at minimum:

a. The removal of all nonnative and invasive plants species,

b. Revegetation with native plant species, including rare and/or endangered species,

c. Maintenance and monitoring requirements,

d. Methods for directing public access, and

e. A schedule for plant establishment including targets for plant variation and density, contingency measures, and reporting.

The dune stabilization/restoration plan shall prohibit the use of any nonnative plant species and shall require that all nonnative species be removed and not allowed to persist. Initiation of restoration activities shall be required prior to occupancy/use of any allowable new development.

POLICY C-1.5: **ESHA Buffers.** Development shall be set back from ESHA through buffers of a sufficient width and design to protect ESHA sensitive resources from the impacts of adjacent uses, including impacts from construction and post-construction activities, and such buffers shall be maintained in a natural condition, with the only allowed uses being the ones allowed in the ESHA itself.

For aquatic resources and wetlands, the buffer shall be the following, whichever is wider, on both sides of the stream:

a. For rivers, streams and riparian areas, the required buffer shall extend at least 50 feet from the outer edge of the riparian vegetation on both sides of the river, stream, and/or riparian area or 50 feet itself [measured perpendicularly from the top of the river, stream, or measure from riparian area bank for areas without riparian direction of the vegetation]) or

b. For wetlands, the required buffer shall extend at least 100 feet from the edge of the wetland (measured perpendicularly from the direction of the wetland itself).

c. For dunes, the required buffer shall extend at least 50 feet from the edge of the wetland.

For all other ESHA, the buffer shall be a minimum of 50 feet. These widths may be adjusted by the City as appropriate to protect the ESHA habitat value of the resource, but shall not be less than 25 feet. Such reduction shall only be allowed if the reduced buffer provides the same or greater protection to the ESHA than the required buffer. Such adjustment shall be made on the basis of a biological site assessment supported by substantial evidence that includes but is not limited to:

a. Sensitivity of the ESHA, including any sensitive species, to disturbance.

b. Habitat requirements of the ESHA, including the migratory patterns of affected species and tendency to return each season to the same nest site or breeding colony.

c. Topography of the site.

d. Movement of stormwater.

e. Permeability of the soils and depth to water table.

f. Vegetation present.

g. Unique site conditions.

h. Whether vegetative, natural topographic, or built features (e.g., roads, structures) provide a physical barrier between the proposed development and the ESHA.

i. The likelihood of increased human activity and disturbance resulting from the project relative to existing development.

POLICY C-1.6: **Structures in ESHA Buffers.** No permanent structures shall be permitted within the setback area except for the minimum amount of fencing required for security and habitat protection purposes or structures of a minor nature such as fences or at-grade improvements for pedestrian or equestrian trails.

POLICY C-1.7: **Endangered Species Habitats.** Ensure that all recreational use (such as hiking and birdwatching) is compatible with the protection of rare or endangered species habitats.

POLICY C-1.8: **Takings.** If development in ESHA and/or required ESHA buffers must be allowed to avoid an unconstitutional taking of private property without just compensation, the amount and type of development allowed shall be the least necessary to avoid a taking, and shall be as consistent with LCP policies as possible. Unavoidable impacts must be minimized; temporary impact areas within ESHA and required ESHA buffers must be restored upon completion; and all adverse impacts to ESHA must be fully mitigated in kind (e.g., the mitigation must replace lost habitat functions and values at a minimum 2:1 ratio).

POLICY C-1.9: **Partnerships.** Foster and develop public/private partnerships to protect natural resources.

POLICY C-1.10: **Updates to ESHA Resources**. Ensure that all information on ESHA is updated regularly, including but not limited to GIS and database resources.

POLICY C-1.11: **Habitat Restoration.** Create, improve, and acquire areas that enhance habitat resources and identify, prioritize, and restore them as habitat key areas that link fragmented open space wildlife habitat, as funding and land are available.

POLICY C-1.12: **Interagency Collaboration.** Work with local and state jurisdictions to preserve and extend the habitats located in and surrounding the planning area of Morro Bay.

POLICY C-1.13: **Improvements to Open Space Areas.** Improve remaining open space areas in wetlands and along the coast to the greatest extent possible to improve existing natural habitats and prevent the deterioration of local wildlife.

POLICY C-1.14: **Natural Resource Protection**. Natural resources that are not ESHA shall also be protected as much as feasible.

POLICY C-1.15: **Eelgrass Protection.** Continue to address and mitigate eelgrass impacts on a project-by-project basis using implementation guidelines from the California Eelgrass Mitigation Policy (CEMP) to promote eelgrass growth in the bay. In addition, investigate establishing an eelgrass mitigation bank.

POLICY C-1.16: **Tree Planting and Removal.** Certain trees are "major vegetation," where the removal of which constitutes development and requires a Coastal Development Permit. A Coastal Development Permit is required for removal of all native trees and all trees that measure 6 inches in diameter at 54 inches above grade. Replanting of a tree as replacement of an existing tree is required. Dead trees (snags) on City property in the coastal zone should be retained, where possible, to provide habitat, including for cavity-nesting birds. No permit is required for removal of dead, dying, and diseased trees or trees that pose a health, life, and safety issue. These trees must be inspected and verified by an International Society of Arboriculture (ISA) certified arborist or Registered Professional Forester (RFP).

POLICY C-1.17: **Project Design for Wildlife Connectivity.** Design new stream crossing structures and extensions or modifications of existing structures to

accommodate wildlife movement. At a minimum, structures within steelhead streams must be designed in consultation with a fisheries biologist and shall not impede movement. New projects with long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Fencing or other project components shall not block wildlife movement through riparian or other natural habitat. Where fencing or other project components that may disrupt wildlife movement is required for public safety concerns, they shall be designed to permit wildlife movement.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION C-1

Work with local agencies and nonprofits to develop programs to purchase conservation easements, accept donations of land or conservation easements, use transfer of development rights, explore interagency agreements, and seek funding from state and federal agencies for natural resource and habitat protection.

IMPLEMENTATION ACTION C-2

Allow for passive recreational and educational uses and maintenance of existing utilities, as well as construction of roads and bridges in wetlands areas in the event alternative routes cannot avoid wetlands or would be more damaging.

a. Where possible, buffers should be as follows:
    - As far from the wetland as feasible, provided other resources are not negatively impacted, with consideration for site terrain features that would minimize impacts.
    - A minimum of 50 feet from the edge of wetland.
b. The buffer may be reduced per determination of City staff for sites on which the linear distance is not met but the proposed project is separated from ESHA by topography (e.g., downslope or on the opposite side of a ridge).
c. Where the setbacks cannot be met due to lot size or shape, setback adjustments would be allowed (to within 10 feet of wetland) if:
    - Site is unusable for the principal purpose if the setback is not reduced.
    - Reduction is the minimum necessary that allows the use after all practical design modifications are evaluated.
d. Where setback variances are granted, additional requirements apply:
    - Site drainage must be evaluated to ensure development does not cut off hydrology.
    - Stormwater from the development must be managed such that it does not contribute sediment or pollutants into the wetland.

- Where feasible, and where native vegetation is not already present, native vegetation screening must be planted between the wetland and the development.

e. Unavoidable impacts would require permits and mitigation.

IMPLEMENTATION ACTION C-3

Allow for passive recreational and educational uses, including trails, maintenance of existing utilities, and new structures such as bridges and culverts when other routes are infeasible or more damaging. Development adjacent to streams and riparian areas should be sited to retain the stream and riparian habitat.

a. Where possible, buffers should be as follows:
    - As far from the riparian area or stream top of bank as feasible, provided other resources are not negatively impacted, with consideration for site terrain features that would minimize impacts.
    - Minimum of 50 feet from the edge of the stream or riparian area.
b. The buffer may be reduced per determination of City staff for sites on which the linear distance is not met but the proposed project is separated from ESHA by topography (e.g., downslope or on the opposite side of a ridge).
c. Ongoing maintenance of existing channelized features and storm drainage channels for flood control shall be allowed.
d. Management of riparian vegetation to support public safety needs shall be allowed.
e. Where the setbacks cannot be met due to lot size or shape, setback adjustments would be allowed (to within 10 feet of the top of bank) if:
    - Site is unusable for the principal purpose if the setback is not reduced.
    - Reduction is the minimum necessary that allows the use after all practical design modifications are evaluated.

Alterations to streams and riparian areas from permitted uses must demonstrate that the necessary permits from USACE, CDFW, and RWQCB have been obtained. Such projects must demonstrate that the design incorporates preferred elements, such as natural bottom culverts, minimal disturbance to native vegetation, and appropriate management of drainage.

IMPLEMENTATION ACTION C-4

Regularly review and update the GIS database of ESHAs, wildlife habitat linkages, sensitive resource areas, and other natural resources of importance to consult when evaluating proposed projects.

IMPLEMENTATION ACTION C-5

Maintain ongoing consultation from a biologist to evaluate and establish necessary buffers and mitigation strategies for peregrine falcon nesting sites, monarch overwintering sites, and rookeries.

IMPLEMENTATION ACTION C-6

Require a biological resources study, including site-specific mapping of ESHA boundaries for development projects on sites that are mapped as containing ESHA, within 100 feet of ESHA, and all other sites with natural vegetation regardless of whether ESHA has been mapped. The biological resource study should be completed by a qualified biologist using industry-standard practices to classify and map resources and determine ESHA boundaries. If the site contains the potential for monarch overwintering or rookeries due to the presence of appropriately sized trees and groves, a seasonally timed survey appropriate for detecting the target species must be included in the study.

IMPLEMENTATION ACTION C-7

Use site-specific mapping to evaluate potential project effects on ESHA. The type of ESHA, quality of habitat that help buffer ESHA from the effects of project activities, site topography, and site drainage patterns should be evaluated when considering the effects of a project on adjacent ESHA. Linear distance from ESHA is less important on a site on which development is separated from ESHA by a topographic divide than a site with development proposed directly upslope of ESHA. Analysis of potential effects of development on ESHA should consider whether feasible alternatives exist that are farther from ESHA and would not result in other biological resource impacts. The analysis should also consider potential effects on off-site overwintering and nesting sites, if applicable.

IMPLEMENTATION ACTION C-8

Regularly update the ESHA maps using GIS. Update the maps every time ESHA is further delineated due to a development application.

IMPLEMENTATION ACTION C-9

When an ESHA setback variance is granted, the following requirements shall apply:

a. Site drainage must be evaluated to ensure development does not cut off hydrology.
b. Stormwater from the development must be managed such that it does not contribute sediment or pollutants to the esha.
c. where feasible, and where native vegetation is not already present, native vegetation screening must be planted between the esha and the development.

IMPLEMENTATION ACTION C-10

When constructing trails within sensitive natural communities, a 25-foot buffer will be required to avoid impacts. the buffer may be reduced if the site terrain allows development to be sited downslope or topographically separated from these habitats, or if the lot size and shape makes the setback infeasible. revegetation within 25 feet of these areas must use native plants. Disturbance footprints adjacent to these upland sensitive natural communities shall be clearly marked in the

field with temporary fencing or rope lines. The adjacent habitat shall be identified by signage as sensitive habitat to be retained.

IMPLEMENTATION ACTION C-11

Wildlife movement features shall be included when designing new or modified stream crossing structures to allow wildlife movement including for aquatic and terrestrial species. Fencing or other components shall be designed to allow movement.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Cultural and Historic Resources



LCP

Morro Bay is located in the Central Coast archaeological region, which is defined as stretching from south of San Francisco Bay to the northern edge of the Southern California Bight. Morro Bay was historically occupied by the Obispeño Chumash and the Salinan tribes. Recent data suggests that hunting, gathering, and aquatic activity was important to those living in this region throughout history. Limited ethnographic information is available about the Obispeño Chumash. They were eventually decimated by European colonization and missionization, but they are an important part of Morro Bay's history and culture. Due to its location in proximity to various water and food sources, Morro Bay likely has many historic and cultural resources.

According to the Office of Historic Preservation, there are no resources or areas listed as California Points of Interest in Morro Bay. There are also no resources listed in the National Register of Historic Places or the California Register of Historical Resources. A number of buildings in Morro Bay are over 50 years of age and may be considered significant cultural resources. It is also likely that a number of paleontological and archaeological resources are present in Morro Bay.

Since most archaeological and paleontological resources are not uncovered or readily seen until grading or construction occurs, it is difficult to site developments appropriately based on the location of archaeological/cultural resources. Upon developing an inventory, the City can take preventive measures to ensure development siting is sensitive to these resources.

The history and culture of Morro Bay is a priority in the community, and the built environment should reflect this importance. This objective can be achieved through

adaptive reuse, wherein the City can encourage development projects that preserve historical and cultural legacies. Older buildings that may be considered significant resources can be repurposed for use by the community. This approach is considered more sustainable and culturally sensitive than simply constructing new buildings. The City can also achieve this goal by establishing an overlay zone for cultural resources. This overlay zone would apply to sites where sensitive archaeological and/or paleontological resources have been identified. New development in the overlay zone would still be required to comply with requirements in the base zone.

GOALS AND POLICIES

GOAL C-2: Cultural and historic resources are identified for protection and showcased as a vital part of Morro Bay history.

LCP

POLICY C-2.1: **Historic and Cultural Resources Strategy.** Develop a plan to address historic and cultural resource issues in Morro Bay, which may include conducting and updating inventories, exploring certification options, and developing context statements.

POLICY C-2.2: **Interagency Cooperation**. Work with the Historical Society of Morro Bay and other local groups on historic preservation objectives.

POLICY C-2.3: **Protection of Cultural Resources.** Ensure the protection of cultural and archaeological resources during development, construction, and other similar activities. Development shall avoid, to the maximum extent feasible, adversely impacting cultural and/or archaeological resources, and shall include adequate BMPs to address any such resources that may be identified during construction, including mitigation measures sufficient to allow documentation, preservation, and other forms of mitigation.

POLICY C-2.4: **Cultural Resources Overlay.** Develop a cultural resources overlay to protect cultural, archaeological and paleontological resources in Morro Bay.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION C-12

Become a Certified Local Government (CLG) by developing a historic preservation ordinance, establishing a historic preservation committee, and maintaining a system to regularly update cultural resources.

IMPLEMENTATION ACTION C-13

Conduct inventories of historic and cultural resources in Morro Bay. Update these inventories as needed to ensure up-to-date information.

IMPLEMENTATION ACTION C-14

Establish a local register that mimics requirements of the California Register of Historic Resources and the National Register of Historic Places, but focuses on locally important historic themes, such as Morro Bay's legacy as a fishing village.

IMPLEMENTATION ACTION C-15

Identify historical themes and develop a historic context statement that is used to identify significant historical themes within a community that are often represented in the built environment, such as houses and infrastructure.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Air Quality

LCP

Morro Bay is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The San Luis Obispo County Air Pollution Control District (SLOAPCD) is responsible for managing air quality in the San Luis Obispo County portion of the SCCAB, which includes Morro Bay. Morro Bay is located in the Coastal Plateau region based on its geography and climate. The climate in this region is strongly influenced by its proximity to the ocean and pressure centers therein. The coastal area yields higher levels of air pollutants than more rural parts of the county as a result of greater development and higher population.

Air Pollutants in Morro Bay

Air pollutants can cause harm to humans, animals, and plants that are exposed to them. Criteria pollutants are those recognized in national air quality standards and include carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. Common air pollutants in Morro Bay include ozone, carbon monoxide, nitrogen dioxide, and particulate matter.

Ozone

Ozone is a pungent, colorless, toxic gas that can cause respiratory and eye irritation and possible changes in lung function. Ozone is formed by a photochemical reaction that occurs during fuel combustion and the evaporation of organic solvents. Because it requires sunlight to form, ozone mainly occurs between April and October. Children, the elderly, people with respiratory disorders, and those who exercise outdoors are most vulnerable to ozone.

Carbon Monoxide

Carbon monoxide is a colorless, odorless, poisonous gas that is primarily a product of automobile exhaust and internal combustion engines. At high concentrations, it can reduce the amount of oxygen in the blood and cause impaired mental abilities and heart difficulties, particularly in people with chronic diseases.

Nitrogen Dioxide

Nitrogen dioxide is a byproduct of fossil fuel combustion and is mainly a result of motor vehicles, industrial boilers, and furnaces. At higher concentrations, it may be related to chronic pulmonary fibrosis and an increase in bronchitis in young children. Nitrogen dioxide can also contribute to the formation of particulate matter and acid rain.

Particulate Matter

Particulate matter contains two categories: $PM_{2.5}$ (fine particulate matter; no more than 2.5 microns in diameter) and PM_{10} (small particulate matter; no more than 10 microns in diameter). They are usually in the form of dust particles, nitrates, and sulfates. Small particulates are usually a byproduct of soil erosion and dust in the air, and fine particulates are typically a product of combustion processes. Particulate matter can cause respiratory problems and interfere with the body's ability to clear the respiratory tract.

Pollution Sources

Morro Bay's air polluting sources include stationary, mobile, and area-wide sources. Stationary sources include dry cleaning businesses, gasoline stations, automobile body shops, and industrial developments. Mobile sources include all transportation vehicles such as ships, airplanes, trains, and automobiles. Area-wide sources include residential water heating, consumer products, dust from unpaved roads, and crop tilling.

State Attainment Levels

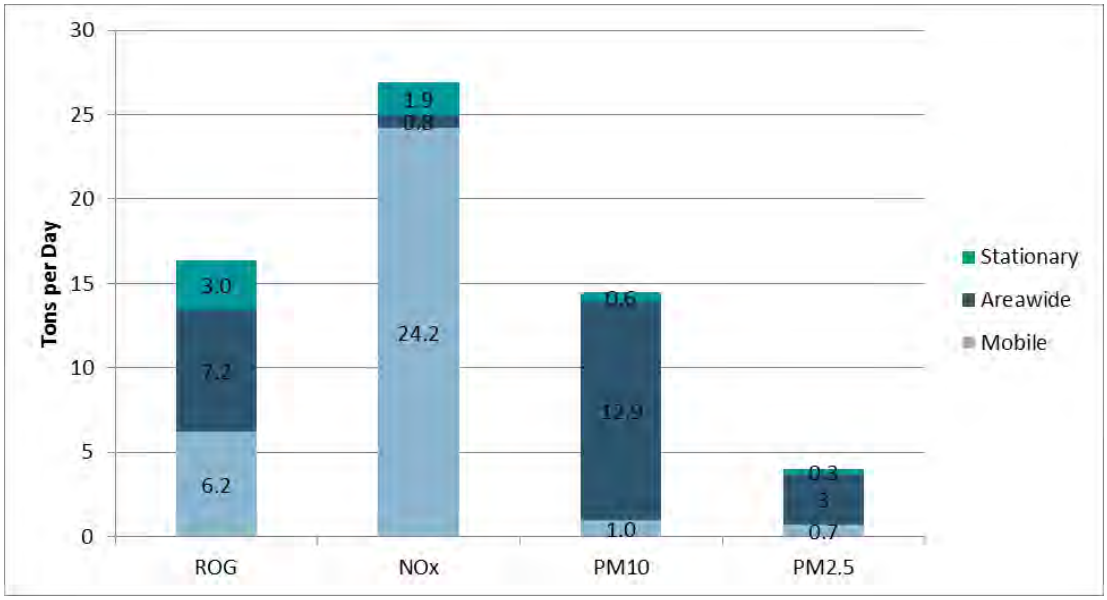
The California Air Resources Board (CARB) has established ambient air quality standards to identify pollutant levels considered safe for the public and to encourage communities not to exceed these levels. Local air resource boards are designated as

attainment, nonattainment, or unclassified for these standards. The SLOAPCD manages regional attainment levels in San Luis Obispo County.

Data and Trends

CARB developed an emissions inventory for San Luis Obispo County for 2015, which displayed the major pollutant sources in the county. As shown in **Figure C-4**, mobile pollution sources and agriculture were the largest contributors to pollution levels.

Figure C-4:
San Luis Obispo County 2015 Emissions Inventory – Criteria Air Pollutants



CARB analyzes air quality data from regional networks and provides this information for criteria air pollutants. Data show that Morro Bay exceeded state standards for PM_{10} (small particulate matter) once in 2012 and three times in 2013. No other pollutants in Morro Bay have exceeded state standards.

According to a report from the SLOAPCD on air quality trends from 1991 to 2011, there have been significant improvements in air quality in the past 20 years. Ozone levels have fallen in some of the most highly concentrated parts of San Luis Obispo County. Morro Bay continues to experience low levels of ozone and rarely exceeds state and federal standards.

In 2001, the SLOAPCD adopted a Clean Air Plan. This plan included land use and transportation management strategies to reduce the air quality impacts of urban development. These measures continue to be implemented to bring the region into attainment with state standards. While Morro Bay did not participate in the

development of the plan, a number of land uses in Morro Bay have direct impacts on air quality in the region.

Toxic Air Contaminants

In addition to criteria air pollutants, toxic air contaminants (TAC) are a second category of air pollutants that can impact public health and safety, even in low concentrations. TAC are regulated by California's Tanner Air Toxics Act of 1983 and the Air Toxic Hot Spot Information and Assessment Act of 1987. These acts establish methods for local air resource boards to research and determine substances that can be considered TAC.

TAC sources in California include diesel, formaldehyde, benzene, acetaldehyde, and polycyclic aromatic hydrocarbons (PAH). The State has identified nearly 200 other TAC. Many of these are a result of arterials with high traffic volumes, which Morro Bay does not contain. However, there are just over a half-dozen stationary source TAC emitters located in Morro Bay.

Both criteria air pollutants and TAC can have greater health impacts on children, the elderly, and people with existing respiratory or cardiovascular conditions. Places with a larger number of these vulnerable people are called sensitive land uses. Sensitive land uses include schools, hospitals, nursing homes, senior care centers, and residential areas. Certain recreational land uses, such as parks and playgrounds, can also be sensitive land uses, as people's respiratory systems can be stressed by air pollution while exercising. CARB recommends policies that will site sensitive land uses away from sources of these pollutants in order to mitigate health impacts.

GOALS AND POLICIES

GOAL C-3: Air quality in Morro Bay continues to improve through local actions and interagency cooperation.

LCP

State Attainment Levels. Reach and maintain state attainment levels for PM_{10}.

POLICY C-3.1: **Interagency Cooperation.** Continue to cooperate with the SLOAPCD and other regional, state, and national agencies to implement the County Clean Air Plan, including enforcing air quality standards and improving air quality.

POLICY C-3.2: **Pollutant Sites.** Identify opportunities to locate new air pollutant sources away from the general population.

POLICY C-3.3: **Water Usage and Dust Minimization.** Require grading, landscaping, and construction activities to minimize dust while using as little water as possible.

POLICY C-3.4: **Vehicle Idling.** Explore and implement strategies to minimize vehicle idling.

POLICY C-3.5: **Air Quality in Sensitive Land Uses.** Minimize exposure of sensitive land uses to toxic air contaminants by locating new pollutant sources away from sensitive uses such as schools, hospitals, parks, playgrounds, residential areas, and natural and open space areas.

POLICY C-3.6: **Park and Ride.** Support the future development of park and ride lots in Morro Bay. Site lots near commuter transit service and provide bicycle storage lockers at the lots to ensure they are designed to facilitate use by transit and active transportation users.

POLICY C-3.7: **Telecommuting.** Encourage employers to adopt teleworking, teleconferencing, and telelearning options for their employees and adopt policies and/or programs to further promote teleworking, teleconferencing, and telelearning among City staff.

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION C-16

Include as a requirement of project approval that projects requiring grading, landscaping, and construction activities include a description of how dust disturbance will be minimized, including estimates of water usage and alternative methods of dust control.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Greenhouse Gas Emissions

The risks of climate change include more extreme weather events, rising sea levels, and changes in precipitation levels. These events will impact Morro Bay's natural resources, as many species and habitats are unable to sustain under these changing conditions.

Scientific Basis

Greenhouse gases (GHGs) are byproducts of fossil fuel combustion, waste disposal, energy use, land-use changes, and a variety of other human activities. Major greenhouse gases include carbon dioxide, methane, and nitrous oxide. GHGs trap heat radiated from the earth and reflect it back to the surface, rather than allowing it to escape into space. This phenomenon is known as the greenhouse effect. While this is an important natural process that helps maintain the planet's temperature, increased concentrations of greenhouse gases are leading to increased worldwide temperatures and resulting in global climate change. Models show that this could lead to global temperature increases ranging from 2 degrees Fahrenheit to 10 degrees Fahrenheit.

Impacts

Climate change has been scientifically proven and internationally recognized, and the Intergovernmental Panel on Climate Change has stated that reductions in GHG emissions are needed in order to prevent catastrophic impacts. The State of California has recognized this threat, stating that it may result in "the exacerbation of air quality problems, a reduction in the quality and supply of water to the state…a rise in sea levels resulting in the displacement of thousands of coastal businesses and residents, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human-related health problems." The State has passed extensive legislation that establishes reduction targets, requires emissions inventories, and promotes renewable energy sources.

Climate change can severely impact natural resources in Morro Bay. The coastline may face frequent inundation as the sea level rises due to thermal expansion and the melting of glaciers and snowpack. This condition will impact groundwater salinity and the size and beauty of local beaches, which are tourist destinations and contribute to the City's tourism economy. Estimates also show that changing precipitation levels may result in diminished water supply. Local agricultural activities would likely be impacted as groundwater resources decrease and certain types of crops can no longer grow in the area.

Morro Bay Greenhouse Gas inventory, Sources, and Goals

In 2008, the City developed a comprehensive greenhouse gas emissions inventory. The results of the inventory showed that in 2005, Morro Bay emitted 67,936 metric tons of carbon dioxide equivalent ($MTCO_2e$) in the baseline year 2005. **Table C-2** shows each sector and its total emissions.

Table C-2:
2005 Greenhouse Gas Emissions

Sector	Emissions ($MTCO_2e$)	Percentage of Total
Transportation	22,506	40.4%
Residential	16,094	28.9%
Commercial/Industrial Energy Use	11,442	20.6%
Off-Road Vehicles and Equipment	2,740	4.9%
Solid Waste	2,695	4.8%
Wastewater	200	0.4%
Total	**55,677**	**100%**

The transportation sector was the largest contributor to emissions and comprised 40 percent of the total. The next largest contributor was the residential sector, with 29 percent of total emissions. Commercial and industrial uses accounted for 21 percent of the total.

The inventory noted that if consumption trends continue, emissions will increase by 37 percent through 2025. In order to mitigate the anticipated impacts of climate change, Morro Bay will need to reduce its contribution to these emissions. Existing planning efforts and state reduction efforts can be combined with future strategies to bring Morro Bay into compliance with emissions reduction goals. All of these impacts interact and can amplify each other.

GOALS AND POLICIES

GOAL C-4: Greenhouse gas emissions in Morro Bay are reduced and consistent with state goals.

POLICY C-4.1: **Emissions Reduction Target.** By 2020, reduce community-wide greenhouse gas emissions to 15 percent below 2005 levels. By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing the community on a path to meet the state's 2050 greenhouse gas emissions reduction goals.

POLICY C-4.2: **Climate Action Plan.** Continue to implement and regularly evaluate the Morro Bay Climate Action Plan and greenhouse gas inventory to evaluate progress, celebrate successes, and adjust strategies as needed to meet emissions goals.

POLICY C-4.3: **Greenhouse Gas Inventory.** Continue to update the greenhouse gas inventory to determine whether emissions are within recommended levels.

POLICY C-4.4: **Greenhouse Gas Reduction Strategies.** Pursue a variety of greenhouse gas reduction strategies across the transportation, residential, waste, and commercial sectors, commensurate with their share of the community's greenhouse gas emissions.

POLICY C-4.5: **Grant Funding.** Seek grant funding to support implementation of greenhouse gas reduction projects for the City, as well as for residents and businesses.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION C-17

Establish greenhouse gas emissions thresholds of significance and standardize potential mitigation measures for both discretionary and ministerial actions.

IMPLEMENTATION ACTION C-18

Update the City's Climate Action Plan for consistency with SB 32.

IMPLEMENTATION ACTION C-19

Regularly communicate with County, state, and federal departments and agencies, medical providers, and organizations regarding available grant funding, such as for active transportation and healthy communities, that can aid the City in reaching its emissions targets. Work with local homeowners, businesses, and organizations to take advantage of these grants.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Energy Resources

LCP

The way energy is obtained is one of several determinants of community health. Energy generated from fossil fuels is the largest contributor to greenhouse gas emissions, and such fuels are a vulnerable and nonrenewable source of energy.



In the 1950s, the Pacific Gas and Electric Company (PG&E) built a power plant in Morro Bay. In 2006, the plant was sold to Dynegy, which operated the plant until 2014. At that point, Dynegy determined that the power plant could no longer be profitable, and it closed the plant. Electricity and natural gas, supplied by PG&E, are still used for residential and nonresidential activities in Morro Bay. As of 2018, Vistra Energy is the current owner of the site.

Energy Conservation

In order to reduce greenhouse gas emissions and fossil fuel consumption, energy conservation will be necessary. The State has adopted Title 24, which includes comprehensive energy conservation standards that must be incorporated into all new development projects, including remodeling. These standards are implemented in Morro Bay through the building permit review process. Energy conservation can also be achieved in individual homes and businesses through increased energy efficiency. Incentives and rebates are available to households that wish to complete upgrades or retrofits to improve energy efficiency.

Renewable Energy Production and Use

Morro Bay does not currently have its own energy-producing uses, but it can explore options for renewable energy production and consumption. Options could be incentivized in new development projects like wind power or battery storage. Morro Bay has a community benefits agreement with Castle Wind to encourage offshore wind power. These options would limit the community's demand on nonrenewable energy sources and decrease sources of greenhouse gas emissions. These efforts are also supported through Morro Bay's participation in Community Choice Aggregation (CCA) with Monterey Bay Community Power as of January 1, 2020.

Section 30413 of the Coastal Act establishes requirements for coastal energy facilities, including solar arrays and wave energy converters, which are forms of renewable energy. This section dictates that the Coastal Commission and the California Energy Commission (CEC) participate in decisions regarding these requirements.

GOALS AND POLICIES

GOAL C-5: Morro Bay is a leader in energy innovation and sustainable usage.

LCP

POLICY C-5.1: **Weatherization Incentive Programs.** Promote low-cost or free weatherization programs for disadvantaged residents, including low-income families and elderly individuals.

POLICY C-5.2: **Energy Efficiency Standards.** Construct all new City facilities to be more energy efficient than the minimum energy efficiency standards in the California Building Standards Code, and achieve zero net energy performance for new City facilities when possible.

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION C-20

Develop, and update regularly, a database of low-cost and free programs for energy efficiency and weatherization for low-income homeowners, and create a process for reaching out to such residents when opportunities are available.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL C-6: Energy available to Morro Bay residences, businesses, and public buildings is renewable and sustainable.

LCP

POLICY C-6.1: **Renewable Energy Incentive Programs.** Create incentives that promote renewable and sustainable energy systems as a component of new development or reuse projects.

POLICY C-6.2: **Renewable Energy in Home and Commercial Uses.** Encourage the use of solar energy systems in homes and commercial businesses as a form of renewable energy, including in support of zero net energy goals.

POLICY C-6.3: **Renewable Energy in Municipal Uses.** Maximize renewable energy capacity on municipal property and renewable energy use in City-sponsored projects and activities.

POLICY C-6.4: **Partnerships.** Support public/private partnerships to implement energy efficiency, energy storage, and microgrid development to achieve cost savings, reduce energy use, and improve energy reliability.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION C-21

Participate in regional energy efficiency financing programs, such as low-interest revolving loans, the California Comprehensive Residential Building Retrofit Program, California First, and Property Assessed Clean Energy (PACE), that enable property owners to obtain low-interest financing for energy improvements.

IMPLEMENTATION ACTION C-22

Require water- and energy-efficient features in all new and significantly renovated development, such as low-flow and energy-efficient appliances, drought-tolerant vegetation, rooftop solar, and passive heating and cooling features.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Water Resources and Conservation

LCP

Ensuring a sustainable, long-term water supply is an ongoing challenge in Morro Bay and is exacerbated by anticipated growth and climate change impacts.

Local Hydrology

The majority of Morro Bay is located in the Morro Bay Watershed, which covers 46,598 acres. Most of the watershed is used for open space, agriculture, and recreation. Approximately 7 percent of the watershed is urban. Waters in this watershed drain into Chorro and Morro Creeks. Chorro Creek accounts for about 60 percent of the total land area and drains into the estuary. Chorro Creek's major tributaries include San Bernardo, San Luisito, Walters, Pennington, and Dairy creeks. Discharge from Chorro Creek varies each year. A small portion of the City is located within the Cayucos Creek-Whale Rock Watershed, which drains into Morro Creek and discharges into the Pacific Ocean. Watershed boundaries in Morro Bay are shown in **Figure C-5**.

Water Supply

Approximately 93 percent of Morro Bay's water supply is imported from the State Water Project (SWP) in the Sierra Nevada foothills. Water is purchased through the California Department of Water Resources and supplemented by the Chorro and Morro Valley groundwater basins. This source of water is constrained due to seawater intrusion, overdraft, and water quality issues.

Anticipated changes to Morro Bay's economy, demographics, and environment will place increased strain on the water supply. By 2040, Morro Bay's population is expected to increase by 13 percent. Although Morro Bay has established a growth cap under Measure F, the allowed growth will still require additional water and will impact local water supply and quality. Growth will also affect groundwater supply, because the increased amount of impervious surfaces from additional development and infrastructure would cause more water to drain into stormwater drains rather than naturally infiltrating into the ground. The water supply will also be affected by climate change impacts, including extreme heat, wildfires, drought, flooding, and sea level rise. Each of these impacts will stress water supplies by decreasing available water sources and compromising water quality.

In the event of supply reductions or emergency conditions, the City has a desalination plant that can be used to remove nitrates and treat seawater and brackish groundwater. If permit conditions are met, this plant may be able to able to serve as a primary source of water supply in the future, which would further diversify the water

supply. However, use of the plant would also require relatively high energy use as compared to other water sources.

In addition, Morro Bay is currently constructing a new water reclamation facility to replace the existing wastewater treatment plant, which could expand water supply options through recycled water.

Water Restrictions

Morro Bay has implemented water use restrictions since the early 1990s, and subsequent reductions in water use demonstrate the community's ability to operate within a decreased water budget. The City can maintain and increase these reductions by altering requirements related to the use of water-efficient appliances and drought-friendly landscaping in Morro Bay homes and businesses. By working closely with visitor-serving industries such as hotels and restaurants, the City can also help diversify the cost burden away from full-time residents.

Water Quality

As Morro Bay's population increases, growth may compromise water quality as stormwater runoff increases and groundwater infiltration decreases. This increased runoff would also contain more pollutants, which can affect water quality in the coast, bay, estuary, and wetland waters, as well as in groundwater. Pollutants that enter bodies of water may contain bacteria that is detrimental to human and wildlife health.

The City's potable water supply is contingent on the quality of water imported from the SWP and the local groundwater. The City's water supply is tested at multiple locations, and a water quality report is published that outlines the water quality results between SWP water and groundwater. This report details whether the City has exceeded "maximum contaminant levels," which are health and safety requirements determined by the State. If contaminant levels constitute a health and safety issue, this information is reported immediately.

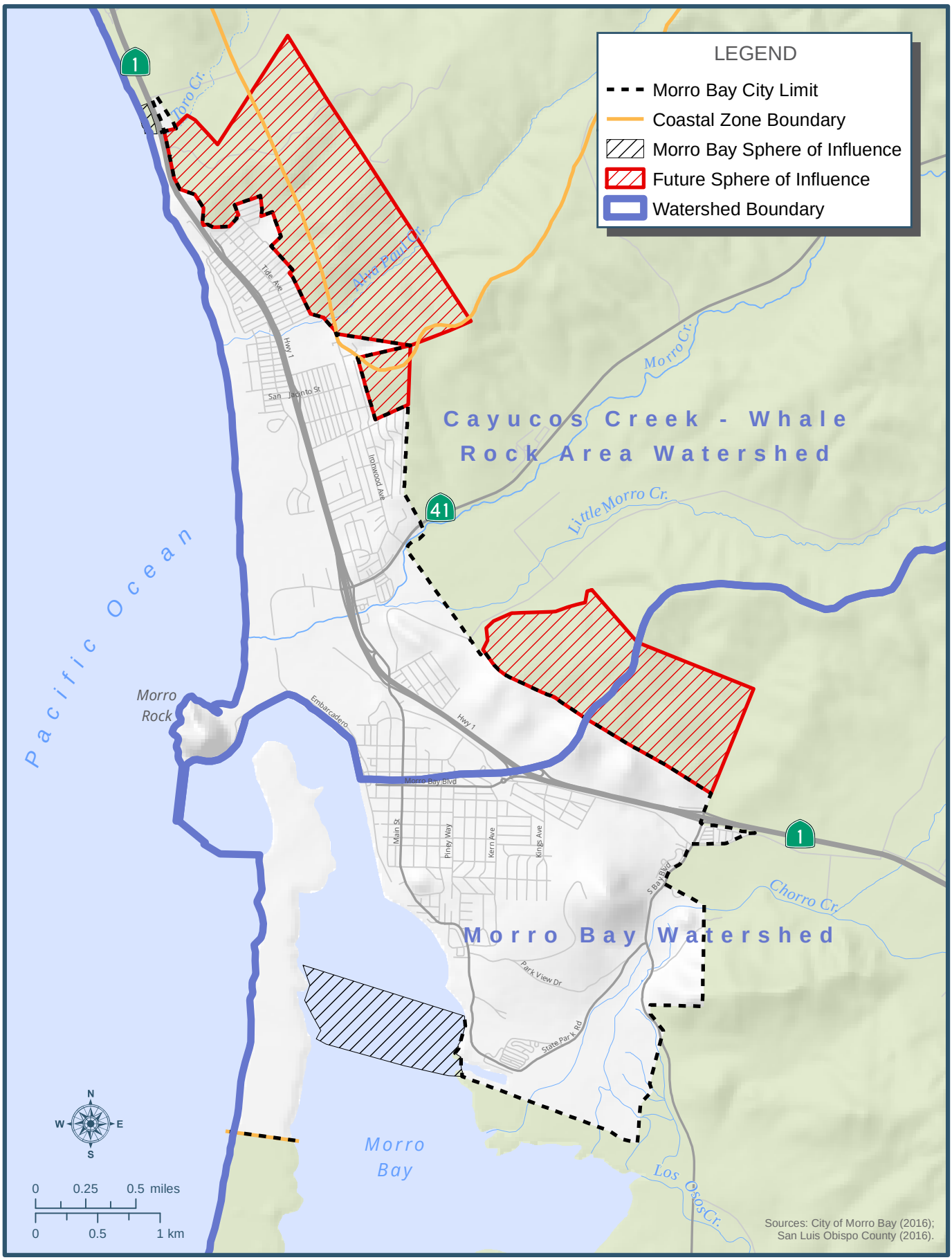
Morro Bay does not currently exceed state health and safety standards for drinking water quality, but nitrate levels in the Chorro and Morro Valley groundwater wells pose health risks for infants and pregnant women. While groundwater sources occasionally exceed allowable contaminant levels, groundwater can be treated or blended with SWP water to reduce contaminant levels below the allowable amount.

Morro Bay's groundwater basins have also intermittently experienced seawater intrusion that impacts shallow groundwater resources, increasing water salinity. Seawater intrusion tends to be limited to dry time periods when wells are used due to Chorro Creek's flow dropping below 1.4 cubic feet per second. This issue has been partially solved by supplementing groundwater with SWP water, but the solution is adding to statewide supply pressures on SWP resources.

Plan MORRO BAY

FIGURE C-5

Watershed Boundaries



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Stormwater



Stormwater flows through the planning area into the bay and the Pacific Ocean. In Morro Bay, stormwater is regulated through a National Pollutant Discharge Elimination System (NPDES) permit. Morro Bay's stormwater is considered a "point source," which the US Environmental Protection Agency (EPA) defines as "any discernible, confined and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged." In order to legally discharge stormwater into a body of water, the City has to obtain an NPDES permit. The City is currently in compliance with the State Water Resources Control Board Water Quality No. 2013-0001 DWQ, resolution R-3-2013-0032. This is a five-year permit and is set to renew in 2018.

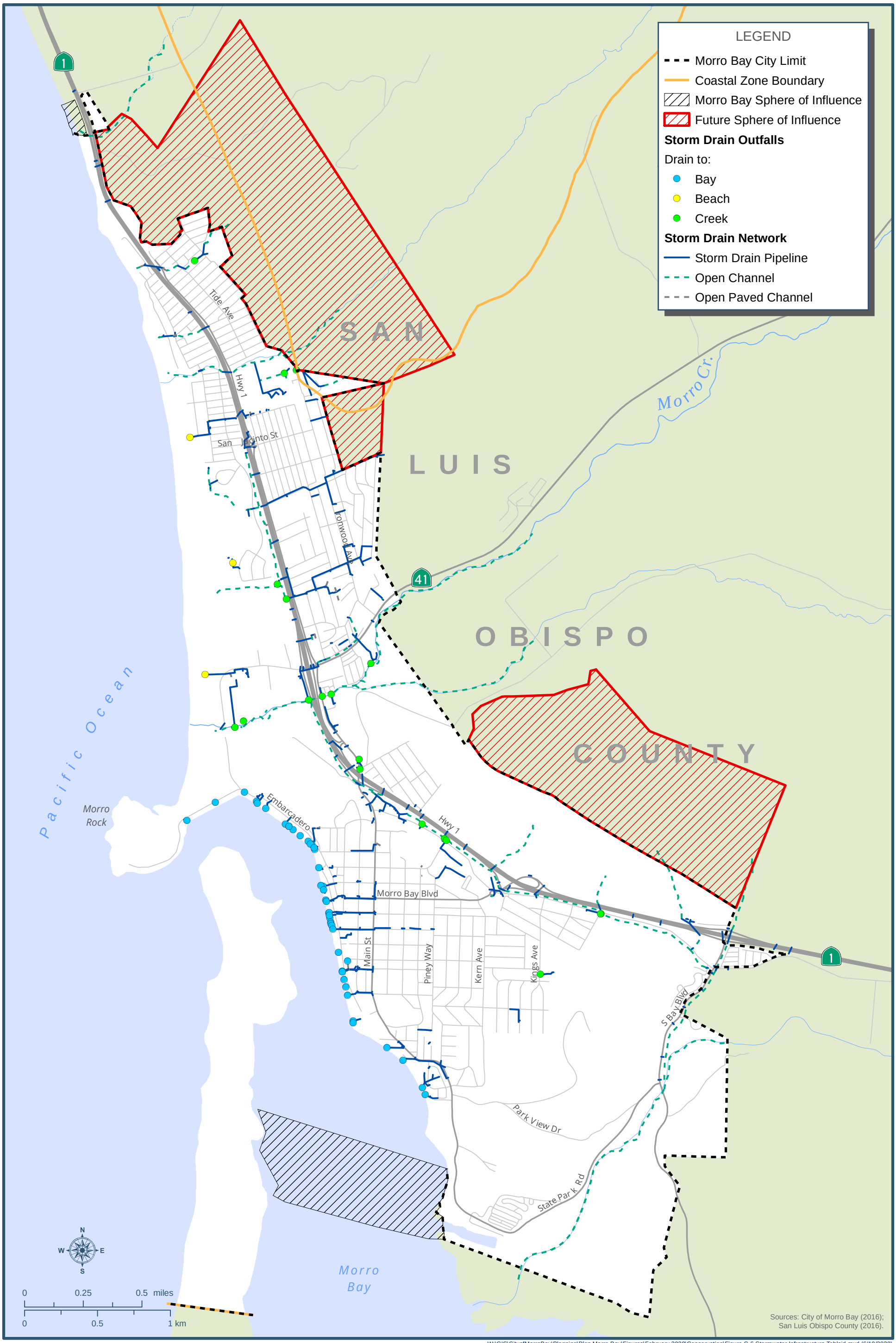
Runoff can be a significant contributor to both surface water and groundwater contamination. A 2007 study demonstrated that nitrate-based agricultural fertilizers are the primary source of nitrate contamination in the Morro Valley Groundwater Basin. This is primarily an issue in nearby unincorporated areas of San Luis Obispo County. The City is committed to reducing pollutants found in stormwater runoff as much as possible through land use and development controls, education, and both source control and treatment BMPs.

The network of stormwater pipes and open channels in the City is shown in **Figure C-6**.

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FIGURE C-6

Stormwater Infrastructure



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Wastewater



Morro Bay's current wastewater treatment plant was designed to only partially treat wastewater to a secondary level and operates under an administratively extended 301(h) waiver. The plant, originally constructed at its present location in 1953, is at the end of its useful life and located in a flood hazard zone, tsunami inundation zone, and potential sea level rise inundation zone. Anticipated growth will also increase wastewater levels, and this could lead to unsanitary discharges and the violation of local water quality permits. However, the imminent removal of the wastewater flows from Cayucos from the waste stream treated at the Morro Bay plant will slow the increase in wastewater levels in Morro Bay. Morro Bay is currently constructing a new water reclamation facility to replace the existing wastewater treatment plant, which could expand water supply options through recycled water.

The Sewer System Management Plan was adopted in 2009 and last updated in 2014; the plan is in compliance with state requirements for sanitary sewer system operation. The City has performed two audits of the plan to ensure effectiveness and compliance with state standards.

OneWater Morro Bay

Morro Bay's water issues are currently addressed by separately managed plans that have significant overlap. The City has implemented a new approach to integrate these plans into one cohesive document titled "OneWater Morro Bay" to address all water issues and efficiently maximize the use of available resources. OneWater Morro Bay is not part of the LCP. OneWater Morro Bay addresses the requirements of the following City water plans:

- Water Reclamation Facility Master Plan
- Master Water Reclamation Plan
- Urban Water Management Plan
- Sanitary Sewer Management Plan
- Wastewater Collection System Master Plan
- Water Master Plan
- Stormwater Master Plan

Key Issues

Morro Bay's primary water issues include:

- Excess nitrogen in agriculture runoff, which contributes to pollution and water quality issues;
- Seawater intrusion in groundwater wells, which limits the water supply during drought conditions;
- Anticipated impacts of climate change on the Morro Bay Estuary; and
- Complicated and overlapping plans that limit the City's ability to integrate water management approaches.

While the City has a number of plans and policies to manage existing and anticipated water issues, additional implementation will be needed to ensure Morro Bay is prepared for growth and changing climate conditions.

GOALS AND POLICIES

LCP

GOAL C-7: Morro Bay water is safe, available, and used in an environmentally responsible manner.

POLICY C-7.1: **Water Supply.** Diversify the City's water supply.

POLICY C-7.2: **Water Supply Monitoring.** Monitor demands on the water system and continue to limit future growth to correspond to the available water supply.

POLICY C-7.3: **Water Restrictions.** Continue to implement water conservation measures

POLICY C-7.4: **Sustainable Water Supply and Wastewater Capacity.** Development shall only be approved if it is first clearly demonstrated that the development will be served by an adequate existing water allocation and sustainable long-term public water supply, as well as adequate wastewater capacity. Consistency with Housing Element Program H-1.1 shall be maintained to prioritize allocation of water to projects containing affordable housing on existing legal lots of record. In addition, priority shall be given to Coastal Act priority uses.

POLICY C-7.5: **New Development and Reuse Projects.** Manage new development and reuse projects and existing land uses to mitigate impacts and/or facilitate improvements to the City's water systems.

POLICY C-7.6: **Improve Water System.** Maintain and improve water supply and distribution facilities as required to facilitate buildout. Ensure that any new or updated wastewater and water reclamation facility maximizes its ability to produce recycled water and/or to contribute to sustainable City water supplies as much as possible.

POLICY C-7.7: **Water Conservation Features.** New development shall incorporate and utilize feasible and innovative water conservation features. Minimize economic hardship on existing residents and businesses.

POLICY C-7.8: **Water Conservation Practices.** Continue to encourage maximum water conservation in existing land uses, and provide incentives that encourage building owners and homeowners associations to complete water efficiency retrofits. Minimize economic hardship on residents and businesses.

POLICY C-7.9: **Recycled Water.** Encourage the use of recycled water for construction, grading, and other non-contact uses where recycled water is available or expected to be available. Development approval shall, as appropriate, include the option for re-plumbing for greywater use in the future. There is not currently a City source for recycled water.

POLICY C-7.10: **Public Education.** Partner with and provide information to community organizations, residents, and businesses regarding methods to reduce water use.

POLICY C-7.11: **Desalination Plant.** Continue to operate the desalination plant as needed for emergency or non-routine purposes to ensure that the City's minimum water quality and quantity standards are met.

POLICY C-7.12: **Desalination Energy Usage.** Evaluate the desalination plant and its energy usage to determine whether it may serve as a major water source in the future.

POLICY C-7.13: **Drainage Technologies.** Require that new development projects employ innovative and efficient drainage technologies that comply with federal and state water quality requirements and reduce runoff and water quality impacts to downstream environments.

POLICY C-7.14: **Pollutant Runoff.** Reduce pollutants in runoff from agriculture and new development by requiring the use of the most effective best management practices currently available. All runoff shall be filtered and treated to remove expected pollutants prior to being directed to infiltration areas

and/or stormwater systems. Where runoff cannot be adequately accommodated on-site through on-site systems, any excess runoff shall be conveyed inland in a nonerosive manner. Also encourage green infrastructure on designated "Green Streets" where stormwater and runoff would be managed, captured and cleansed in public rights-of-way. Main Street should be studied for potential as a Green Street.

POLICY C-7.15: **Water Quality.** To reduce the potential for degradation or impairment of water quality, development shall reduce potential pollutants in stormwater and irrigation runoff and require the following:

- To the maximum extent feasible, development shall include specific measures to help reduce potential pollutants and water quality impairment, including controlling the disposal of chemicals and hazardous materials, controlling the use of pesticides and herbicides, maintaining existing stormwater capture programs, applying low-impact development designs, and requiring on-site retention and/or reuse of runoff. The City shall utilize ecologically responsible pest control methods and integrated pest management to the extent feasible on public property and encourage this practice on private property.

- Drainage plans and erosion, sediment, and pollution control measures shall be required as conditions of approval in every application for new development that has the potential to impair water quality.

- Construction phase stormwater pollutant controls shall be required for development with the potential for water quality impairment, including erosion controls, sediment traps and filtering of off-site stormwater flows, capture of site-generated pollutant sources, street sweeping of dirt tracked off-site, litter control, post-construction monitoring, and other best management practices. Construction-phase water quality impacts shall be avoided by minimizing the disturbed area, phasing grading activities, implementing soil stabilization and pollution prevention measures, and preventing unnecessary soil compaction. Development with the potential for water quality impairment shall, at a minimum, be designed to meet National Pollutant Discharge Elimination System stormwater runoff requirements.

- Additionally, development shall be planned, sited, and designed in a manner that maintains or enhances on-site infiltration, reduces runoff, minimizes the transport of pollutants in runoff generated from the development, and recharges groundwater. Development shall ensure that runoff is appropriately collected, filtered, and treated by best management practices to minimize pollutant loading to the maximum degree feasible.

POLICY C-7.16: **Developments of Water Quality Concern.** Developments of water quality concern, including gas stations/car washes, industrial development, and others that have a greater potential for adverse impacts to water quality and hydrology due to the extent of impervious surface area, type of land use, wastewater streams, and/or proximity to coastal waters, shall require additional and context-specific best management practices to protect and enhance water quality.

POLICY C-7.17: **Impervious Surfaces.** Development shall minimize new impervious surfaces, especially impervious areas directly connected to water and marine resources, and, where feasible, increase the area of pervious surfaces in redevelopment to reduce runoff.

POLICY C-7.18: **Wastewater Marine Impacts.** Wastewater disposal systems which minimize or eliminate marine resource pollution, and which provide for reclamation of wastewater for reuse, shall be required. New development, including redeveloped structures, shall connect to the public wastewater treatment system.

POLICY C-7.19: **Infrastructure Relocation.** The City shall consider the relocation of critical water and wastewater infrastructure, as necessary and feasible, to protect those services from the effects of sea level rise and other coastal hazards.

POLICY C-7.20: **Outfalls.** In order to minimize impacts from coastal hazards as well as avoid impacts to water quality, public access, and scenic and visual resources, the City shall consolidate and/or eliminate reliance on stormwater outfalls that convey stormwater into creeks and streams, onto the beach, and/or into Morro Bay or Pacific Ocean to the maximum feasible extent. Outfalls that are below sea level, or are likely to be below sea level with sea level rise and/or high storm tides, shall be designed to prevent the entry of sea water and sand to the extent practical, and shall be regularly monitored and maintained to avoid marine resource degradation.

Further, to the extent feasible, outfalls shall be sited and designed to minimize public view impacts, including those perspectives from the beach and other shoreline public viewing areas, by way of concealing, screening, and camouflaging these outfalls, and through the use of natural storm and energy dissipaters to reduce erosion and improve visual appearance.

POLICY C-7.21: **Marine Resources.** Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to species and areas of special biological significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational and natural resource protection purposes.

POLICY C-7.22: **Maintenance of Biological Productivity**. The biological productivity and the quality of coastal waters, streams, wetlands, and estuaries appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams. (See also Policies C-1.5, C-1.8, C-6.15, C-6.16, and C-6.17.)

POLICY C-7.23: **Preservation of Morro Bay Estuary.** Take an ecosystem approach to the preservation of the Morro Bay Estuary by consulting with scientists, environmental historians, the US Army Corps of Engineers, and regional and state agencies to regularly evaluate the health of the complete estuary ecosystem. Adjust local and regional requirements and prohibitions on development, building design, water craft usage, pollution control, and other important issues to maintain the quality of the estuary system.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION C-23

Study the economic and environmental feasibility of obtaining water from additional sources, including utilization of the desalination plant and rainwater harvesting and management. If a method is deemed feasible, develop a plan to incorporate it into the City's water management plan.

IMPLEMENTATION ACTION C-24

Identify and regulate point sources of pollution to protect riparian and marine areas.

IMPLEMENTATION ACTION C-25

Continue to promote and enforce water conservation efforts in Morro Bay through methods such as tiering of water pricing, water usage restrictions, and incentives or requirements for water-efficient building, landscaping, and street design.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Waste Management

Solid Waste

Chapter 8.16 of the Morro Bay Municipal Code outlines procedures and regulations for solid waste collection. Morro Bay has mandatory garbage collection and voluntary green waste, food waste, and recycling collection. Certain types of solid waste disposal are illegal, including burying or burning waste materials. The City contracts with Morro Bay Garbage Service to provide residential and commercial waste collection services. Each year, Morro Bay Garbage allows residents to put out additional garbage at no extra cost for spring and fall "cleanup days."

State Goal

In 2015, the State of California set a goal to divert 75 percent of all solid waste through composting, recycling, or source reduction by 2020. This goal requires coordinating current landfill diversion programs with materials management programs to achieve the highest and best use of all waste materials in the state. To achieve this goal, 23 million additional tons would need to be recycled, reduced, or composted by 2020. Local jurisdictions are required to participate in efforts to divert or reduce significant portions of their waste.

Morro Bay as a Zero Waste Community

Morro Bay has the goal of becoming a zero waste community through citywide efforts to increase waste diversion and reduction. This goal would comply with state law and assist in achieving statewide goals.

GOALS AND POLICIES

GOAL C-8: Morro Bay is a zero waste community.

POLICY C-8.1: **Disposal Rates.** Continue to reduce disposal rates to zero.

POLICY C-8.2: **Waste Reduction and Diversion.** Incentivize household waste reduction and diversion.

POLICY C-8.3: **Diversion in Multi-Family and Visitor-Serving** Uses. Improve waste diversion options in multi-family and visitor-serving accommodations.

POLICY C-8.4: **Public Education.** Provide public information regarding waste reduction and diversion strategies to households.

POLICY C-8.5: **Partnerships.** Partner with local businesses and organizations to reduce waste in the community through public information, programs, and incentives.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION C-26

Continue to update Chapter 14.75 (Mandatory Construction and Demolition Debris Recycling Program) of the Morro Bay Municipal Code as higher diversion rates become feasible, necessary, or required.

IMPLEMENTATION ACTION C-27

Work with local and state agencies and organizations such as CalRecycle and the San Luis Obispo Integrated Waste Management Authority to support the food waste curbside collection program and provide low-cost composting starter kits to residents interested in beginning a home composting bin.

IMPLEMENTATION ACTION C-28

Designate a Zero Waste champion from City staff to work with CalRecycle, San Luis Obispo Integrated Waste Management Authority, local private waste management companies, residents, business owners, and multifamily housing landlords to teach and promote the zero waste goal and methods of attainment that are mutually beneficial.

IMPLEMENTATION ACTION C-29

Require that all multifamily and commercial facilities provide an adequate number of attractive and convenient waste diversion receptacles, as well as clear and convenient instructions regarding recyclable and compostable materials.

IMPLEMENTATION ACTION C-30

Create and adopt a Zero Waste Action Plan to reach 100% waste diversion.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

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Visual Resources and Viewsheds

LCP

Greenprint

Scenic Resources



Visual resources and viewsheds in Morro Bay include natural and man-made features such as vistas, scenic corridors, and the visual character of various parts of the built environment. Some of the most iconic resources in Morro Bay include Morro Rock, the former Vistra power plant, downtown Morro Bay, and various coastal resources including the beach, sandspit, harbor, and the salt marsh.

Visual and scenic resources in Morro Bay include publicly valued places that offer public views of aesthetically valued landscapes, which may include natural and/or man-made features. These vistas can be officially or unofficially designated. While there are no officially designated scenic vistas in Morro Bay, several views serve this purpose. The specific views from public places that should be protected include views of the hillside backdrop; the hills and ridgelines to the east of the city, especially in North Morro Bay; north toward Morro Rock; north toward Cayucos; south toward the Morro Bay Estuary; and south toward Los Osos and the Irish Hills (see **Figure C-7**).



When assessing views in, of, and around Morro Bay, it is important to consider:

- Enhancement of the city's character through sensitive siting of development, the use of appropriate building materials, and the scale of the structures.
- Compatibility with surrounding structures.
- Compatibility with the natural features of the area (e.g., topography, vegetation, open space connectivity) and the overall natural environment, including the Pacific Ocean and the Bay itself as well as creeks, streams, dunes, and other terrestrial resources.

- Preservation and enhancement of public views.
- Enhancement and definition of the City's image.
- Uniqueness of the City's image.
- Maintenance of scenic highway conditions.
- Any additional view considerations as requested by regulatory agencies.

Regional plans may also specify additional views that should be protected. For example, San Luis Obispo County's Estero Area Plan establishes protection of the scenic vista of the Morros, which are located in and near Morro Bay.

Figures C-7 and C-8 show identified significant Viewpoints and Scenic Views in Morro Bay. Of course, there are many more public views not noted on these figures, and these public views are also protected under the LCP.

Scenic Highways and Viewsheds

The California Department of Transportation (Caltrans) awards special status to scenic highways in the state. Highway 1 is an officially designated scenic highway, and a portion of the highway is located in the Morro Bay planning area. The highway is also designated as a scenic corridor in the County's Estero Area Plan. Other highways in the area, including Highway 41 between Highway 1 and US 101, have not been officially designated but may be eligible for this designation. Viewshed conditions in these areas may need to be improved by eliminating obstructions or improving facility quality and cleanliness, and land use and development controls to protect and enhance views from these facilities.

Plan MORRO BAY

FIGURE C-7

Viewpoints Map



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Plan MORRO BAY

FIGURE C-8

Scenic Views



Sources: City of Morro Bay (2016); San Luis Obispo County (2016).

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GOALS AND POLICIES

GOAL C-9: The aesthetic and visual natural resources in and around Morro Bay are protected to preserve the community's identity.

LCP

POLICY C-9.1: **View Enhancement as a Priority**. Enhancing all public views and the scenic qualities of the coastal zone shall be a priority in all City actions and decisions. Development shall only be allowed that protects, preserves, and enhances the coastal zone's scenic and visual qualities consistent with the Coastal LUP. Certain protected views shall be prioritized and held to a higher standard of review when applications concern those views. The City shall conduct a view analysis to determine these additional standards and requirements.

POLICY C-9.2: **Public View Protection**. Public views to and along the ocean and scenic coastal areas shall be protected and enhanced, and alteration of natural landforms shall be minimized. Additionally, development in visually prominent settings, including all development seen from Highway 1, shall be sited and designed to avoid blocking or having a significant adverse impact on public views. Methods to achieve this may include building and road siting, building size, design and lighting that is integrated with the environment, and clustering of development.

POLICY C-9.3: **Protection of Ridgeline Views**. New development shall be sited below ridgelines on the least visually prominent portion of the site. New development shall not be allowed on top of, within at least 300 feet horizontally, or within at least 100 feet vertically of visually prominent ridgelines, whichever is more restrictive. In all cases, development shall be sited and designed to protect and enhance ridgelines, and to limit public view impacts to the maximum extent feasible (including through landscaping and screening). Work with key community groups to identify and map visually prominent ridgelines, both developed and undeveloped.

POLICY C-9.4: **Viewshed Protection Guidelines**. Designate and protect official viewsheds through viewshed protection design guidelines. The guidelines shall include special siting and design criteria including placing accessory development such as fences away from public view as much as possible, height and story limitations, bulk and scale limitations, screening and landscaping requirements, natural materials and color requirements, minimizing lighting that spills into nighttime public views, avoiding glares

from windows and reflective surfaces, and requirements to prepare landscaping plans using drought-tolerant and native plants that protect and enhance scenic resources; minimizing land coverage, grading, and structure height; and maximizing setbacks from adjacent open space areas.

POLICY C-9.5: **Lighting Standards**. Development shall be sited and designed to avoid illuminating, reduce glare, protect and enhance skyward nighttime public views, and minimize lighting in open spaces and natural areas. New lighting fixtures shall be mounted at low elevations and fully shielded to direct lighting downward. Lighting along walkways should be mounted on low bollards or ground buttons. Lighting shall be focused on targeted use areas and shall be limited to what is necessary for public safety. Floodlighting shall be prohibited. Exterior lighting fixtures should complement the architectural style of structures.

POLICY C-9.6: **Degraded Viewsheds.** Identify degraded viewsheds and other issues affecting viewshed quality. Development shall restore and enhance visual quality in visually degraded areas where feasible. The City shall encourage redevelopment, rehabilitation, or relocation of existing structures to improve visual appearance and to attract visitors to the City's coastline.

POLICY C-9.7: **Massing, Height, and Orientation Requirements.** Require massing, height, and orientation of new development or construction to be sited and designed to preserve public coastal views to and along the ocean and scenic areas.

POLICY C-9.8: **Preservation of Visual Character**. Accommodate economic growth and new buildings while preserving the visual character of natural communities and surrounding areas.

POLICY C-9.9: **Infrastructure, and Utility Requirements**. Encourage infrastructure and utilities that do not block or detract from views of scenic vistas. All new utilities shall be located underground or outside of public view if feasible. If undergrounding is not possible, an in-lieu fee shall be paid toward future undergrounding.

POLICY C-9.10: **Signage Requirements**. Prohibit all commercial signs within the Highway 1 right-of-way. Require commercial signs to be of a size, location, and appearance so they do not detract from the area's scenic qualities and cause visual clutter and blight.

POLICY C-9.11: **Wireless Telecommunication Facilities**. The siting and design of wireless telecommunication facilities shall preserve the visual character and aesthetic values of the site and surrounding land uses and shall not significantly impact public views. Attaching wireless equipment to existing structures, camouflaging, co-location, and undergrounding equipment are required whenever possible.

POLICY C-9.12: **Public and Private Landscaping**. Ensure new public or private landscaping considers public views and vistas, and encourage landscape installations that protect or enhance those views and vistas, including ensuring that such landscaping does not obstruct public scenic views and vistas at maturity.

POLICY C-9.13: **Tree Banking**. Consider establishing a tree bank program to mitigate for removal of trees due to development or other reasons in the City.

POLICY C-9.14: **Government Funding**. Actively pursue state and federal grants to fund view protection.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION C-31

Conduct a view analysis to further delineate protected views identified in this section and implement Zoning Code criteria identifying scenic viewpoints to be protected, and development review procedures for designing future projects to protect scenic viewpoints.

IMPLEMENTATION ACTION C-32

Amend Section 17.48.190 (Protection of visual resources and compatible design) of the Zoning Code to incorporate the viewpoints and scenic views described in Figures C-7 and C-8 of the General Plan and impose specific visual standards for projects that could potentially impact those viewpoints and views.

IMPLEMENTATION ACTION C-33

Review and update the Municipal Code, including sign standards, building requirements, and visual resources, to ensure standards remain consistent with updated design standards and the existing environment.

IMPLEMENTATION ACTION C-34

Establish an in-lieu fee program to fund infrastructure and utility undergrounding efforts.

IMPLEMENTATION ACTION C-35

Consider establishing a tree bank near Del Mar Park or another suitable location to sequester carbon and mitigate for impacts from the loss of trees in other areas of the City. The tree banking program would have guidelines and regulations established for how the mitigation could be utilized and for growing and maintaining the trees.

The implementation actions are replicated in the table in Section 5 under the "Conservation Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Mineral Resources

While greater San Luis Obispo County contains a variety of mineral resources that are managed and extracted, there are no existing mineral extraction operations in Morro Bay. The state geologist has not designated any areas in Morro Bay that have mineral resources of statewide or regional significance.

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OPEN SPACE

Morro Bay is a small city that attracts visitors from across the globe for its unique coastline, rich waterfront history, and local character. The City's natural resources define the local culture, contributing to the community's identity and way of life. The parks, wetlands, agricultural areas, and especially the world-famous bay and coastline are integral parts of Morro Bay, contributing to the health of residents, the local economy, and the quality of life in the community.

OVERVIEW

Scope and Content

The Open Space Element establishes goals and policies to protect and conserve Morro Bay's open space resources and addresses opportunities to expand the open space system by assessing park and trail facilities, coastal facilities, and recreation programs.

California Government Code Sections 65302(d), 65302(e), and 65560 direct local governments to include an open space element in their general plans. The open space element protects open space for the preservation of natural resources, managed resource production, outdoor recreation, and public health and safety. The Coastal Act also directs local governments to address parks and recreation opportunities in open spaces in their LCPs (including Coastal Act Sections 30210, 30212.5, 30221, 30252, and 30610(i)). The Morro Bay Open Space Element meets both state and Coastal Commission requirements for open space provision, in addition to addressing locally important issues.

Relationship to Other Elements

The Open Space Element most closely relates to the Land Use, Circulation, Conservation, Public Safety, and Community Well-Being elements.

The Land Use Element identifies desired uses for all lands located within the planning area. Uses relevant to the Open Space Element include parks, recreational facilities, and public and privately owned open spaces.

The Circulation Element identifies and ensures access to open spaces and recreational areas. The element also assigns the location of streets and trail systems for pedestrians and bicyclists in open spaces.

Conservation Element goals and policies relate to the conservation of natural resources affecting open space areas within the planning area.

The Public Safety Element provides resources to address public health and safety, including open space lands such as parks, trails, tidelands, and beaches.

The Community Well-Being Element identifies the quality of life in Morro Bay related to the accessibility of open spaces within the planning area.

RESILIENCY APPROACH

Parks and recreation resources and coastal access points are key community assets that will be exposed to sea level rise, intense heat and drought, flooding, and other climate-related factors in addition to social changes and development pressures. As conditions evolve, the community will face challenges to support and protect open spaces in Morro Bay. Morro Rock and other culturally significant places in Morro Bay will be subject to hazards such as sea level rise. The goals and policies established in this element are intended to enhance the resiliency of open spaces in Morro Bay in light of these challenges and to maintain the benefits of parks and recreational resources for the community and environment. The resiliency approach includes strategies with appropriate siting, design, and if needed, relocation or retreat of certain parks and recreation facilities.

KEY ISSUES

Open Space Resources



The Open Space/Recreation land use designation comprises over 5,100 acres of recreation and open space area in Morro Bay's planning area, including 50 acres of local parkland and 3 linear miles of public beaches. Residents and visitors use these sites for both passive and active recreation, including organized sports, surfing, running, walking, and picnics, and

children's play areas. They also serve as buffers between different land uses in Morro Bay and provide habitat for a variety of local species.

Recreation spaces range from neighborhood playgrounds to nature preserves. Assets within and access to these parks may create barriers to use for different groups of residents, such as the elderly and those with physical disabilities. Open spaces in the region are valued resources and directly contribute to the high quality of life in Morro Bay. The City will continue to work to ensure preservation and enhancement of open spaces and access to them for all segments of the community.

Open Space Diagram

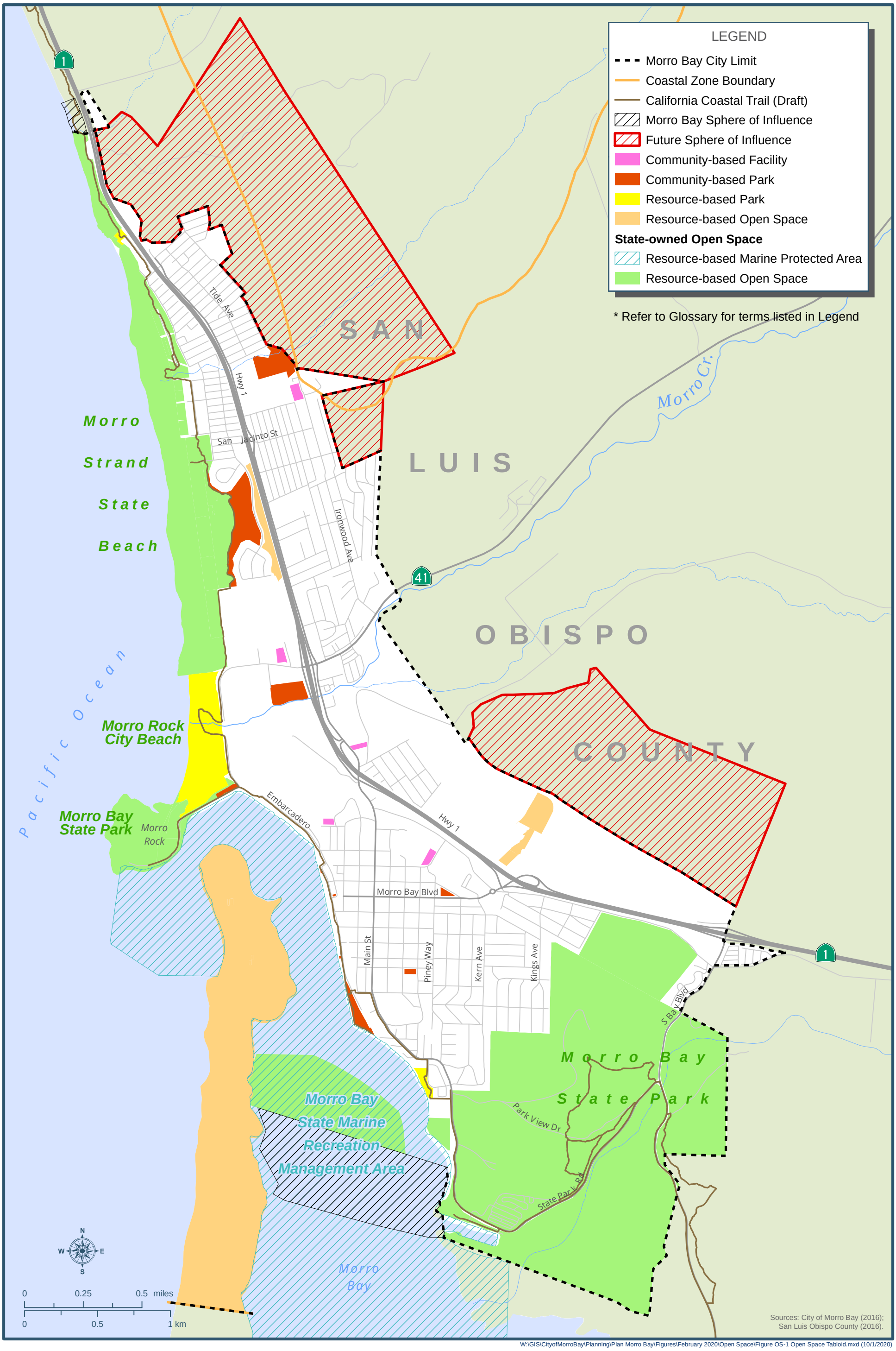
Open space in the planning area consists of resource-based parks, which primarily provide habitat, and community-based parks, which primarily provide active recreation and amenities. **Figure OS-1** shows the location of each of these types of open space area in Morro Bay.



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FIGURE OS-1

Morro Bay Open Space



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Types of Open Space

Primary open space in the planning area is identified by each primary category and acreage in **Table OS.1**. This table also identifies the projected population and minimum acreage of open space in the year 2040 to ensure that needs for public open space will be met in the future. Notably, the City does not identify a need for more of these open space types in the community to meet minimum standards, as can be seen in Table OS-1, but the City remains committed to improving and enhancing open space in the City, including by increasing such open spaces as opportunities arise.

Community-Based Open Space in Morro Bay is designated for developed parks located in neighborhoods and commercial areas. These parks and facilities create opportunities for residents and visitors to gather, play, and relax. Community-based open space is provided in approximately 12 parks in the city and includes playgrounds, picnic areas, outdoor shade shelters, playing fields and courts, and other man-made structures. Approximately half of the total community-based parks are City-owned, while the rest are funded from a variety of other sources.

Resource-Based Open Space in Morro Bay is primarily managed to protect and preserve natural resources while providing scenic and passive uses for residents and visitors. These are generally unimproved areas that preserve open space, such as environmentally sensitive habitat areas, coastlines, and wetlands. Maintained trails, benches, and stairways enhance usability, beach access, and views of some of Morro Bay's most prized visual assets, such as Morro Rock. Resource-based open space areas can be City-owned, State-owned, or privately owned lands. The City manages three resource-based parks in Morro Bay, while the State operates two state parks, a state beach, and a state marine recreation management area. The community benefits from this collection of Morro Bay State Park, Morro Rock, and the various coastal beaches through the balance between recreational activities and untouched open space. These parks play an important role in the community and benefit residents by providing and preserving recreational resources.

Table OS-1:
Types of Open Spaces

	Current	2040
Population	10,640	12,015
City-Owned Community-Based Parks	26.56 acres	No change*
Other Community-Based Parks	14 acres	No change*
City-Owned Resource-Based Parks	5 acres	No change*
Other Resource-Based Parks	5,084 acres	No change*
Ratio (acres per 1,000 residents)	2.97 acres	2.63 acres*

** The City remains committed to improving and enhancing open space in the City, including by increasing such open spaces (and acreage ratio per resident) as opportunities arise.*

Under the California Quimby Act, cities can require land or in-lieu fees in order to achieve a minimum of 3 acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the city already provides more than 3 acres per 1,000 residents. The City of Morro Bay owns and operates approximately 31.56 acres of accessible open space and parkland, providing a park service level of 2.97 acres per 1,000 people as seen above in Table OS-1. This acreage is slightly below the ratio of 3 acres per 1,000 residents established by the Quimby Act. With the 2040 projected population at 12,015, this ratio will be diminished to 2.63 acres per 1,000 people without additional park growth. This ratio, however, does not include the over 3,000 acres of State-owned parks and beaches in the city, which are of additional benefit to residents and visitors. As the discussion demonstrates in the following sections, private parks and facilities provide numerous additional resources to the public, despite their ownership status. If private park facilities were included in the calculation of the ratio, the City would exceed the standard of 3 acres per 1,000 residents.

Community-Based Parks, Trails, and Recreation

A number of Morro Bay parks are located in neighborhoods and community areas. Over half of the parks in the city are under 5 acres in size, primarily encompassing small play areas, benches, and barbecues. Larger parks, such as Del Mar Park, offer a broader range of recreation activities, including sport courts, a dog park, and an amphitheater. Of the 11 community-based parks in Morro Bay, about half are located along or near the waterfront.

Open space for tribal resources is land designated as open space for a number of reasons. The area may be public land containing a Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine. It may also include a Native American historic, cultural, or sacred site that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Public Resources Code Section 5024.1. This open space designation requires tribal consultation to determine the level of confidentiality needed for uses on the site. To date, no tribal resources have been identified in Morro Bay requiring designation of open space for preservation purposes. Morro Bay Open Sapce Alliance has recently become the owner of Eagle Rock which has potential for identification of this type of resource.

The City has also provided temporary parklets in the past as a strategy to increase public amenities throughout the community. Parklets typically consist of a small seating area or green space to create places for people to relax or gather in an open, accessible public setting.

Community-Based City Park and Trail Facilities

LCP



Community-based parks and facilities that are located outside the immediate waterfront area in Morro Bay are shown in **Table OS-2**, with the larger context of citywide recreation shown in **Figure OS-2**. A few parks in Morro Bay are privately owned, and while these parks do not contribute to the Quimby Act ratio, they do offer notable outdoor recreation amenities to residents and visitors. With the inclusion of these parks in the ratio calculation, the City would exceed the requirement of 3 acres per 1,000 residents stipulated in the Quimby Act. Lila Keiser Park is a 10-acre park, owned by Vistra, with multiple organized sport fields and other amenities. In addition, Morro Bay Bike Park is a 4-acre park that offers bike terrain and recreational opportunities for all ages. Part of the bike park land is owned by the City and part is privately owned. The Morro Bay Golf Course is located within the city limits, but it is owned and maintained by San Luis Obispo County as a public 18-hole course and therefore does not contribute to Morro Bay's park ratio.

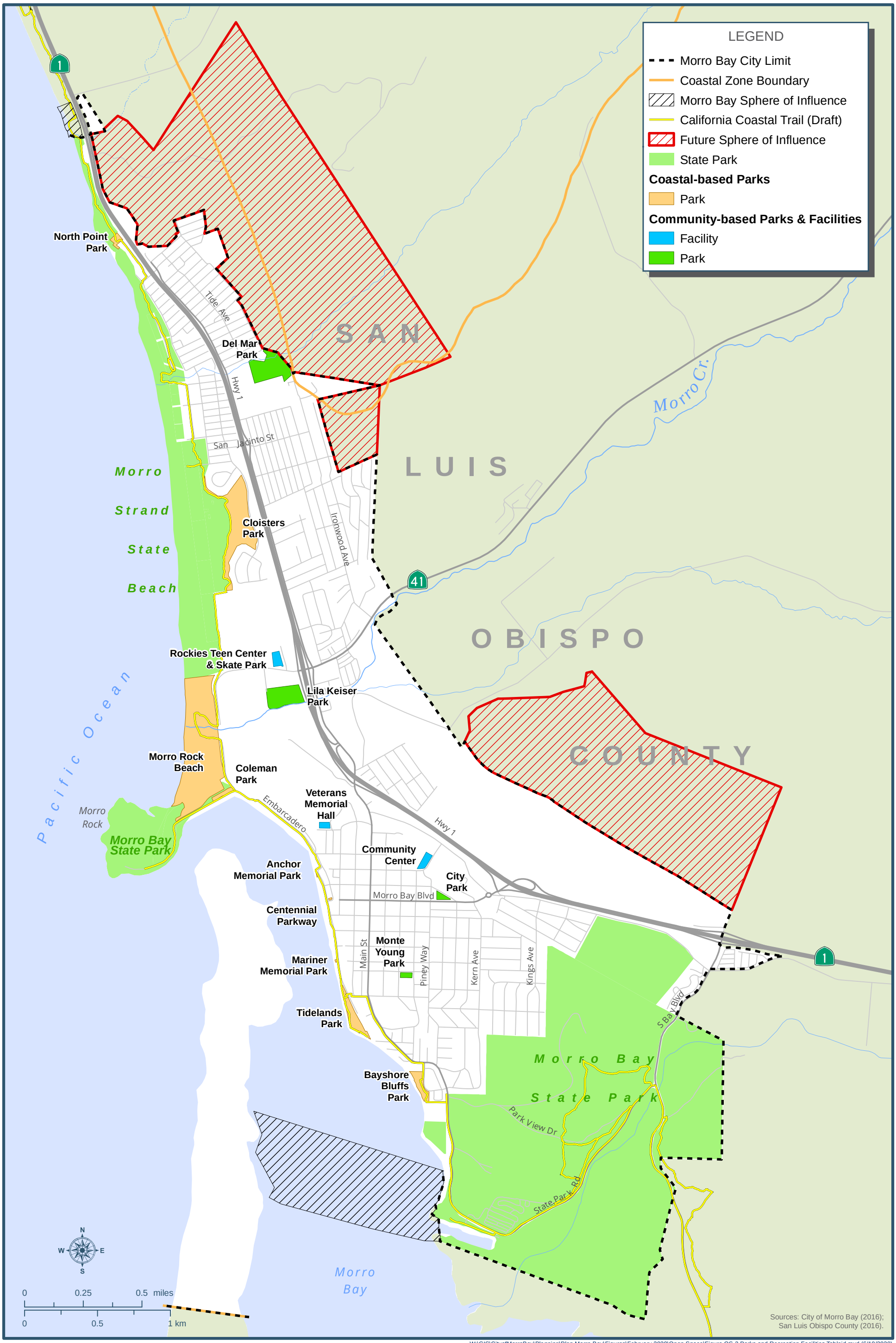
Table OS-2:
Community-Based City Parks and Facilities

Park Name	Acreage
City Park	2.0
Del Mar Park	9.0
Franklin Riley Park	XX
Monte Young Park	1.0
Rockies Teen Center and Skate Park	1.4
Total	**13.4**

Plan MORRO BAY

FIGURE OS-2

City Parks and Recreation Facilities



W:\GIS\CityofMorroBay\Planning\Plan Morro Bay\Figures\February 2020\Open Space\Figure OS-2 Parks and Recreation Facilities Tabloid.mxd (6/10/2020)

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Coastal Recreation and Beach Management

LCP



Image: Michael Boswell

As discussed in the Land Use Element, Morro Bay prioritizes coastal access as a crucial part of promoting the community's recreation, tourism, and ecosystem health. The LCP encompasses the entire coastal zone, including the beach, as it extends from the northern border of Morro Bay to the southern city limits. While the majority of Morro Bay and its parks are located within the coastal zone, some parks are located along or near the waterfront and are classified as coastal-based open spaces because of the water-based activities and attractions they offer. These coastal-based parks and facilities provide access to the coast that fulfills Coastal Act requirements.

The City and the State own and maintain the major beaches in Morro Bay and offer recreational activities, habitat conservation, and other resource-based open space opportunities. Other than the beaches themselves, Morro Bay has a number of community-based parks, facilities, and other coastal amenities. The largest City-owned coastal park is the 8-acre Cloisters Park with a wetlands area and walking path, picnic tables, and various other amenities. Coleman Park features a Harborwalk for residents and visitors to enjoy while offering recreational facilities with a basketball court and swing set. Anchor Memorial Park, Centennial Parkway, and Mariner Memorial Park are other notable parks, as they provide crucial coastal access along the dense, busy waterfront on Embarcadero (see **Table OS-3**). Tidelands Park also has 2 acres of coastal access with stairs to the bayshore and views of natural surroundings. Both the Morro Bay State Park General Plan and the Morro Strand and Atascadero State Beach General Plan offer planning frameworks that facilitate coastal access and help the state land serve as easy connections between City-owned coastal trails and open spaces.

Table OS-3:
Community-Based Coastal Parks and Facilities

Park Name	Acreage
Anchor Memorial Park	0.06
Centennial Parkway	1.0
Cloisters Park	8.0
Coleman Park	1.1
Mariner Memorial Park	1.0
Tidelands Park	2.0
Total	**13.16**

The California Coastal Trail (CCT) is an ongoing effort to connect the state's multiple pedestrian routes along the Pacific Ocean into a unified, roughly 1,200-mile trail extending from Oregon to California's border with Mexico. Approximately 600 miles of the CCT has been completed to date. In Morro Bay, the beachfront and tentative CCT alignment starts at the city's northern border and runs down the coast through Morro Strand State Beach near Highway 1, cutting across Morro Creek with a multiuse trail and bridge, to Morro Rock City Beach and then Morro Rock. South of Morro Rock, the CCT follows the inner harbor in the commercial heart of town. Starting at Morro Bay Boulevard, there are segments of the CCT for recreation use, as shown in **Figure OS-2**. Due to the tentative nature of these routes, as identified by the State, the routes are only conceptual alignments, and the CCT alignment will continue to be studied. Additional lateral coastal access along Morro Rock Beach, as well as the numerous lateral and vertical coastal access points along Embarcadero are also options for CCT hikers. South of the commercial waterfront, the CCT traverses Morro Bay State Park through Bayshore Bluffs Park to the Morro Bay Estuary. The City strongly encourages development and enhancement of CCT components in the City, including spurs and offshoots from the main spine of the CCT.

Recreation Programs

Current programming in Morro Bay includes recreational league sports for both children and adults, as well as community facilities with social programs for children and the elderly. Morro Bay's senior center is run by Morro Bay Senior Citizens, Inc., in partnership with the City.

LCP



The Morro Bay Recreation Services Division coordinates multiple programs and services for residents. Programs are developed to serve all residents, from young children to senior citizens. Services can generally be divided into three categories: youth programming, adult programming, and community events. Youth recreation opportunities offer various sports teams, youth groups, and outdoor activities run by the City. Adult recreation programs range from softball to self-defense classes. Notable community recreational events include the annual Rock to Pier Fun Run & Half Marathon, Project Surf Camp, Tennis Play Day, and Pickleball Play Day. A new pool has recently been completed at Morro Bay High School which has a sharing agreement with the City Recreation Services Division and they offer public classes and activities at the pool. These events offer opportunities for community members of all ages to get active and involved through engaging recreation opportunities.

Community input collected to support *Plan Morro Bay* shows a desire and need to continue to provide multigenerational resident services, facilities, and access to natural environment, parks, and recreation spaces. In 2014, residents over the age of 65 represented 23 percent of Morro Bay's population, compared to the statewide proportion of 13 percent of the population at least 65 years old. Morro Bay's recreation facilities must continue to provide for all of the city's residents—young children, families, teens, adults, and seniors—to support new and existing community members.

GOALS AND POLICIES

Each time a rock icon is placed next to a Goal all of the policies underneath the goal are also included in the LCP unless specifically noted otherwise in the policies section. The implementation actions are not included in the Local Coastal Program. They are part of the City's General Plan.

GOAL OS-1: The public has access to plentiful and well-maintained parks, beaches, and recreational activities throughout Morro Bay.

LCP

POLICY OS-1.1: **Quimby Act**. Achieve a ratio of at least 3.0 acres of parks per 1,000 residents.

POLICY OS-1.2: **Safe Parks.** Evaluate park and facility designs during plan approval to ensure new or improved parks promote a safe space free from vandalism and crime while providing convenient natural surveillance.

POLICY OS-1.3: **California Coastal Trail Alignment**. Create a plan for the implementation of the California Coastal Trail. Ensure a continuous main spine of the California Coastal Trail throughout the length of the Morro Bay coastal zone, along with desirable offshoots and spurs, all within sight, smell, and sound of the ocean.

POLICY OS-1.4: **Protection from Development**. Ensure that no development or project impedes public access to any park, open space, or beach. Protect, restore, and enhance all existing parks, beaches, open spaces, and trails. Prohibit new non-public recreational access structures on publicly used beaches.

POLICY OS-1.5: **Coast Maintenance**. Maintain the beaches, bay, and ocean as natural recreational resources, not only for the city but also for the Central Coast region.

POLICY OS-1.6: **Accessible Coast**. Maintain and enhance recreational access to the coast and its recreational facilities, and continue to provide resources that improve accessibility to the beach and shoreline for all users.

POLICY OS-1.7: **Shoreline Recreation Variety**. Consider devoting portions of the coast to different preferred recreational uses while maintaining access for all users to meet the needs of both visitors and residents.

POLICY OS-1.8: **Promote Recreational Activities and Opportunities**. Increase and enhance access to parks and open space, particularly access points that promote physical activity such as pedestrian- and bicycle-oriented access points.

POLICY OS-1.9: **Maintain Open Space**. Improve and update park and open space facilities on a regular basis.

POLICY OS-1.10: **Coastal Park Access**. Create new additional parks, open spaces, and pedestrian amenities along the shoreline to extend public accessibility.

POLICY OS-1.11: **Private Park Interests**. Encourage local businesses to create parklets in areas where there will not be a significant impact to parking.

POLICY OS-1.12: **Park Development**. Seek opportunities to develop and acquire additional parks and open space in underserved areas where needed.

POLICY OS-1.13: **Right to Access.** Consistent with the Coastal Act (including Sections 30210-30214, 30220-30224, 30250, 30252, 30253(5), 30254, and 30500), development shall not interfere with the public's right of access where acquired through use or legislative authorization. Such access shall be protected through permit conditions on permitted development, including easement dedications or continued accessway maintenance by a private or public association. Existing identified trails or other access points shall not be required to remain open, if they are consolidated or relocated to provide public access on the same site and provide the same or comparable access benefits as existed before closure and meet all other applicable access and recreation policies of this element.

POLICY OS-1.14: **Lateral Access - South**. Require and initiate lateral access improvements, when physically feasible, when development is proposed between Tidelands Park and the public boat launch and Fairbank Point.

POLICY OS-1.15: **Joint Use Agreements**. Continue, renew, and expand (as needed) joint use agreements with the school district to allow community use of school fields and facilities.

POLICY OS-1.16: **Teen Center and Skate Park**. Work to expand Rockies Teen Center and Skate Park to serve more Morro Bay teens.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION OS-1

Install additional bicycle parking facilities and wayfinding signage near the beach, downtown, and the Embarcadero.

IMPLEMENTATION ACTION OS-2

Partner with the school district, community groups, and neighboring communities to identify and apply for grant opportunities to maintain, enhance, and expand park and recreational opportunities.

IMPLEMENTATION ACTION OS-3

Work with local businesses, organizations, and landowners to install temporary public uses on vacant lots, particularly in the downtown and Embarcadero areas. Such uses could include parklets, community gardens or markets, or other temporary recreational facilities.

IMPLEMENTATION ACTION OS-4

Implement an incentive program for local waterfront businesses and leaseholders to encourage regular maintenance and upgrades of infrastructure at nearby trails or parks.

The implementation actions are replicated in the table in Section 5 under the "Open Space Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.



LCP

GOAL OS-2: The multigenerational community has access to a wide variety of recreational opportunities throughout Morro Bay.

POLICY OS-2.1: **Assessment of Community Needs**. Update existing facilities to accommodate changing recreation interests and needs.

POLICY OS-2.2: **Adequate Recreation Opportunities**. Ensure that recreational parks, trails, and facilities correspond to the development and growth of the city's population.

POLICY OS-2.3: **Quality Recreational Facilities**. Ensure that maintenance, restoration, and improvements made to existing facilities accommodate all age levels and a variety of activities.

POLICY OS-2.4: **Community Gathering.** Provide for multigenerational gathering spaces in parks and open spaces for socialization and community gathering.

POLICY OS-2.5: **Flexible Recreation Options**. Allow for adaptive civic programming through the maintenance and expansion of recreational programs for a variety of ages that respond to the needs of a multigenerational demographic.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION OS-5

Identify opportunities in existing and future parks and open space to include multigenerational recreational facilities and gathering spaces, and seek funding opportunities to install and upgrade such facilities.

IMPLEMENTATION ACTION OS-6

Complete a community recreational needs assessment that includes an evaluation of programs and events, access to parks and recreational uses, ability of residents of all ages and abilities to fully utilize these facilities, and ongoing maintenance needs. Use the assessment to determine budget allocation, program offerings, and needed projects and equipment, and consider incorporating into a Parks Master Plan.

IMPLEMENTATION ACTION OS-7

Review park needs annually to determine community needs in relation to the allocation of available resources.

The implementation actions are replicated in the table in Section 5 under the "Open Space Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

GOAL OS-3: The City coordinates effectively with other public and private entities to support an active community with a diverse range of interconnected open spaces and recreation facilities to promote a healthy, engaged public.

LCP

POLICY OS-3.1: **Government Funding**. Actively pursue state and federal grants to fund continual improvements to parks and recreation facilities.

POLICY OS-3.2: **State Park Collaboration**. Coordinate recreational offerings with implementation of the Morro Bay State Park General Plan and the Morro Strand and Atascadero State Beach General Plan to provide a cohesive recreation system.

POLICY OS-3.3: **Developer Partnerships.** Work with developers to incorporate public recreational open space as part of future projects.

POLICY OS-3.4: **Private Investment.** Facilitate public/private agreements to develop and maintain public open spaces, parks, and conservation areas.

POLICY OS-3.5: **Public Facility Collaboration**. Work with the San Luis Coastal Unified School District to identify needs in the community for different recreational opportunities.

POLICY OS-3.6: **Link Trails.** Connect local trails with existing County- or State-owned resources to preserve and maintain access to key environmental resources and features for community health and benefit.

POLICY OS-3.7: **Innovative Funding Sources.** Explore the availability of funding opportunities from corporate sponsors and private organizations in the area to increase parkland.

POLICY OS-3.8: **Eagle Rock Resources**. Evaluate cultural, tribal, and ESHA resources on Eagle Rock to inform future use of the site.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION OS-8

Partner with local organizations, schools, and regional agencies to collectively pursue funding opportunities, including grants and private sponsorships, to improve and maintain recreational areas and facilities in Morro Bay, and coordinate programming and amenities to maximize public access.

IMPLEMENTATION ACTION OS-9

Create a sponsorship program for parks and community programs that details the levels of sponsorship that a business or organization can provide, and any benefits or incentives the sponsor can receive in return. Allow for flexibility in the sponsorship program to accommodate the individual needs of the City and sponsor.

IMPLEMENTATION ACTION OS-10

Identify coastal access points and citywide trails and incorporate them into the City's GIS data and maps.

The implementation actions are replicated in the table in Section 5 under the "Open Space Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Natural Open Space

LCP

Resource-Based Parks

The City manages three resource-based parks to preserve and protect natural resources while providing scenic and passive uses for residents and visitors: Bayshore Bluffs Park, Morro Rock City Beach, and North Point Park. These parks are all located along the shoreline and serve as coastal open spaces for the enjoyment of residents and visitors and the protection of the natural habitat. Bayshore Bluffs Park is a 3-acre open space with a preserved meadow, a bay and wildlife observation deck, a kayak launch, a connection to the Morro Bay bike path, and a parking lot. Morro Rock City Beach is a stretch of beach, 1 acre of which is a pedestrian trail across Morro Creek. The beach includes surf access and a parking lot. This beach serves as a connection between Morro Strand State Beach to the north and Morro Rock to the south. The endangered western snowy plover lives along this entire coastline. Passive recreation is promoted in these City parks, as well as state parks, to ensure the coexistence of visitors and the natural environment. North Point Park, at the very northern end of Morro Bay, is a 1-acre preserved meadow with a beach access stairway and a parking lot. The City recently acquired the undeveloped area at the top of Eagle Rock and intends to offer the land for sale to local nonprofit open space preservation groups to permanently preserve the area as publicly accessible open space.



The City is home to two resource-based state parks and a state marine recreational management area (in the bay) that total over 5,000 acres. The parks are managed, owned, and operated by the California Department of Parks and Recreation (State Parks). These parks provide coastal access and preserve important estuarine and terrestrial habitats.

Morro Strand State Beach (formerly Atascadero State Beach) comprises 184 acres north of Morro Rock. The Morro Strand and Atascadero State Beach General Plan serves as the guiding framework for the resource management, land use and facilities, and recreational activities on the state beach. The plan includes recommendations for future changes and improvements regarding types of land use, facilities, and interpretive programming and for certain features on the beaches. Some of this area has been cordoned off in sections along the vegetative corridors to protect the natural habitat from recreational impacts, but the beachfront is generally open for full public

access. The park features campgrounds and beach accessways in addition to protected bird nesting sites and habitat rehabilitation areas.

Morro Bay State Park is a 2,800-acre open space in southern Morro Bay, including Morro Rock. The Morro Bay State Park General Plan guides the preservation and restoration of the park's natural and cultural resources while at the same time facilitating day use and overnight recreation by the public. The complex natural resources of the wetland and upland areas within the park provide ample opportunities for recreation activities such as camping, boating, and golfing, in addition to areas more protected for the sake of habitat health. The plan includes recommendations for future changes and improvements regarding types of land use, facilities, and interpretive programming and for certain features in the park.

The State Marine Recreational Management Area is a state park consisting of 2,100 acres of water and aquatic resources in the bay. This area provides aesthetic assets, preserves important marine habitats, and supports recreational pursuits such as kayaking and sailing. While the City does not have direct control over these areas, they are public open spaces that contribute to the city's beauty and sustainability, and the City coordinates with State Parks on any planning and conservation efforts for the preservation of these open spaces.

Morro Rock is an important feature in Morro Bay as an icon of the Central Coast. The Morro Rock parking lot acts to separate the ocean north of Morro Rock from the bay. Connected to the mainland by reclaimed land, the rock and parking lot are vulnerable to flood hazards and sea level rise. The City has proposed strategies to address projected conditions for sea level rise to the years 2050 and then 2100, including various protection and accommodation strategies. Hardened protection options include realigning and raising the existing armoring along the northern side of the parking lot to protect it from erosion and flooding. The City could also relocate and elevate the parking lot to accommodate sea level rise anticipated by 2100 as a long-term resilient solution to future flooding problems. A non-hardened protection solution for protection of the Morro Rock parking lot would entail the creation of a sand dune to provide increased stability and resilience to storms. These strategies offer a variety of options for the protection of the area around Morro Rock for continued recreation and enjoyment of open space in the future.

GOALS AND POLICIES

GOAL OS-4: Coastal and marine habitat wildlife and resources are protected while maintaining the cultural identity of the habitat.

LCP

POLICY OS-4.1: **Coast as a Priority.** Recognize and promote the importance of the beach and shoreline as a recreation and economic resource to the area.

POLICY OS-4.2: **Marine Habitat and Recreation Balance.** Continue to preserve portions of parks as natural habitat for a variety of species.

POLICY OS-4.3: **Beach Maintenance.** Consider species and habitat impacts and potential improvements when performing beach maintenance and monitoring recreational resources.

POLICY OS-4.4: **Beach Habitat**. Ensure beaches and coastal areas can function as a quality habitat for permanent and migratory species.

POLICY OS-4.5: **Minimal Activity Impacts to Habitat**. Consult with locally knowledgeable scientists to design parks and trails in a way that protects coastal, wetland, and marine habitats from maintenance, construction, recreation, and industrial activity impacts while promoting sustainable recreational and open space uses.

POLICY OS-4.6: **Marine Resources**. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to species and areas of special biological significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and maintain healthy populations of all species of marine organisms, adequate for long-term commercial, recreational, scientific, and educational purposes.

GOAL OS-5: Natural resources are preserved to balance the use of open space for outdoor recreation opportunities.

LCP

POLICY OS-5.1: **Passive Open Spaces.** Maintain vegetative corridors as passive open spaces to provide a balance between natural landscapes and active outdoor use spaces in parks.

POLICY OS-5.2: **Separation of Uses**. Locate active recreational uses away from sensitive habitats or passive recreation areas to create a distinct separation of uses for efficient use of open space.

POLICY OS-5.3: **Open Space Assets**. Maintain, protect, and enhance parks by prioritizing the preservation of the natural beauty, restoration and enhancement of land-based natural resources, and safe use of the land.

GOAL OS-6: Open spaces are preserved through adaptation strategies to mitigate the effects of sea level rise and promote community resiliency.

LCP

POLICY OS-6.1: **Maintained Quality of Open Spaces.** Encourage regular maintenance and upgrades of infrastructure to nearby trails or parks.

POLICY OS-6.2: **Barrier Conservation**. Prohibit the destruction of natural barriers in open spaces along the shoreline.

POLICY OS-6.3: **Coastal Hazards Strategies**. Ensure that parks and recreation areas and facilities are safe from coastal hazards, including through retreat, hard and soft protection, and other management techniques consistent with other coastal hazards policies and future coastal hazards planning. Formally identify park structures and features that will require protection from or adaptation to sea level rise and changing climatic events. Plan for options for alternative parks or trails in the case of open space loss to sea level rise. Specifically identify options to relocate portions of parks and open spaces susceptible to sea level rise impacts, and seek funding to implement the identified adaptation strategies.

POLICY OS-6.4: **Materials as Mitigation**. Require the use of flood-tolerant, absorbent materials during park or trail construction, maintenance, and rehabilitation to mitigate water damage and flooding.

POLICY OS-6.5: **Broaden Protective Barriers.** Widen buffers along water sources during the construction or rehabilitation of recreation spaces.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION OS-11

Develop park design guidelines that implement design techniques to decrease flood risk through floodwalls, foreshore structures or improvements, sea gates, and surge barriers.

IMPLEMENTATION ACTION OS-12

Formally identify park structures and features that will require protection from or adaptation to sea level rise and changing climatic events, and seek funding to implement the identified adaptation strategies.

The implementation actions are replicated in the table in Section 5 under the "Open Space Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Open Space Areas outside the City Limits



LCP

Morro Bay is surrounded by marshland, grazing land, habitat conservation areas, and cropland. These areas provide a greenbelt for the city, although much of the land is private property and does not have a recreational benefit for community members or visitors. About 85 percent of the area outside the city limits is proposed to remain as agricultural land. This is an area of over 9 square miles, which is larger than the existing extent of the city. Some of the area that would remain designated for agriculture includes the former site of the Estero Marine Terminal. That area would require restoration before it could be considered for agricultural use or any other type of open space. The rest of the planning area outside the city is currently in agricultural cultivation or grazing use or is relatively undisturbed open space. County General Plan land use designations in this area are Agriculture and Recreation. Some parcels are considered prime soils, some are considered prime agricultural land, and some are under Williamson Act contracts.

GOALS AND POLICIES

GOAL OS-7: Portions of the planning area outside the city limits are planned in a way that preserves their rural nature while providing essential services and infrastructure.

Policies Not Included in the Local Coastal Program

POLICY OS-7.1: **Account for External Impacts**. If any portion of the area outside the city limits is included in the City's sphere of influence in the future, prepare and

adopt a plan for the affected parcels that includes infrastructure and services provided by the City of Morro Bay.

POLICY OS-7.2: **Place Value on Agriculture**. Continue to protect high quality agricultural areas within the City's planning area but outside the city limits for future agricultural use.

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION OS-13

When approving development in areas near agricultural areas, consider potential long-term impacts and require mitigation as part of development approval.

This implementation action is replicated in the table in Section 5 under the "Open Space Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

PUBLIC SAFETY

Public safety is critical to the health of a community and relates to a variety of hazards. Coastal cities are particularly vulnerable to the risks posed by climate change, and Morro Bay is committed to establishing policies and programs that protect the community from these hazards and ensure long-term resiliency. This element places a specific focus on climate change-related hazards and policies that will prepare the City to address the changes that are likely to come from coastal hazards, including sea level rise, and for future emergency situations, but also includes information on other potential environmental hazards and emergency response procedures. This element is informed by extensive research on current conditions and provides tools to address existing and anticipated risks.

OVERVIEW

Scope and Content

The state of California requires that general plans address public safety, with a specific focus on hazard identification and mitigation. Section 65302(g) of the California Government Code specifies the required inclusions for each community's safety element, such as seismic-induced conditions, slope instability that leads to mudslides and landslides, subsidence, liquefaction, flooding, and fire hazards. State law specifies that communities can address additional safety issues that are applicable to each community, including hazardous materials, coastal hazards, and emergency planning. Thus, this chapter also addresses environmental hazards and emergency response plans and responsibilities.

The *Overview* section of this element describes its purpose, how it relates to other planning and emergency management documents, and how it incorporates resiliency into all policies. The *Natural Hazards, Coastal Hazards,* and *Emergency Response* sections detail different components of public safety in Morro Bay, and include goals and policies to improve community resilience.

This Public Safety Element meets state general plan law requirements for the safety topic. It also meets Coastal Act requirements for the Local Coastal Program related to coastal hazards and sea level rise.

Relationship to Other Elements

The Public Safety Element identifies both areas that are vulnerable to natural hazards and resiliency strategies to help Morro Bay withstand future climate change impacts. It also details emergency response procedures and responsibilities. These topics overlap with the following other General Plan Elements:

- Land Use: Proposed and planned land uses should be compatible with the hazard areas identified in this element to ensure new development in these zones appropriately avoids hazards and is otherwise resilient to applicable hazards.
- Circulation: Circulation Element goals and policies may interfere with emergency response and evacuation procedures.
- Conservation: Proposed open space areas may be related to hazard zones as determined in the Public Safety Element.
- Community Well-being: Climate change and natural hazards can impact community health and well-being, and policies will need to consider the impacts of hazards on the built and natural environments.
- Community Design: The design of buildings and streetscapes will need to consider resiliency and hazard mitigation.

These elements will be closely related as policies and findings in one may affect policies and findings in another.

Relationship to Local Hazard Mitigation Plan

Under the provisions of the federal Disaster Mitigation Act of 2000 and California Government Code Sections 8685.9 and 65302.6, local governments can adopt a local hazard mitigation plan into their safety element. If a community has not done so, the state will only reimburse the community up to 75 percent of eligible costs associated with emergency response and recovery from a specific situation. Communities with a hazard mitigation plan incorporated into their safety element may receive more than 75 percent of eligible costs from the state.

The City of Morro Bay last adopted a Local Hazard Mitigation Plan in 2006 which was approved by the Federal Emergency Management Agency (FEMA) and is in compliance with the federal Disaster Mitigation Act of 2000. A copy of the Local Hazard Mitigation Plan is on file in the City's Fire Department. The Local Hazard Mitigation Plan is incorporated by reference into this Public Safety Element but stands separate from the LCP. An update to the Local Hazard Mitigation Plan is in process. The updated plan will be incorporated into this element by reference.

RESILIENCY APPROACH

California Government Code Section 65302(g)(4) requires jurisdictions to address climate adaptation and resiliency strategies in their safety elements. State requirements to address climate adaptation include preparation of: a vulnerability assessment informed by information from applicable federal, state, regional, and local agencies; adaptation and resilience goals and policies informed by the vulnerability assessment; and implementation measures that include but are not limited to the following:

- Viable methods to avoid (and where unavoidalbe to minimize) climate change impacts associated with new uses of land;
- Siting and design of new essential public facilities outside of at-risk areas when feasible.
- Plans to protect and/or move public infrastructure located in an at-risk area;
- Guidelines for working cooperatively with relevant local, regional, state, and federal agencies.
- Identification of natural infrastructure that may be used in adaptation projects, where feasible.

Cities with an approved local hazard mitigation plan that includes these components can incorporate the plan into their safety element to satisfy this requirement.

Vulnerable Assets

LCP

In 2017, the City of Morro Bay completed a Community Vulnerability and Resiliency Assessment that provided a comprehensive overview of existing and historical conditions related to land use, development, infrastructure, climate change hazards, sea level rise, natural resources, and water quality in Morro Bay. The report identified community vulnerabilities, impacts, and assets, which are summarized in **Table PS-1**. In each vulnerable area, additional damage is likely in the future to natural resources, utility lines, and transportation infrastructure. The entire Community Vulnerability and Resiliency Assessment (CVRA) is provided in the Appendices to *Plan Morro Bay*.

Vulnerability

Degree to which a system is susceptible to injury, damage, or harm (one part—the problematic or detrimental part—of sensitivity).

Resilience

The Rockefeller Foundation defines urban resilience as "the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience."

Adaptability

The ability, competency, or capacity of a system to adapt to climatic stimuli.

For each vulnerable asset in the City, the City assigned an impact and an adaptive capacity score based on various studies and familiarity with local conditions. The impact score reflects the severity of the potential effects that climate change-related exposures are expected to have on the assets. For each asset and exposure pair, the authors assigned a qualitative assessment of "low," "moderate," or "high" by evaluating answers to a series of questions for each asset. The assessment differed for population-related assets by including specific questions about the number of people that could be impacted by the loss of the asset, how severe these impacts would be, and how long they would last.

Table PS-1:
Natural Hazard Impacts on Vulnerable Assets

Hazard	Expected Impact	Vulnerable Areas
Tsunami	Flooding, habitat damage	Tsunami inundation zones
Wildfire	Burn damage, health impacts from smoke, decrease in recreational and aesthetic value	Inland agricultural, residential, parks, and open space uses
Geologic and Seismic Events	Earthquakes, liquefaction, subsidence, landslides, ground shaking	Earthquakes hazard zones
Flooding	Soil erosion, harm to agricultural activity, damage to structures, infrastructure, and landscaped areas	Buildings, infrastructure, and habitat in flood-prone areas
Drought	Loss of habitat diversity, water shortages, decreased population and economic growth	Agricultural, natural, and open space uses
Sea Level Rise[1]	Erosion, inundation, saltwater intrusion, flooding	Beaches, dunes, shoreline, beachfront, waterfront/Embarcadero, buildings, and infrastructure
Extreme Heat	Reduced foot traffic, decrease in visitors, habitat degradation, health impacts to vulnerable populations	Embarcadero, State Park, estuary, residential areas

1: Detailed in greater depth in Table PS-2.

This Public Safety Element addresses these potential hazards by analyzing each hazard and its applicability to Morro Bay. It then establishes goals and policies to mitigate or prevent these impacts whenever possible.

Since Morro Bay is a coastal city that will be affected by the impacts of climate change, a second report was prepared describing potential adaptations to sea level rise, with information on current and future risks through 2100. This report found that Morro Bay's beaches, state parks, coastal parcels, and transportation infrastructure were most vulnerable to these impacts. This report provided adaptations for a stretch of Highway 1, the Morro Rock parking lot, and the Embarcadero waterfront, which were some of the most vulnerable assets in need of adaptation strategies. Potential strategies include various forms of natural and man-made shoreline protections, habitat nourishment, and improvements to existing infrastructure to increase resilience to anticipated impacts.

A comprehensive understanding of all existing and anticipated hazards in Morro Bay allows the City to address specific community issues and develop response and mitigation plans for each. These assessments were used to inform policies in this element that focus on resiliency as conditions change on the central coast of California.

SAFETY

Morro Bay is exposed to a range of natural hazards, including wildfires, earthquakes, and risks resulting from sea level rise. The City can foster development strategies that establish plans for and reduce damage from potential hazards.

Natural Hazards

The following natural hazards pose a land use, development, and safety risk in the planning area.

Wildfires

LCP

Wildfires are a regular part of the ecosystem in large sections of California, and they have occurred occasionally near Morro Bay. Several parts of Morro Bay lie either within or adjacent to fire hazard zones that vary in severity. Some of these areas have natural ecosystems that allow them to adapt to and/or recover from wildfires. Parts of Morro Bay State Park, agricultural lands, and hillside neighborhoods are most vulnerable to fire risks in Morro Bay. Morro Bay State Park is highly adaptive to wildfires, but still has a moderate-high vulnerability. Agricultural areas and hillside neighborhoods have moderate adaptability and overall moderate-low vulnerability.

Greenprint

While Morro Bay does not have extreme vulnerability to wildfires and some habitats are adaptable, the likelihood of wildfires will be affected by climate change impacts such as temperatures, precipitation levels, and drought. By 2100, Morro Bay is expected to experience 15 percent more wildfires than current conditions. **Figure PS-1** shows current fire hazard severity zones and responsibility areas in Morro Bay. Most of Morro Bay falls within the State Responsibility Area, making the City responsible for fire prevention and suppression in only a small area of the city.

State Responsibility Area (SRA)

Area where the state of California holds primary financial responsibility of preventing and suppressing fires.

Local Responsibility Area (LRA)

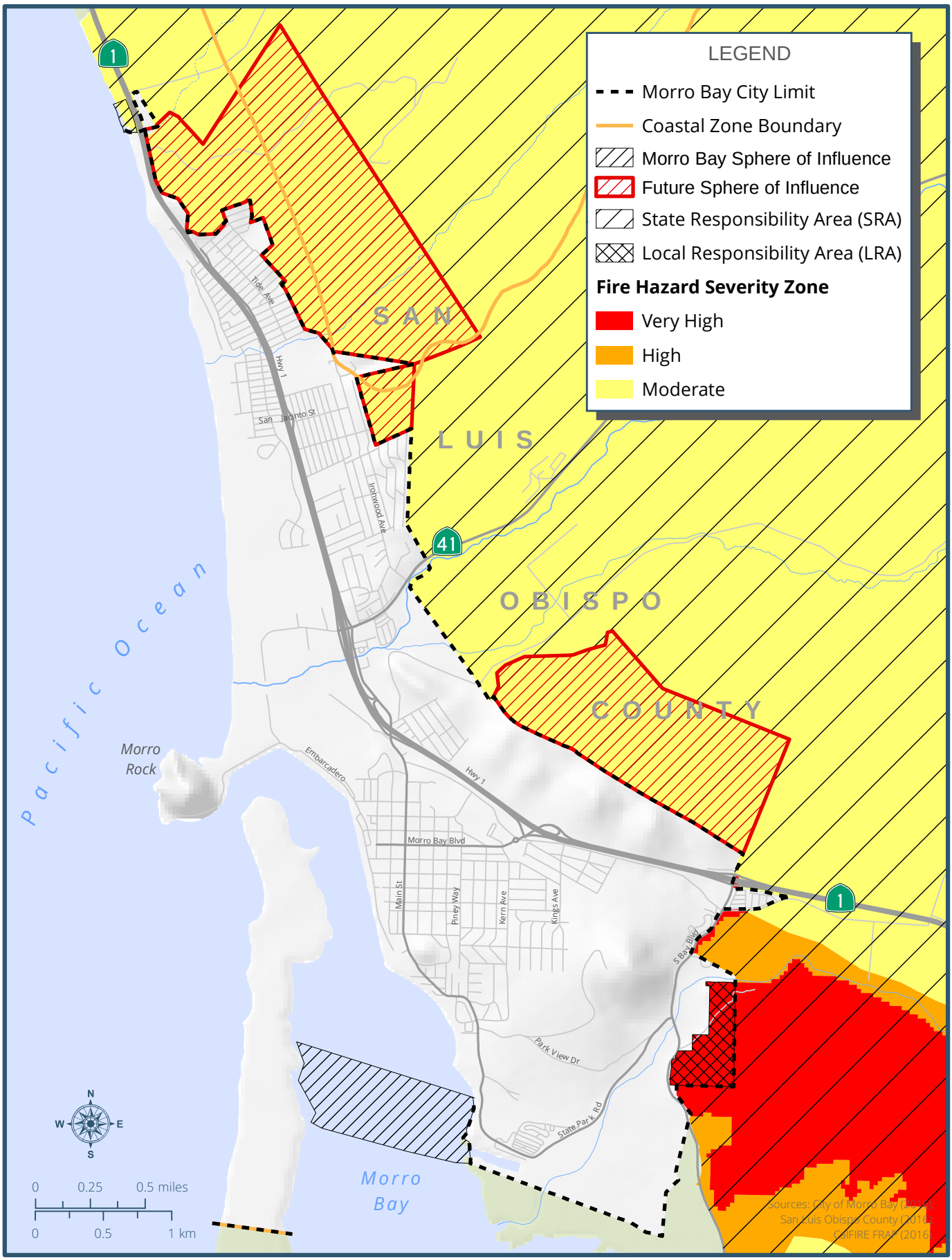
Area where local jurisdiction (Morro Bay) is responsible for fire prevention and suppression.

Currently, a small portion of southeastern Morro Bay has very high exposure to wildfires, and the remainder of Morro Bay has low risk. This high-risk area is located near the Morro Bay Estuary, and is an LRA comprising primarily natural land and vegetation. Chaparral vegetation is considered at highest risk for fire; foothill woodland, juniper oak/woodland, and north coast shrub vegetation are also at an elevated risk. Wildfires that burn in this area will cause minimal risk to life or property, since the area is mainly composed of natural land and vegetation, but may damage habitat or cause respiratory problems for people nearby. Wildfire risks are higher in inland San Luis Obispo County, in some cases in close proximity to the city limits.

Plan MORRO BAY

FIGURE PS-1

Fire Hazard Severity Zones and Responsibility Areas



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Geologic and Seismic Hazards

LCP

Geologic and seismic hazards are caused by the movement of the earth's surface. The most familiar of these are earthquakes, which cause the earth's surface to move rapidly and the ground to shake. There are seven seismically active faults that have been identified in San Luis Obispo County and could potentially affect the planning area: the Los Osos Fault, the Hosgri fault, the Oceanic-West Huasna fault, the Rinconada fault, the East Huasna fault, the La Panza fault, and the San Andreas fault. Seismic activity on these faults can trigger other types of hazards, including:

- Surface rupture: The ground cracks due to an earthquake.
- Ground shaking: The passage of seismic waves causes the ground to shake, causing damage to structures.
- Liquefaction: Loose soil loses strength and acts like a liquid during an earthquake, damaging structures built on it.
- Landslides: The shaking of an earthquake causes loose material to slide down a slope.
- Subsidence: The ground surface drops rapidly due to an earthquake.
- Tsunami: Large, fast-moving waves or walls of water that may flood low-lying coastal areas.

Morro Bay has experienced the effects of several seismic events in the past 150 years. The most recent earthquake that impacted Morro Bay was the San Simeon earthquake, which occurred in 2003. Morro Bay experienced some building damage and small fires as a result of the earthquake.

Morro Bay's entire coastline is at high risk for liquefaction, with the exception of the area near Morro Rock. The high-risk areas extend inland in southern Morro Bay, from downtown to Highway 1. Inland neighborhoods in northern Morro Bay have a moderate risk for liquefaction.

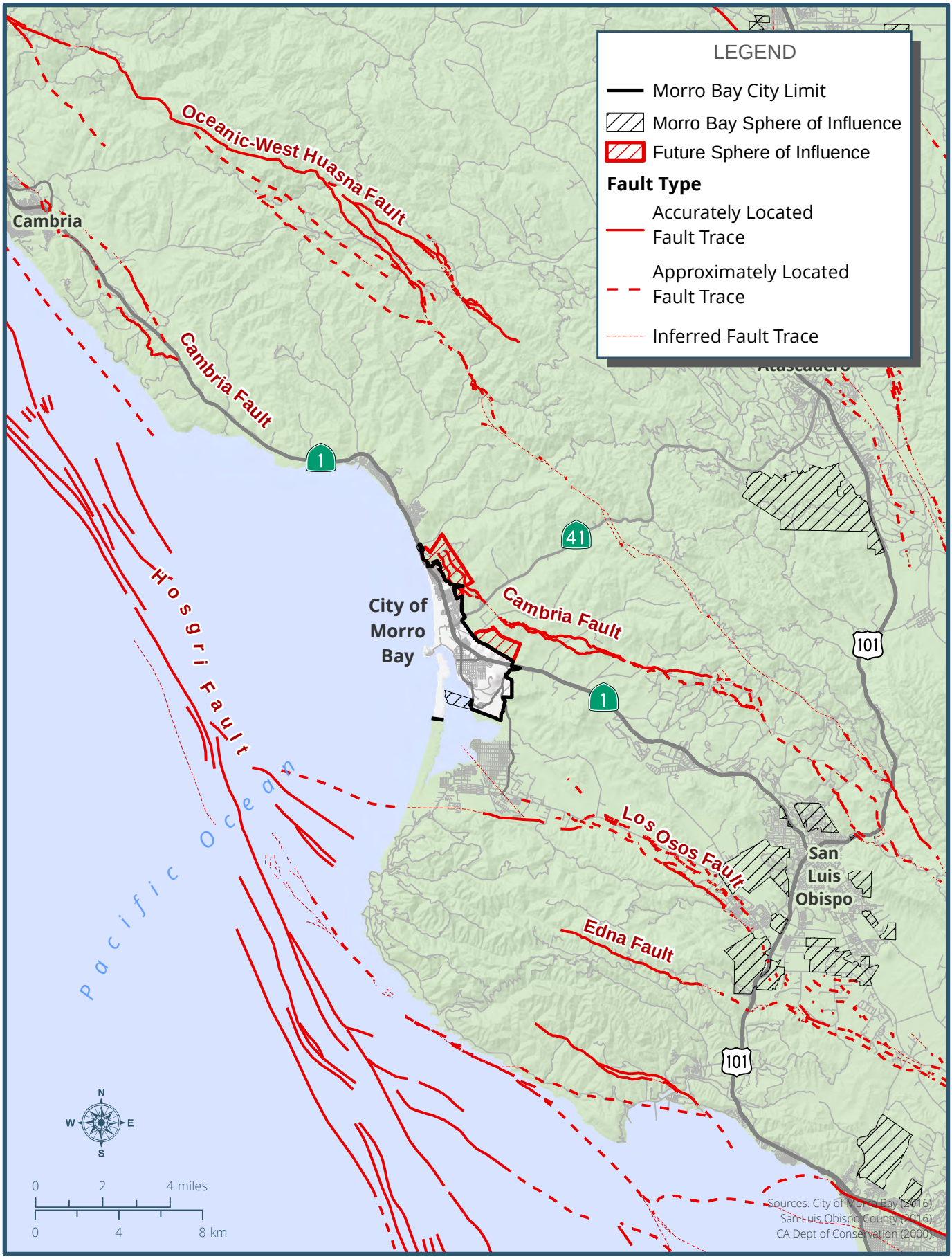
Landslide risks in Morro Bay are relatively low, but the risk is higher in the eastern portion of the city. Very small sections of the city near Morro Bay State Park and the estuary are considered very high or high risk. Some residential, commercial, and natural lands east of Highway 1 are considered high risk. These areas include a small neighborhood framed by Downing Street and Highway 1, and a portion of the neighborhood framed by Highway 41 and Highway 1 in northern Morro Bay.

Figures PS-2 through **PS-4** identify locations of known geologic and seismic hazards in the planning area.

Plan MORRO BAY

FIGURE PS-2

Regional Fault Lines

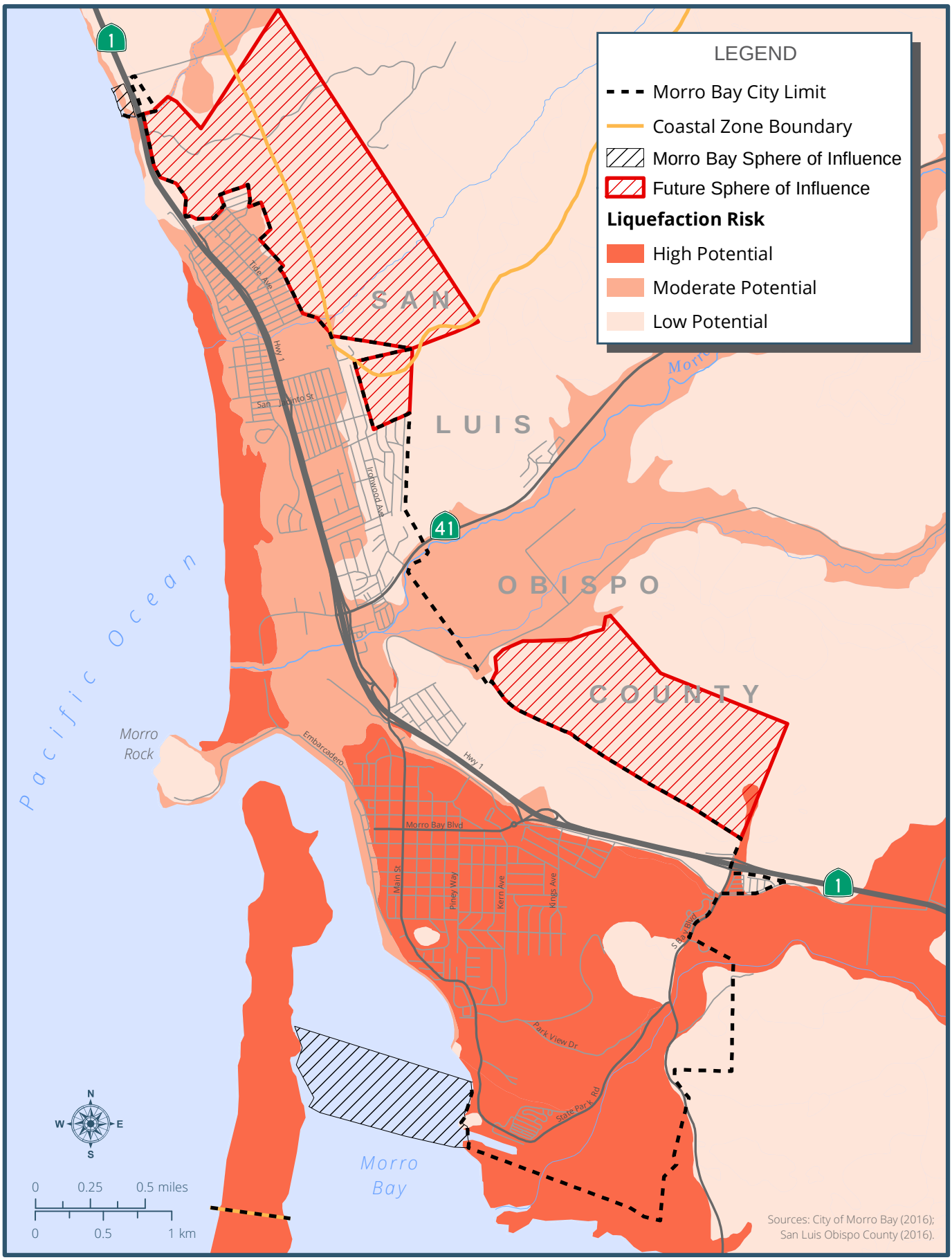


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Plan MORRO BAY

FIGURE PS-3

Liquefaction Susceptibility



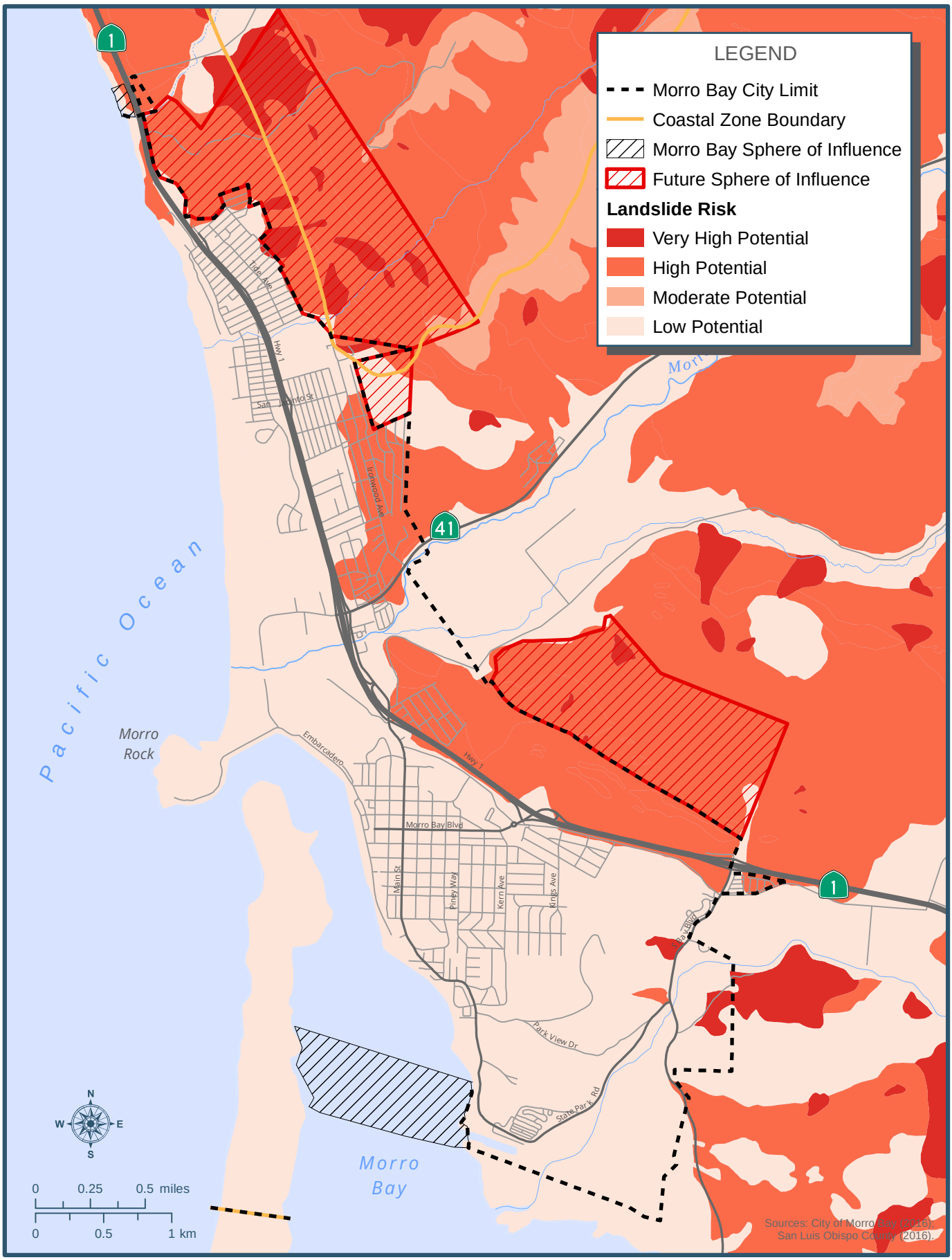
Sources: City of Morro Bay (2016); San Luis Obispo County (2016).

W:\GIS\CityofMorroBay\Planning\Plan Morro Bay\Figures\February 2020\Public Safety\PS-3 Liquefaction Susceptibility.mxd (6/10/2020)

Plan MORRO BAY

FIGURE PS-4

Landslide Susceptibility



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Drought

LCP

The short-term effects of drought include stress to vegetation and increased risks of wildfires, as well as affecting existing and new development that requires a safe and sustainable water supply. Droughts also have long-term impacts that affect a community's economic, social, and environmental conditions, including due to interference with major revenue sources like tourism and agriculture.

Droughts have happened in cycles throughout Morro Bay's history, but climate change is likely to increase their occurrence. According to the Community Vulnerability and Resilience Assessment, the Central Coast region is expected to see an overall decline of about 3-4 inches of annual precipitation by 2100, increasing the frequency of droughts.

GOALS AND POLICIES

Each time a rock icon is placed next to a Goal all of the policies underneath the goal are also included in the LCP unless specifically noted otherwise in the policies section. The implementation actions are not included in the Local Coastal Program. They are part of the City's General Plan.

GOAL PS-1: Damage from natural disasters is minimized and repaired quickly.

LCP

POLICY PS-1.1: **Vulnerable Assets**. Examine all vulnerable assets and develop a plan to minimize risks and respond quickly to damage.

POLICY PS-1.2: **Emergency Response**. Provide adequate warning and evacuation assistance in the event of natural disasters such as a tsunami, flood, and earthquake-related events.

POLICY PS-1.3: **Education and Awareness**. Provide public information regarding natural hazard risks and resiliency strategies.

POLICY PS-1.4: **Climate Change.** Consider how climate change impacts may change anticipated hazard conditions when planning for emergency response.

No implementation actions specifically correspond to this goal and policies.

LCP

GOAL PS-2: Development is protected from natural disasters and hazards to the greatest extent possible.

POLICY PS-2.1: **Public Facilities.** Maintain the integrity and adaptability of essential public facilities that are vulnerable to natural hazards. Locate new essential public facilities in such a manner to minimize natural hazard risks.

POLICY PS-2.2: **New Development in High-Risk Areas**. Require new development to be located outside of areas subject to natural hazards from tsunami, geologic, flood, and wildfire conditions to the maximum feasible extent. If development must occur in such high-risk areas, including if development cannot be feasibly sited in a manner that avoids such areas entirely, ensure that such development is sited, designed, and conditioned to minimize risks to life and property while mitigating the development's impacts to coastal resources, particularly to public recreational beach access. Development shall also ensure stability and structural integrity; shall not create nor contribute significantly to erosion, geologic instability, or destruction of the site; shall not substantially alter natural landforms; and shall not include shoreline protective devices.

POLICY PS-2.3: **Building Code and Fire Code.** Continue to adopt and enforce the most up-to-date California Building Standards Code and California Fire Code, with appropriate local amendments.

Wildfires

POLICY PS-2.4: **Construction in High-Risk Areas**. Require that structures be built in fire defensible spaces and minimize the construction of public facilities in areas of high or very high wildfire risk, including as mapped by the California Department of Forestry and Fire Protection.

POLICY PS-2.5: **New Development in Wildfire High-Risk Areas**. Require new developments in areas of high and very high wildfire risk to incorporate fire-safe building methods and site planning techniques into the development.

POLICY PS-2.6: **Plan Consistency.** Work with fire districts, other agencies, and property owners to ensure consistency with related plans including the Morro Bay and San Luis Obispo County Emergency Operations Plans, and to coordinate efforts to prevent wildfires and grassfires through fire protection measures such as consolidation of efforts to abate fuel buildup, and access to firefighting equipment and water service.

POLICY PS-2.7: **Additional Fire Protection Standards for All Development**. In addition to other hazard requirements that may apply, the following fire protection standards apply to all development:

a. **New Development and Fire Safety**. New development shall meet all applicable fire safety standards and shall be sited and designed to minimize fuel modification and brush clearance to the maximum feasible extent, and to avoid such activities within ESHA and ESHA buffers on-site and on neighboring property, as well as parkland. All such requirements shall be applied as conditions of approval applicable for the life of the development.

b. **Existing Development and Fire Safety**. Removal of major vegetation adjacent to existing development for fire safety purposes shall only be allowed upon a finding that fuel modification and brush clearance techniques are required in accordance with applicable fire safety regulations and are being carried out in a manner which reduces coastal resource impacts to the maximum feasible extent. In addition to the foregoing requirements, removal of ESHA, or removal of materials in an ESHA buffer, shall only be allowed for fire safety purposes if it is not already prohibited by coastal permit conditions; if there are no

other feasible alternatives for achieving compliance with required fire safety regulations; and if all ESHA and related impacts are mitigated in a manner that leads to no net loss of ESHA resource value.

Geologic and Seismic Hazards

POLICY PS-2.8: **Structural Stability.** Require new development to ensure structural stability while not creating or contributing to erosion or geologic instability or destruction of the site or surrounding area.

POLICY PS-2.9: **New Development in High-Risk Areas.** Require that new development in areas subject to liquefaction and/or landslide hazards is constructed and located in a manner that will minimize risks to life and property.

POLICY PS-2.10: **Building Retrofits**. Encourage building retrofits that improve resiliency to geologic and seismic hazards.

POLICY PS-2.11: **New Development Proposals**. Require new development proposals in seismic hazard areas to consider risks caused by seismic activity and to include project features that minimize these risks.

POLICY PS-2.12: **Grading and Cut-and-Fill Operations**. Require new development to minimize grading and cut-and-fill operations.

POLICY PS-2.13: **Additional Standards for Development Subject to Geologic and Seismic Hazards**. In addition to other hazard requirements that may apply, development in areas that are potentially subject to geologic hazards, (including Alquist-Priolo earthquake hazard zones and areas subject to landslides, liquefaction, steep slopes averaging greater than 30 percent, and unstable slopes regardless of steepness) shall comply with the seismic safety standards of the Alquist-Priolo Act (California Public Resources Code Sections 2621. et seq.) and all applicable seismic provisions and criteria in the most recent version of State and County codes; shall incorporate siting and design techniques to mitigate any such geologic hazards; and shall not create a hazard or diminish the stability of the area.

Drought

POLICY PS-2.14: **Drought Impact Assessment**. Develop a drought impact assessment that examines drought triggers, patterns, and community impacts. Determine methods to minimize risks and respond quickly to impacts.

POLICY PS-2.15: **Drought Impact Mitigation.** Explore ways to mitigate the impacts of drought, including alternative landscaping and water conservation. Landscaping in parks located in the coastal zone shall include noninvasive, native, drought-tolerant plants.

POLICY PS-2.16: **Impacts on Tourism.** Develop a plan to minimize drought impacts on revenue from tourism, such as weather monitoring and government assistance.

POLICY PS-2.17: **Impacts on Agriculture.** Develop methods to mitigate and manage the impacts of drought on the agricultural industry, including conservation and incentives to grow less water-intensive crops.

POLICY PS-2.18: **Drought Prevention**. Strengthen water management and drought prevention efforts by integrating local water management plans and considering water conservation in new development applications.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION PS-1

Inventory unreinforced brick masonry, soft-story, and other seismically vulnerable private buildings. Identify potential funding sources to assist with seismic retrofits.

IMPLEMENTATION ACTION PS-2

Ensure that soils reports are prepared by a licensed civil engineer with expertise in soils and geology. Prior to acceptance, require soils reports by a certified engineering geologist when developing in the following areas:

a. Zone F, subzones 2 and 3
b. All areas having fill material on property
c. Where there are known or suspected geologic, soils, or hydrologic problems in the immediate vicinity

IMPLEMENTATION ACTION PS-3

Require new development projects involving grading to have landscape plans prepared that include the following provisions:

- Plantings shall be of native, drought-tolerant plant species, and blend with the existing natural vegetation and natural habitats on the site, except as noted below.
- Invasive plant species that tend to supplant native species and natural habitats shall be prohibited.
- Noninvasive ornamental plants and lawn may be permitted in combination with native, drought-tolerant species in the irrigated zone(s) required for fuel modification nearest approved residential structures.
- Landscaping or revegetation shall provide 90% coverage within five years.

The implementation actions are replicated in the table in Section 5 under the "Public Safety Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Coastal Hazards

Sea Level Rise, Flooding, and Inundation

LCP

As a community with both bluffs and low-lying areas near the coast, Morro Bay is at risk from several types of coastal hazards. High tides and high surf continually erode coastal bluffs located along the shoreline. This condition is often exacerbated by wind and inadequate drainage practices from development on top of bluffs and along the shoreline.

Current science indicates that sea level rise is directly linked to climate change, and is expected to increase over time. An increase in the frequency of intense storms that affect California is one possible effect of climate change, and any such increase would also likely increase erosion through high surf and storm surges. Higher sea levels may increase community vulnerability to hazards such as storm surges and tidal flooding, and may also exacerbate coastal erosion by decreasing the size of protective beaches.

Flooding can erode soil and plants, harm agricultural activities and landscaped areas, damage structures and utilities, and compound other hazards, such as landslides. Past flooding events in Morro Bay have had minimal impacts on property and residents, but climate change is likely to increase these impacts, particularly along the immediate shoreline.

According to FEMA and the City's vulnerability assessment, the highest risk areas in Morro Bay are coastal areas. These include areas along the coastline and bay, a wide swath of land south of Morro Creek, and parts of northern Morro Bay around Alva Paul Creek. Several agricultural, residential, industrial, and commercial areas are located in floodplains, and are susceptible to risks from 100- and 500-year floods, or even lesser floods in certain cases. Several important community assets are in these areas, including Morro Bay High School, Morro Strand RV Park, and Morro Dunes RV Park. Some residential uses in northern Morro Bay would also be affected by flooding. This flood risk is highest during heavy precipitation that results from narrow bands of warm, moist air.

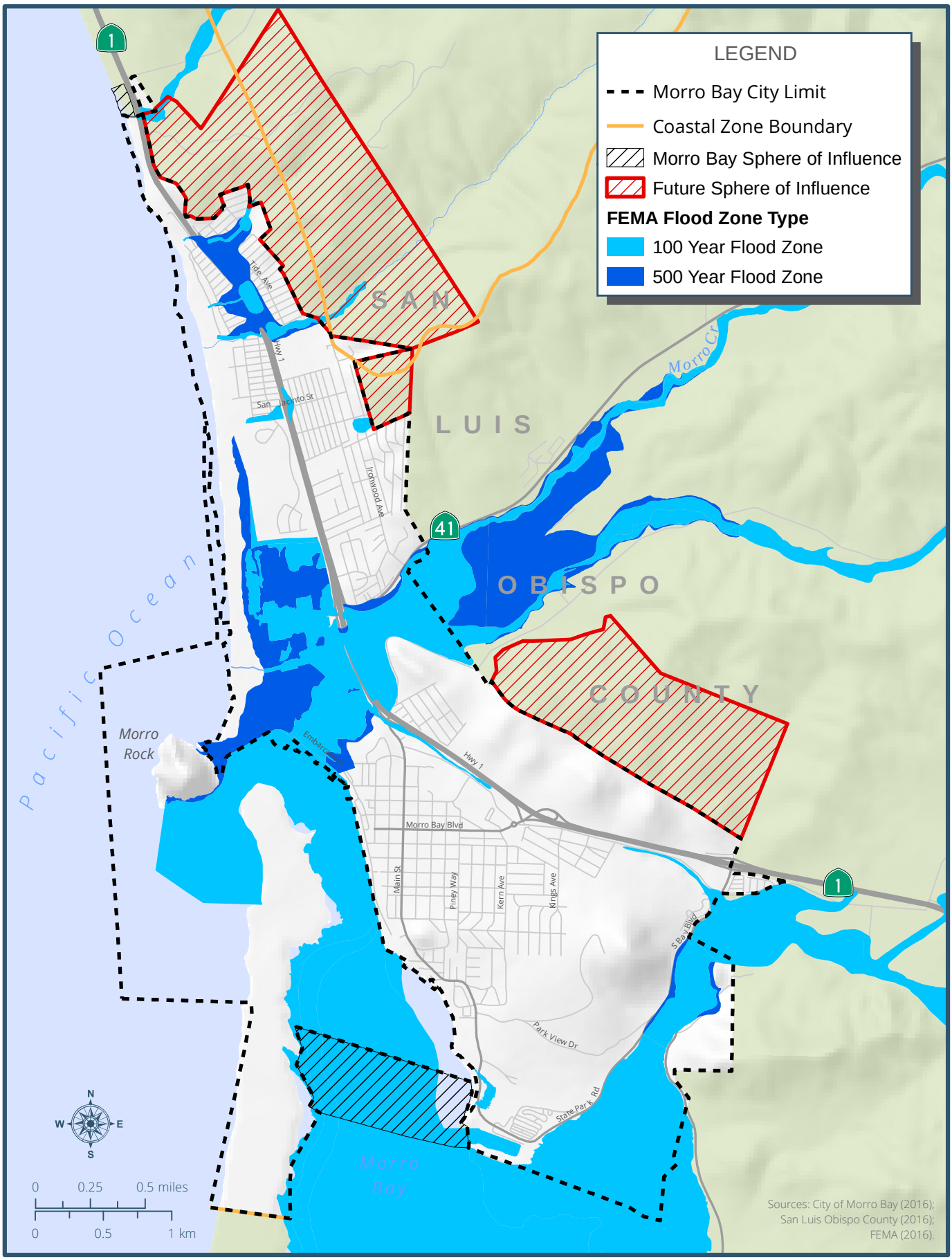
Morro Bay offers strategies for landowners to reduce flood risks, such as site planning, effective drainage, and low-impact design (LID) strategies.

Figure PS-5 shows areas in the flood zone of Morro Bay.

Plan MORRO BAY

FIGURE PS-5

FEMA Flood Zones

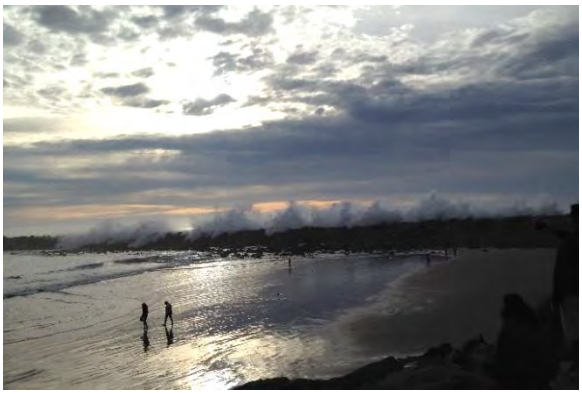


Sources: City of Morro Bay (2016); San Luis Obispo County (2016); FEMA (2016).

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The Morro Bay coastline totals approximately 9 miles of shoreline, including both state and City beach areas. Over time, sea level rise impacts will cause inundation from tidal waters of beaches, state parks, private property, and transportation corridors. Beaches and other low-lying portions of the planning area are threatened by sea level rise, a slow but gradual process that may cause average sea levels to increase by as much as 5.5 feet or more by the year 2100. This will result in damage to and displacement of affected land uses and development.

The City completed its latest vulnerability assessment in 2017 to determine the risks for sea level rise in Morro Bay for years 2030, 2050, and 2100. The vulnerability assessment estimated the consequences, probability, and resulting risk from various sea level rise scenarios. Depending on the scenario, additional land near the coast could be subject to varying degrees of shoreline erosion and more extreme storm-related flooding. These hazards could threaten private buildings, public facilities and infrastructure, roads, beaches, open space and habitat areas, and other areas near the shoreline.



The vulnerability assessment used a rating system that classifies impacts as low, moderate, or high. This assessment is performed qualitatively to help the City manage risks related to sea level rise, in order to understand both the risk, and the magnitude and likelihood of associated impacts. This rating system is established by three variables: amount of exposure, sensitivity to risk, and adaptive capacity. In general, low impacts are those that are either temporary or do not greatly interfere with the functionality of the asset, whereas moderate and high impacts pose a greater threat to its use. Assets that experience moderate impacts have more exposure, but are not completely compromised. High impacts result in long-term and/or permanent damage, and often have limited adaptive capacity.

Both coastal and inland areas face threats from sea level rise. The threat to coastal areas is the result of erosion and flooding from wave run-up (particularly from large waves associated with coastal storms). Sea level rise threatens the inland areas by exacerbating flooding from very high tides, and by contributing to flooding from extreme rainfall events.

Tsunami

LCP

A tsunami is a wave generated by the sudden displacement of a large amount of water. Tsunamis are often triggered by earthquakes, volcanic eruptions, or similar events that occur under the water or the shore. When approaching the shore, waves can travel in excess of 500 miles per hour and exceed 100 feet in height. Their impacts can be both immediate and long term.



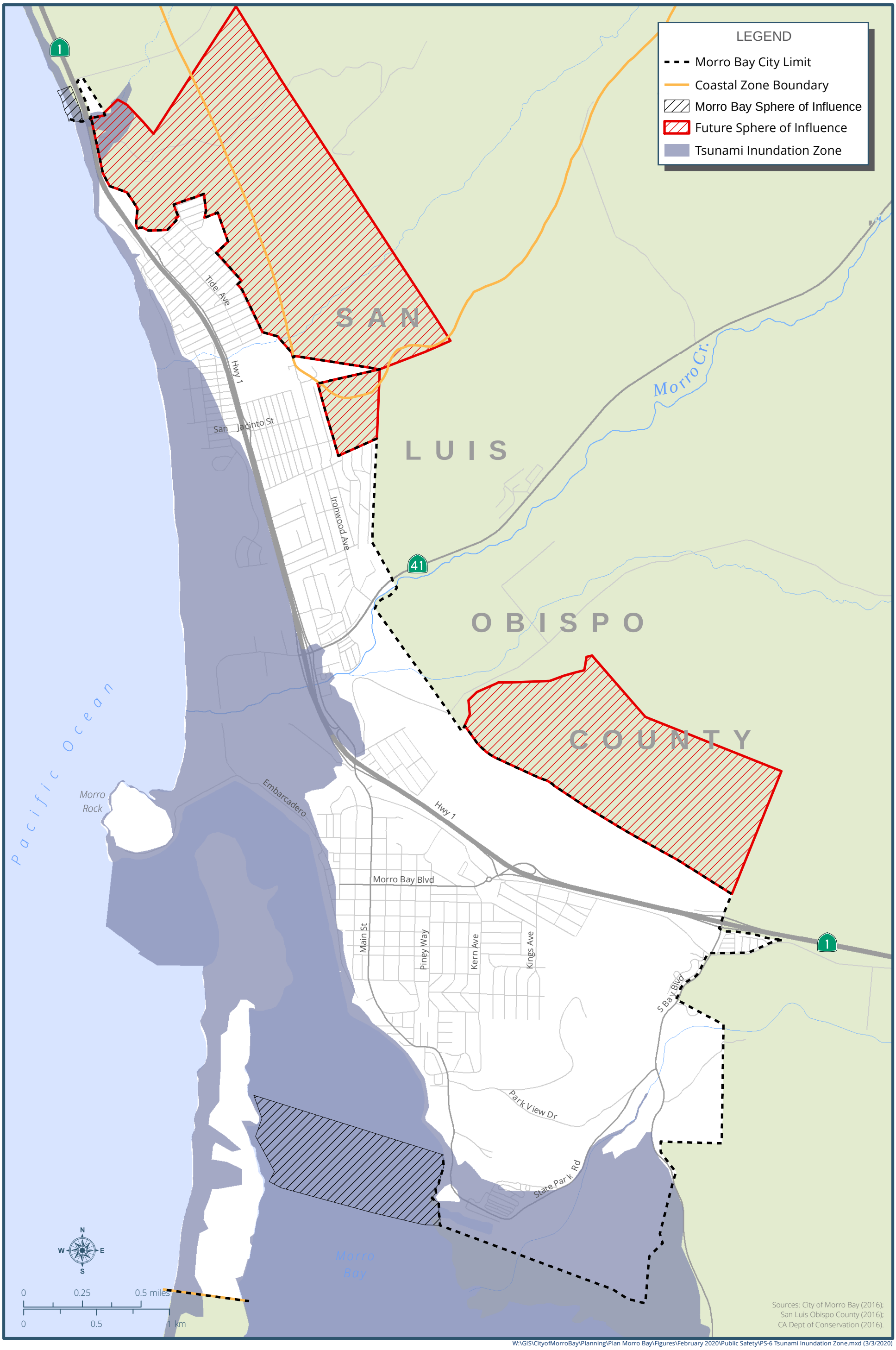
Although tsunamis are relatively rare, they pose risks to the entire waterfront commercial area and other low-lying areas of the City. These risks are generally greater in northern portions of Morro Bay, which is directly exposed to the ocean and is not protected by the bay and sandspit. Some residential neighborhoods in northern Morro Bay near Beachcomber Street lie within the tsunami inundation zone. Between Azure Street and Highway 41, the tsunami inundation zone extends to and includes some of Highway 1; between Highway 41 and the Vistra power plant site, the inundation zone extends out to Little Morro Creek Road. South of the power plant site, the immediate beach area and the Morro Bay Marina are the main assets in the tsunami inundation zone. The City has an established tsunami response plan to assist with orderly evacuation during and swift recovery from potential tsunami events. **Figure PS-6** below shows the potential tsunami inundation zone in Morro Bay.

Greenprint

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FIGURE PS-6

Tsunami Inundation Zone



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Erosion

LCP

Erosion occurs when beach, dune, and bluff/blackshore environments are worn away or removed by steady and or epidsodic storms, wave and tidal action, and flooding, all as may be exacerbated by development siting and design, including drainage issues, and other climatic effects (like rain and high winds). This can be a result of multiple natural occurrences, including those related to sea level rise, extreme storm conditions, and flooding. Erosion is driven by natural processes, but can be exacerbated by human activities such as shoreline hardening, dredging, and the placement of coastal structures.

Under existing conditions, beaches and dunes are at highest risk for the impacts of erosion in the City. Once these resources have eroded, they take a long time to reestablish (or cannot reestablish) and are generally less resilient to future conditions. This results in an overall loss of beach and shoreline area, which will impact recreational opportunities and degrade natural buffers that protect roadways and infrastructure, public improvements, and residential and commercial development as erosion continues to progress. These changes will also affect natural habitats as salinity and nutrient levels change.

In central Morro Bay, erosion risks are generally lower, as wide beaches and tall sand dunes currently protect the community from erosion. These areas are still susceptible overall, including as sea levels rise over the years. Northern Morro Bay is more directly exposed to the ocean and has a higher risk. Currently, beach environments that are eroded from storms are generally replenished during the summer, but sea level rise may change the environment's ability to recover from erosion.

Assets Affected

LCP

Six major assets in Morro Bay would be affected by sea level rise through 2100. These are summarized as follows. While many of these assets are not immediately threatened, they may become less adapatable and resilient by 2100. Additional resources that have not been quantified but will experience the impacts of sea level rise include environmentally sensitive lands, harbor resources, visual resources, and cultural resources.

Beaches/Shoreline

Sandy beaches and similar shoreline areas in Morro Bay are highly vulnerable to sea level rise impacts due to anticipated erosion and loss of the shoreline. Although sandy beaches are often thought to have high adaptive capacity because they naturally adjust to rising sea level, this process can be halted on beaches that are backed by shoreline armoring or do not have enough sand to naturally regenerate. The beach in northern Morro Bay is particularly vulnerable to impacts of sea level rise.

Public Accessways

Vertical beach access points and lateral access trails that run along the beach and bay are some of the public access ways that may be threatened by inundation from sea level rise and other coastal hazards. These assets are also vulnerable to coastal flooding and erosion that may diminish their quality and usability. For example, erosion of the beach may create a large scarp (or drop-off) at the end of a beach access trail. Accessways can often naturally adapt to increased water levels and erosion, although some minor repair and adaptation measures may be needed. Waterfront accessways on fixed or floating structures will continue to provide access as long as they are located at an elevation above predicted water levels or are able to accommodate increased water levels. Public access points that are inundated will necessarily be required to migrate inland, and will require adaptation to maintain safety and accessibility.

State Parks

Morro Bay has multiple state park facilities along the shoreline including parking lots, access points, campgrounds, and a marina. State park facilities are important to the city because they provide economic and recreation value while also providing an important low-cost, visitor-serving amenity with prime access to coastal resources. Erosion, habitat loss, and flooding may affect man-made and natural features and interfere with the functionality of campgrounds and other state park resources.



Private Development

Private development on the coast may be exposed to increased flooding from storms as a result of sea level rise and inundation and related coastal hazards. Each parcel and building's adaptivity will vary depending on such things as elevation and construction materials, as well as coastal armoring. Note that impacts to private development may affect coastal properties even if they do not necessarily represent impacts to the physical buildings located on such properties.

Public Utilities

Utility assets include facilities necessary to run the city effectively and efficiently since loss of water, sewer, or power would significantly disrupt quality of life for residents. While utilities are usually highly sensitive, the only vulnerable major utility in Morro Bay is its current wastewater treatment plant. The wastewater treatment plant site was found to be vulnerable to coastal flooding by the 2100 time horizon. Flooding and erosion may lead to a disruption of service during a large surf event. To mitigate this risk, the current plant is planned for relocation to a site east of Highway 1 which is less vulnerable to sea level rise and inundation.

Roads, Bike, and Pedestrian Access

Transportation infrastructure can be highly vulnerable to sea level rise and inundation that causes significiant flooding and erosion events. These events may require substantial maintenance and repair, which may have high costs. Many roadways include bike and pedestrian facilities or have separate bike and pedestrian facilities running parallel to roads.



Table PS-2 shows the vulnerability of different assets to the impacts of sea level rise, as explained further in the CVRA and Sea Level Rise Adaptation Strategy Report in the Appendices.

Table PS-2:
Sea Level Rise Vulnerability in Morro Bay, 2030–2100

Asset	Exposure Risk by Year and Level of Risk		
	2030	2050	2100
Beaches	Low 60 acres	Moderate 68 acres	High 96 acres
Public Accessways	Low 26,936 linear feet	Low 28,329 linear feet	Moderate 37,052 linear feet
State Parks	Moderate 27 parcels	High 28 parcels	High 33 Parcels
Private Development	Low 66 parcels	Moderate 74 parcels	Moderate 133 parcels
Utilities (Wastewater Treatment)	Low	Low	High Coastal flooding, dune erosion
Roads, Bike, and Pedestrian Access	Moderate 2,715 linear feet	Moderate 4,102 linear feet	High 13,162 linear feet
Projected Sea Level Rise	0.5 feet	0.9 feet	3.1 feet

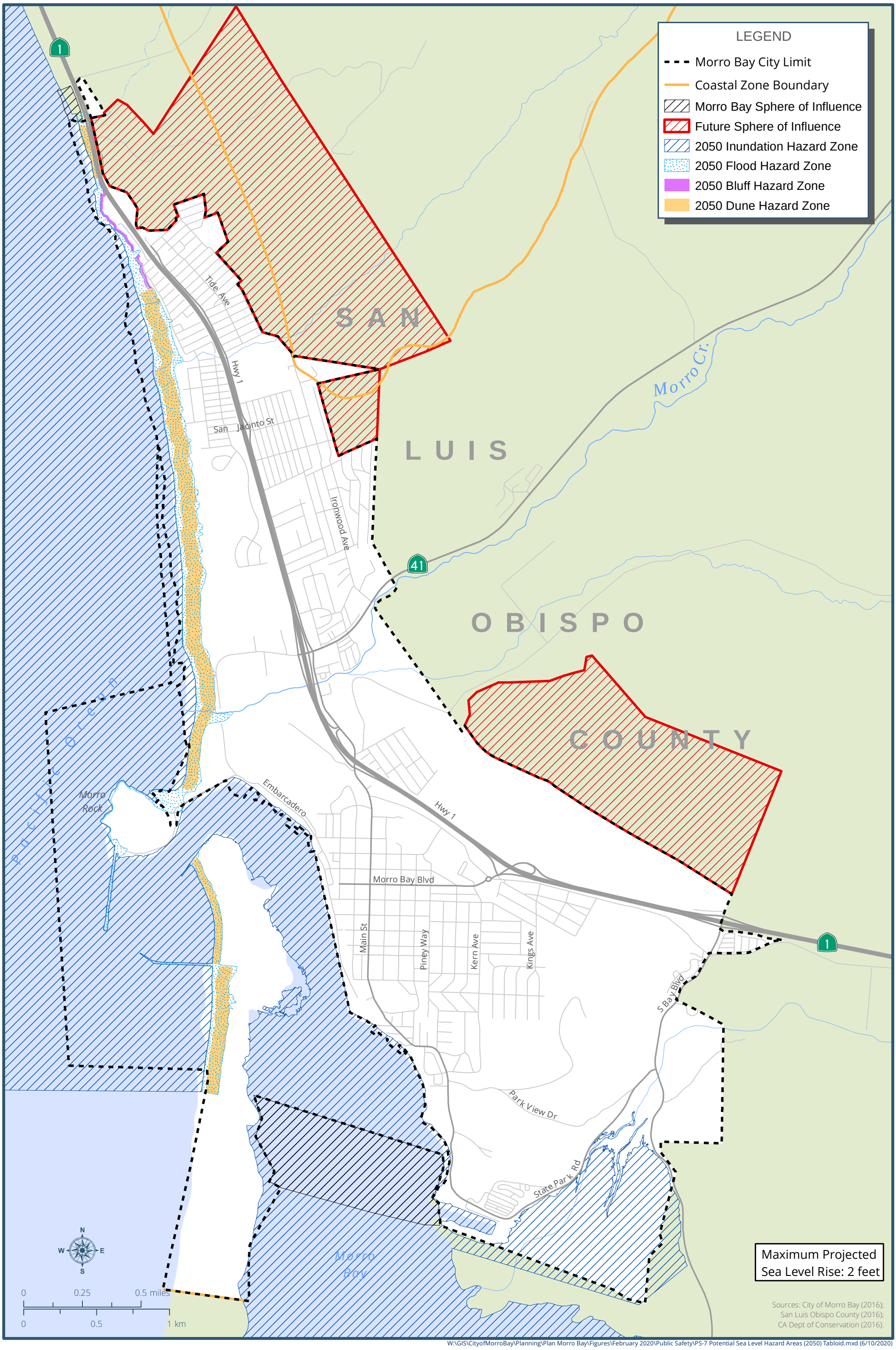
The vulnerability assessment looks forward to 2100 to determine the specific extent of the city's vulnerability to sea level rise, including an inventory of potentially affected assets and their estimated replacement value. Although most of *Plan Morro Bay* looks to the year 2040, the sea level rise assessment identifies vulnerabilities on a much longer horizon for multiple reasons. First, while the assessment relies on the best available science and methods, there is an inherent degree of uncertainty in these

projections, meaning sea levels could rise faster or slower than the estimated projections. Second, as current science indicates that sea level rise is a consequence of climate change, the amount of sea level rise could exceed estimates if the activities that cause climate change end up being greater than expected. Additionally, a building constructed within the horizon of *Plan Morro Bay* may still be used toward the end of the century; thus, it is important to understand potentially hazardous conditions within the planning area in 2100 to cover the life span of a building.

Figures PS-7 and PS-8 show the potential sea level hazard areas based on sea level rise projections to 2050 and 2100 in Morro Bay. These figures identify multiple hazard zones that may have different impacts in different regions of Morro Bay. These include general inundation hazard zones where sea level rise will occur and impact existing infrastructure and resources; flood hazard zones that will be subject to increased flooding; and bluff and dune hazard zones where existing coastal bluffs and dunes that may currently serve as important natural habitat or buffers will experience increased erosion that exceeds their ability to naturally regenerate.

FIGURE PS-7

Potential Sea Level Hazard Areas (2050)

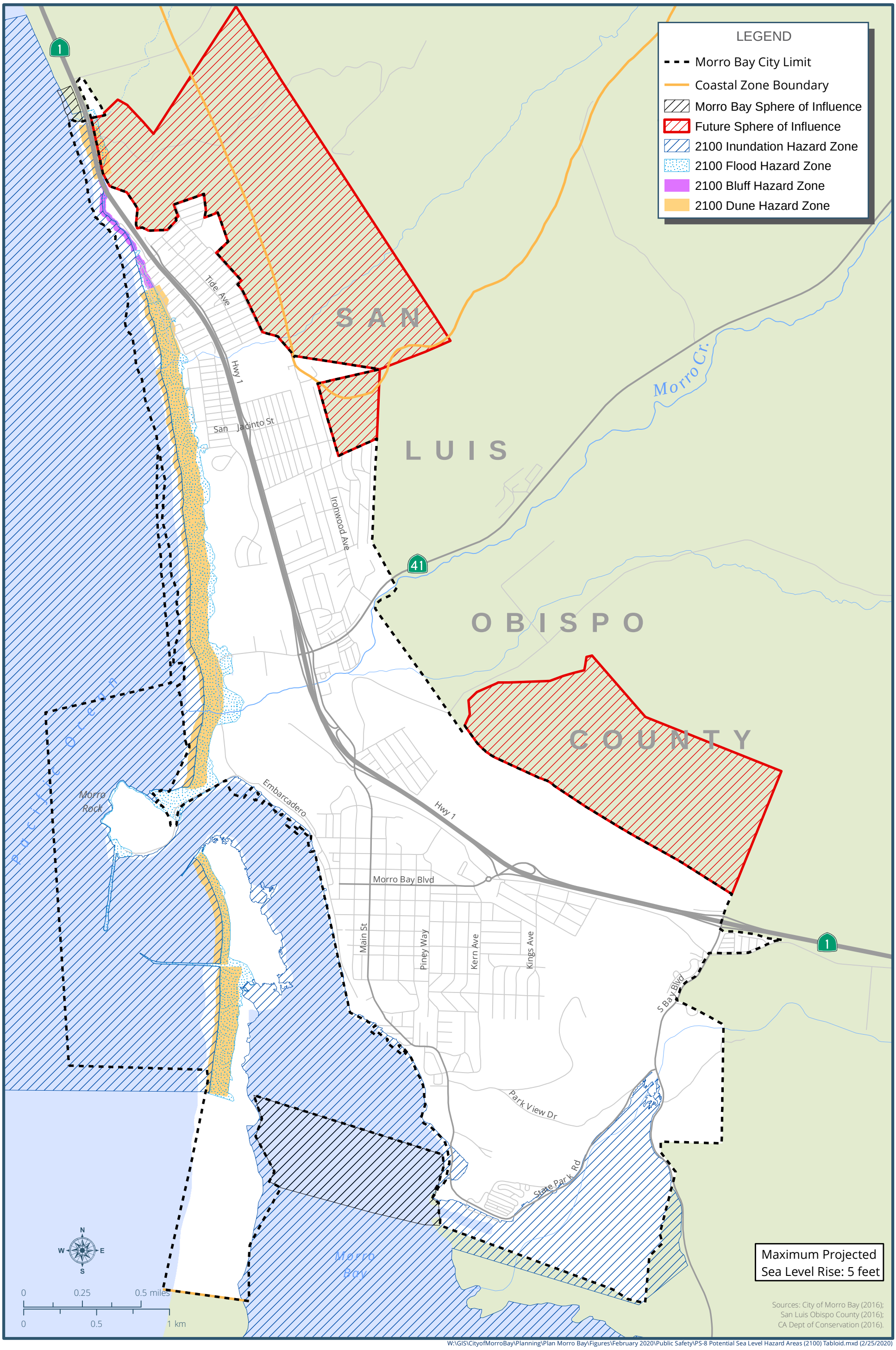


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FIGURE PS-8

Potential Sea Level Hazard Areas (2100)



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Asset Vulnerability and Adaptation

LCP



The planning horizon of *Plan Morro Bay* is 2040, although the City's vulnerability assessment hazard area work reflects areas of potential impact through 2050 and 2100. This extra time helps ensure that projects proposed near the end of the General Plan/LCP horizon will still benefit from increased resiliency to sea level rise for several more years. It also provides a safety margin in the event that future sea level rise is more severe or occurs more rapidly than anticipated in current modeling, as previously discussed. Policies are designed to address these issues through adaptation and mitigation, and implementation will be tailored to the areas with the highest risk. Adaptation strategies should be phased based on triggers that will mark the need for implementation of an action.

Northern Morro Bay

Neighborhoods in northern Morro Bay from the city limit to Morro Rock Beach face the highest risks for flooding and dune and bluff erosion. Important assets in this area include the beach, residential neighborhoods, and Morro Bay High School. The Morro Rock parking lot is particularly vulnerable to flooding by 2050. This area will require extensive ongoing maintenance to ensure that increasing sea levels and associated coastal hazards do not destabilize the structure. Adaptation options include improving existing armoring, building sand dunes that will provide natural buffers from hazards, or elevating vulnerable areas.

Highway 1

There is one potentially vulnerable low-lying section of Highway 1 that is fronted by a rock revetment just south of Toro Creek Bridge. This section of the highway will become vulnerable to bluff erosion and flooding during extreme storms by the year 2050. Shoreline protection structures do not continue through the entire reach and may not accommodate increased water levels. Adaptation options include improving existing armoring, building sand dunes that will provide natural buffers from hazards, extending existing bridges to elevate the highway, or realigning the highway to the east to avoid hazard areas.

Greenprint

The Embarcadero

While the Embarcadero rests at a relatively higher elevation and can endure some sea level rise, the area is subject to potential inundation in higher sea level rise scenarios. Utilities, floating docks, and storm drains may begin to encounter high water level issues by 2050. By 2100, these assets will be fully vulnerable and the entire Embarcadero area will experience water levels approaching roadway elevations. The area currently is generally armored by revetments and bulkhead walls, but these structures will need to be maintained and improved to ensure resiliency to sea level rise. To adapt to the most extreme sea level rise estimates, the waterfront may need to be elevated to protect infrastructure and resources from sea level rise. However, this is unlikely to occur within the 2040 planning horizon.

Morro Bay State Park

The western oceanfront side of Morro Bay State Park is subject to increased flood and dune hazards by 2050, which could impact the City's tourism revenue and impact valuable natural resources.

GOALS AND POLICIES

LCP

Goal PS-3: Morro Bay is prepared for and responsive to the effects of sea level rise and other coastal hazards in both the short and longer term future.

POLICY PS-3.1: **Definitions.** The following definitions apply in the Goal PS-3 policies below:

Coastal Hazards: Including but not limited to, episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunami, coastal flooding, landslides, bluff and geologic instability, and the interaction of same, and all as impacted by sea level rise.

Development: As used in these policies, "development" is synonymous with "new development" and shall include construction of entirely new structures (whereby the policies apply to the entire new structure), additions to existing structures (whereby the policies apply only to the addition itself), and redevelopment (whereby the entire structure shall be considered new development subject to all applicable coastal hazards policies).

Shoreline protective devices: Structures along the shoreline that are used to protect development against coastal hazards, including but not

limited to seawalls, revetments, gunite, sheet piles, breakwaters, groins, bluff retention devices, retaining walls, and pier/caisson foundation and/or wall systems.

POLICY PS-3.2: **Tsunami.** The City shall maintain a warning system and procedures for protection of life and property in coastal areas that are subject to storm and tsunami hazard. Development subject to tsunami hazards shall prepare a tsunami preparedness plan that describes evacuation procedures and other protocols for addressing a potential tsunami event.

POLICY PS-3.3: **Monitor Beaches.** Monitor beaches for sea level rise impacts such as erosion and changes in beach widths in order to identify trigger points for various adaptation strategies.

POLICY PS-3.4: **Property Owner Information.** Provide information to property owners about the risks associated with coastal erosion and flooding and encourage them to take adequate steps to prepare for these risks.

POLICY PS-3.5: **Develop Information.** The City shall continue to gather information on the effects of sea level rise and other coastal hazards on Morro Bay's shoreline, including identifying the most vulnerable areas, structures, facilities, and resources, with a focus on areas with priority uses such as public access and recreation resources, ESHA, and existing and planned sites for public infrastructure. Increase funding for public improvements with respect to potential vulnerabilities and impacts to infrastructure associated with changes in sea level elevation. Updates to the LCP as well as project-specific coastal hazards assessments shall use the best available science, including the best available scientific estimates of expected sea level rise and potential resultant impacts. The information gathered should address multiple time frame horizons (e.g., 2025, 2040, 2050, and 2100) as well as multiple sea level rise scenarios, as appropriate and feasible.

POLICY PS-3.6: **Shoreline Preservation as a City Goal.** The Morro Bay shoreline is an irreplaceable resource and its preservation as a natural living shoreline is a matter of great public importance. Therefore, the intent of the Local Coastal Program is to ensure that shoreline protective devices and other shoreline altering development are only utilized in very rare situations and only when all coastal resource impacts are avoided, and where unavoidable are appropriately and proportionately mitigated, including consistent with Policies PS-3.7, PS-3.12, and PS-13.

POLICY PS-3.7: **Existing Shoreline Protective Devices.** Repair and maintenance of existing legally established shoreline protective devices (including restacking dislodged rock rip-rap in revetments within the approved revetment profile and texturing/contouring a vertical seawall per the approved surface treatment, but not including replacement, augmentation, addition, or expansion) shall only be allowed if the shoreline protective device is required to protect existing structures (i.e., structures legally constructed prior to January 1, 1977, that have not been redeveloped since then) and coastal-dependent development in danger from erosion (i.e., when the development would be unsafe to use or occupy within two or three years). If it is not so required, then the shoreline protective device shall be removed and the affected area restored. Any such allowable repair and maintenance projects shall include measures to address and mitigate for any coastal resource impacts the device is having, including with respect to public views and public recreational access. The City shall only be involved financially with public shoreline protective devices.

POLICY PS-3.8: **New Shoreline Protective Devices.** New shoreline protective device development (including replacement, augmentation, addition, and expansion associated with an existing device) shall only be allowed where required to protect existing structures (i.e., structures legally constructed prior to January 1, 1977, that have not been redeveloped since then) and coastal-dependent development in danger from erosion (i.e., when the development would be unsafe to use or occupy within two or three years). Such devices shall only be utilized if no other feasible, less environmentally damaging alternative, including removal or relocation away from such hazards, beach nourishment, nonstructural drainage and native landscape improvements, or other similar nonstructural options can be used to address erosion hazards. Such nonstructural options shall be used and prioritized wherever possible to protect coastal resources, including coastal habitats, public recreational uses, and public access to the coast.

Where such nonstructural options are not feasible in whole or in part, soft structural alternatives (sand bags, vegetation, etc.) shall be used and prioritized wherever possible before more significant shoreline protective devices are considered. Shoreline protective devices shall not be constructed to protect non-coastal-dependent development, development built on or after January 1, 1977 (including redeveloped

structures), or where other measures/alternatives, including relocation, can adequately mitigate erosion hazards. All construction associated with shoreline protective devices and repair or maintenance or augmentation of existing protection devices shall be designed to eliminate or mitigate adverse impacts to coastal resources. The City shall only be involved financially with public shoreline protective devices.

POLICY PS-3.9: **Shoreline Protective Device Standards.** New shoreline protective devices shall be sited and designed to avoid coastal resource impacts to the maximum extent feasible through: eliminating or mitigating all adverse impacts on local shoreline sand supply (including sand and beach area that are lost through the shoreline protective device's physical encroachment on a beach, fixing of the back beach, and prevention of new beach formation in areas where the bluff/shoreline would have otherwise naturally migrated, and the loss of sand-generating bluff/shoreline materials that would have entered the sand supply system absent the device); protecting and enhancing public recreational access; protecting and enhancing public views; minimizing alteration of, and being visually subordinate to, the natural character of the shoreline; avoiding impacts to archeological resources; and protecting other coastal resources as much as possible. Shoreline protective devices shall be required to mitigate impacts to shoreline sand supply, public access and recreation, and any other relevant coastal resource impacts in 20-year increments, starting with the building permit completion certification date. Permittees shall apply for a coastal permit amendment prior to expiration of each 20-year mitigation period, proposing mitigation for coastal resource impacts associated with retention of the shoreline protective device beyond the preceding 20-year mitigation period, and such application shall include consideration of alternative feasible mitigation measures in which the permittee can modify the shoreline protective device to lessen its impacts on coastal resources. Shoreline protective devices shall only be authorized until the time when the qualifying development that is protected by such a device is no longer present, constitutes redevelopment, and/or no longer requires armoring, at which time the shoreline protective device shall be removed and the site restored.

POLICY PS-3.10: **Shoreline Management Plan.** The City shall prepare a Shoreline Management Plan for approval by the Coastal Commission as an amendment to the Local Coastal Program. The plan shall function as a

tool to help implement coastal protections, maximize public access, and protect coastal resources along the City's shoreline, including building upon the City's Adaptation Strategy Report. The plan shall be prepared in coordination with relevant local, regional, and/or state agencies for the purpose of protecting coastal resources, as well as ensuring the resilience of coastal public infrastructure. The plan shall conduct the following:

- **Adaptation Triggers.** Refining adaptation triggers for actions to address sea level rise impacts for different areas and assets in Morro Bay, including monitoring beaches for sea level rise impacts such as erosion and changes in beach widths in order to identify trigger points for various adaptation strategies.

- **Site Reuse.** Considering appropriate uses for sites previously occupied by relocated assets, including parks, open space/natural areas, and other predominantly passive land uses.

- **Transfer of Development Rights (TDR).** Considering a TDR program to restrict development in areas that are vulnerable to sea level rise and allow the transfer of development rights to parcels with less vulnerability to hazards.

- **Sea Level Rise Hazard Overlay Zone.** Establishing a Sea Level Rise Hazard Overlay Zone (in the potential sea level rise hazard areas established in **Figure PS-8**) to address safety from flood and sea level rise related hazards, and recommend remedial actions. Establishing a program to inform owners of real estate in the Sea Level Rise Hazard Overlay Zone about coastal hazards or property vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise, and disclosing permit conditions related to coastal hazards to prospective buyers prior to closing escrow.

The Shoreline Management Plan may be amended every five to ten years, as appropriate, by the City Council, and adopted by the Coastal Commission through the Local Coastal Program amendment process.

For all other areas outside of the Harbor, Marina, area immediately adjacent to the shoreline, and Working Waterfront Area, development shall be sited and designed in a manner consistent with the following policies.

POLICY PS-3.11: **Avoid Coastal Hazards.** Development shall be sited and designed to avoid impacts from coastal hazards over the life of the development. New development, including redevelopment, shall be prohibited from using or requiring shoreline protective devices at any point during the development's life. As a condition of approval for any such development/redevelopment, any existing shoreline protective devices shall be removed and the underlying area restored. (See also Policy PS-3.8)

POLICY PS-3.12: **Coastal Hazard Risks Acknowledged.** As a condition of approval for all development that at some point during its lifetime may be subject to coastal hazards, the Applicant shall record a deed restriction against the properties involved in the application acknowledging that the development and development site may be subject to coastal hazards, acknowledging that shoreline protective devices are prohibited to protect such development, waiving any right that may exist to construct such devices, and agreeing to remove threatened development and restore affected areas if necessary in the future subject to the requirement to prepare a removal and restoration plan, all of which shall also be added as conditions of any approval. Specifically, development shall be removed and the affected area restored to a natural condition if: (a) the City declares the development unsafe for occupancy and/or use; (b) the development requires shoreline protective devices; (c) the development encroaches onto public trust land (including as the public trust migrates); (d) access and utilities are no longer available to serve the development; or (e) required by subsequent adaptation planning through Shoreline Management Plans (see Policy PS-3.10). Approval of coastal permits shall not constitute a waiver of any public rights that may exist on the affected property. A coastal permit permittee shall not use any permit approval as evidence of a waiver of any public rights that may exist on the affected property now or in the future.

POLICY PS-3.13: **Coastal Hazards Report.** Development proposed in potential coastal hazard areas, including those that are mapped as hazardous in Figures PS-7 and PS-8, shall be evaluated for potential coastal hazards at the site based on all readily available information and the best available science, including the Coastal Commission's adopted Sea Level Rise Policy Guidance. If the initial evaluation determines that the proposed development may be subject to coastal hazards over its lifetime, a site-specific coastal hazards report prepared by a qualified geologist/engineer

is required to ensure that such development can be built in a manner consistent with applicable Local Coastal Program coastal hazards policies.

POLICY PS-3.14: **Floor Elevations in Flood-Prone Areas.** Require development in flood-prone areas in the City to include finished floor elevations two feet above the 100-year flood elevation.

POLICY PS-3.15: **Storm Drain Capacity.** Maintain and increase local storm drain capacity to meet 100-year or greater flood protection requirements to protect residents and businesses from flood risks.

POLICY PS-3.16: **Ponding.** Identify and manage areas that experience ponding during heavy rain events to mitigate future impacts of flooding.

POLICY PS-3.17: **Resilient Buildings.** Require new and significantly renovated buildings and all public buildings to be designed and constructed to withstand severe storms, flooding, and other impacts that are expected to result from a changing climate.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION PS-4

Develop timing triggers for actions to address sea level rise impacts for each character area in Morro Bay based on sea level rise adaptation studies, sea level rise modeling, best available science, and the vision for each character area.

IMPLEMENTATION ACTION PS-5

Monitor beach widths to track change and keep current on amount of sea level rise. Establish a program to monitor beach widths on a regular basis and document storm events through photographs and field notes. This would assist in the validation of the numerical modeling and track the frequency of the storm events.

IMPLEMENTATION ACTION PS-6

Work with property and business owners whose assets are exposed to flooding from sea level rise to adapt to the anticipated hazards in the 50-year time horizon. If an asset cannot be sufficiently protected from coastal flooding, establish a timeline for relocation. Ensure that the timeline includes the following activities:

- Securing land for the relocated asset, either an infill site or a suitable undeveloped location.
- Permitting and environmental review activities.
- Deconstruction and reconstruction.

IMPLEMENTATION ACTION PS-7

Monitor and repair existing seawalls and revetments along the Embarcadero.

IMPLEMENTATION ACTION PS-8

Establish a program to inform owners of real estate in the Sea Level Rise Hazard Overlay Zone about coastal hazards or property vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise.

IMPLEMENTATION ACTION PS-9

Amend the Municipal Code to require sellers of real estate in the Sea Level Rise Hazard Overlay Zone to disclose permit conditions related to coastal hazards or property defects or vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise, to prospective buyers prior to closing escrow.

IMPLEMENTATION ACTION PS-10

In areas located in the Sea Level Rise Hazard Overlay Zone, revise residential building standards to prohibit habitable space at elevations subject to wave/flood risk. Specifically address potential impacts of basements on long-range adaptation options such as landward relocation or removal.

IMPLEMENTATION ACTION PS-11

During Development Review, determine if any structures meant for human habitation are to be constructed within the 100-year floodplain or in the Sea Level Rise Hazard Overlay Zone depicted in Figure PS-8. If necessary, evaluate each structure's safety from flood and sea level rise related hazards, and recommend remedial actions.

IMPLEMENTATION ACTION PS-12

Include funding to address impacts of sea level rise in the City budgeting process.

IMPLEMENTATION ACTION PS-13

Require new development in the Sea Level Rise Hazard Overlay Zone to evaluate potential impacts to adjacent or nearby properties from all proposed structural flood protection measures to ensure that these measures will not create adverse direct and/or cumulative on-site or off-site impacts.

The implementation actions are replicated in the table in Section 5 under the "Public Safety Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Emergency Response

The Morro Bay Fire Department is responsible for coordinating emergency preparedness in the planning area, and several other agencies hold responsibility for different types of hazards. The Fire Department coordinates with the San Luis Obispo County Office of Emergency Services and Region I of the California Office of Emergency Services to develop programs to ensure disaster preparedness.

City of Morro Bay Multi-Hazard Emergency Response Plan

The City cannot completely eliminate all disasters, but the City's adopted Multi-Hazard Emergency Response Plan can reduce exposure risks by providing plans for retrofitting and engineering improvements, as well as by providing education. Since almost all major emergencies result in response from more than one agency, the program development and emergency incident response in this plan is coordinated with surrounding jurisdictions. The plan covers the City's response to events including natural hazards, hazardous materials emergencies, multi-casualty events, civil disturbances/acts of terrorism, nuclear power plant emergencies, and tsunamis.

Natural Hazards

As described above, Morro Bay is vulnerable to several different natural hazards, including earthquakes, flooding, wildfires, and tsunamis. In the event of an earthquake, wildfire, or tsunami, the Fire Department assumes the primary role for emergency response. In the event of a storm that causes flooding, the Public Services Department is the primary responder in the management of the emergency. In some more severe circumstances, out-of-city assistance may be delayed by more than 72 hours.

Hazardous Materials

Hazardous materials are substances that may cause harm to life or the environment. Incidents involving hazardous materials are considered emergencies, and may occur at fixed facilities or transportation routes. Morro Bay has two major transportation routes that transport hazardous materials: Highway 1 and Highway 41. These routes transport thousands of tons of hazardous materials every year from locations throughout the state. There is little concern over hazardous materials being transported through the air near Morro Bay, as there are no major airports. The waterfront area of Morro Bay includes fixed facilities that store the majority of chemicals and pesticides in the city. There is a relatively low risk of incidents involving transport of hazardous materials in Morro Bay, but they would be most likely to occur on major transportation routes. In the event of an emergency involving hazardous materials, there is potential for extreme risk to life and property. The Morro Bay Fire Department is responsible for the management of emergencies involving hazardous materials.

Multi-Casualty Incidents

A multi-casualty incident is an event that results in a large number of injured persons or casualties, or the evacuation of a medical facility, as a consequence of any natural or man-made disaster. Multi-casualty event risks in Morro Bay include those related to transportation, surf conditions, and large public events. These events are typically managed by the Fire Department and any party responsible for the event.

Civil Disturbance

A civil disturbance is a large outbreak of disorderly conduct. These pose risks to law enforcement and safety personnel. Their highest risk is during high-density events, such as the Morro Bay Harbor Festival, which can host as many as 20,000 people at a time. The Police Department assumes the primary role in the management of a civil disturbance.

Terrorism

Terrorist actions may include biological, chemical, incendiary, explosive, nuclear/radiological, or electronic attacks. The likelihood of terrorist attacks is lower in low-population regions such as San Luis Obispo County. The Police Department assumes the primary role in the management of a terrorism event.

Nuclear Power Plant Emergencies

The Diablo Canyon Nuclear Power Plant is operated by the Pacific Gas and Electric Company (PG&E), and is located approximately 10 miles south of Morro Bay. The

plant consists of two nuclear power-generating units that have the capacity to generate power in excess of 1,000 megawatts. The probability of a nuclear accident is very low, and is prevented through conservative design, construction, and operation. Protective systems are installed and emergency plans are in place in the event that any part of the reactor system fails. Diablo Canyon is scheduled to be decommissioned in 2025. The Fire Department assumes the primary role in the management of a nuclear emergency. **Figure PS-9** shows Nuclear Emergency Planning Zones around Morro Bay.

Morro Bay is located beyond the federally defined Nuclear Emergency Planning Zone that surrounds Diablo Canyon. However, **Figure PS-9** shows that Morro Bay is located in Preparation Action Zone (PAZ) 9. PAZs are California's recently expanded emergency planning zones. Due to its distance from the power plant, only the most severe nuclear emergency would pose a threat to Morro Bay. While the risk is low, severe nuclear emergencies may require Morro Bay residents to evacuate or shelter in place.

Evacuation Routes

In the event of a natural or environmental disaster, the community will follow evacuation procedures identified by the appropriate emergency respondent (such as Policy, Fire, or Public Services Department).

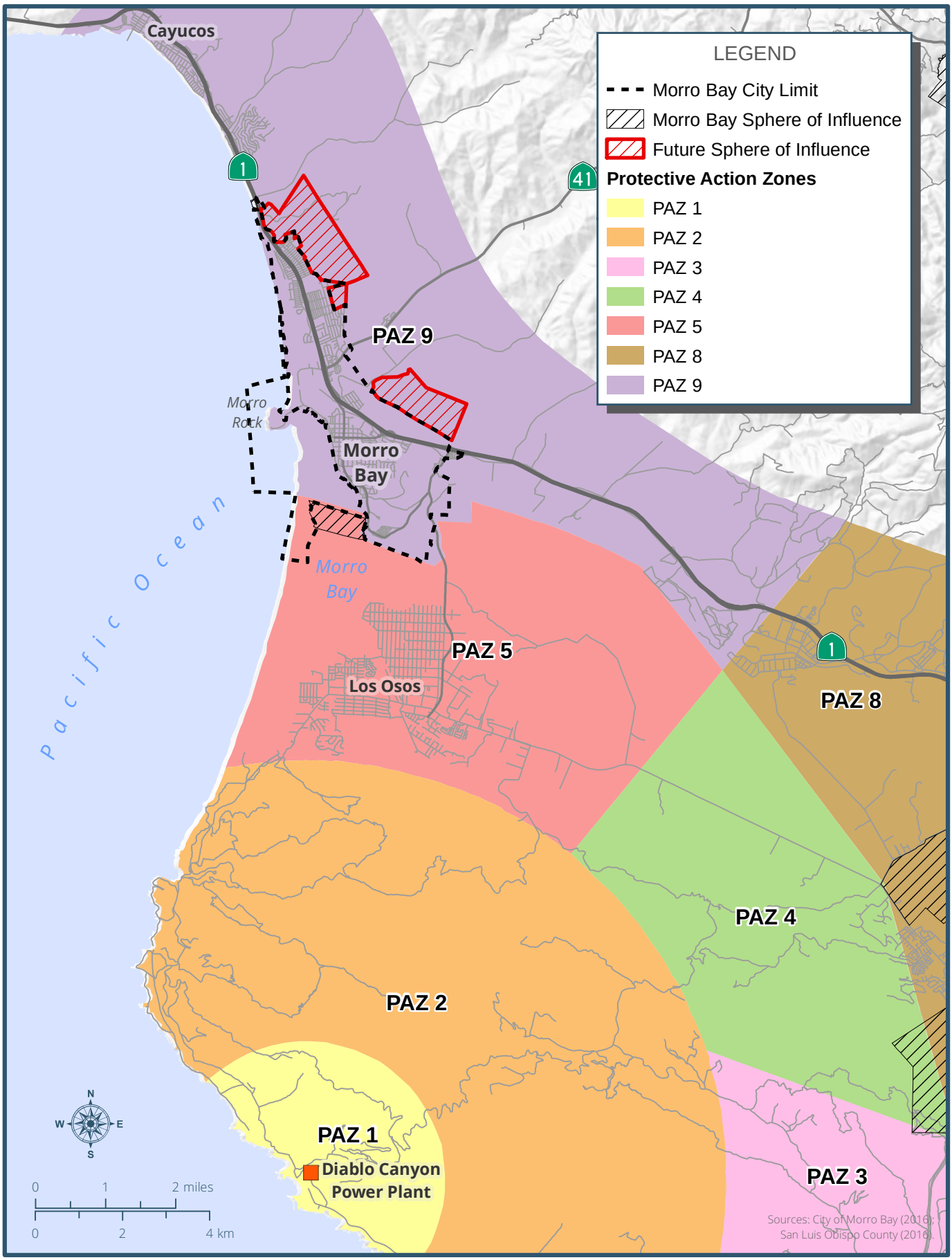
Peak Load Water Supply

Water supply in the planning area may be impacted by climate change. Water demand and costs are expected to increase during the planning period, which would require alternative water sources. Morro Bay's water issues are addressed by an Urban Water Management Plan, the Morro Bay Stormwater Management Plan, and the Morro Bay Sewer Management Plan. These plans are currently being developed into the OneWater Plan, which will address all of these issues and provide policy guidance on water supply, including peak load supplies needed to support firefighting and in times of emergency.

Plan MORRO BAY

FIGURE PS-9

Nuclear Emergency Planning Zones



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GOALS AND POLICIES

Goal PS-4: Response to emergencies is quick, efficient, and effective.

POLICY PS-4.1: **Update Emergency Response Plan.** Regularly update the Morro Bay Emergency Response Plan with updated evacuation routes and hazard information. Publicize evacuation routes and other relevant emergency procedures.

POLICY PS-4.2: **Hazardous Waste Transportation Routes**. Identify and establish specific routes for transporting hazardous materials and wastes. Consider avoiding residential areas, instead using state divided highways as preferred routes.

POLICY PS-4.3: **Use, Storage, and Transportation of Hazardous Materials**. Require businesses that use, store, or transport hazardous materials to take adequate measures to protect public health and safety. Restrict access to these materials through setbacks and other measures.

POLICY PS-4.4: **Interagency Cooperation**. Work cooperatively with public agencies with responsibility for natural and environmental hazards.

POLICY PS-4.5: **Transportation Requirements.** Establish minimum road widths and clearances around structures to improve transportation in the event of an emergency.

POLICY PS-4.6: **Resiliency Hubs**. Work with local schools and community centers to create “resiliency hubs” that can serve as gathering places during emergencies and interruptions in services, and contain access to water, electricity, and other needed services.

POLICY PS-4.7: **Passive Resiliency.** Ensure, to the greatest extent possible, that new and significantly remodeled buildings will maintain livable conditions in the event of extended loss of power or heating.

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION PS-14

Create a multifaceted emergency communications plan that details multiple methods of warning and communication systems, emergency response, and evacuation assistance. This could include identification of "resiliency hubs." Such a plan should include social media,

traditional news outlets, available apps, and "Amber Alert" style SMS messaging to residents, and identify the persons responsible for each role in the emergency communications plan. The plan should include coordination with the County and other regional emergency response agencies.

IMPLEMENTATION ACTION PS-15

Develop and pursue a list of City building improvements that would be resilient and habitable during a prolonged power or heating outage.

The implementation actions are replicated in the table in Section 5 under the "Public Safety Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

ENVIRONMENTAL JUSTICE



Cities exist for the primary purpose of ensuring the well-being of the people who live, work, and visit them. The availability of housing, transportation options, healthy food, open space, and economic stability affects the physical, social, and mental well-being of the people in the community. Residents greatly value the quality of life offered in Morro Bay, and visitors, whether employees or tourists, also benefit from it. The City will remain focused on ensuring the greatest livability possible for people of every age, race, ability, and socioeconomic group. This General Plan element is not part of the Local Coastal Program.

OVERVIEW

Scope and Content

The Environmental Justice Element addresses the social aspects of community design. It anticipates the ways in which the built environment affects the overall well-being of residents and visitors and allows needs to be met easily and affordably. A person's social, physical, and mental well-being are inexorably linked, and this element touches on all three aspects and includes policies to improve the conditions that influence them. Environmental justice goals and policies address quality of life, community health, and the anticipated health effects of climate change. Where data specific to Morro Bay is not available, estimates based on data for San Luis Obispo County are used to show trends in health and well-being for Morro Bay residents, along with input from local residents and staff.

Relationship to Other Elements

The Environmental Justice Element is connected to all other elements in *Plan Morro Bay*, as all parts of the plan work together to create a healthy and vibrant environment. Specifically, the Land Use and Circulation elements heavily influence resident activity levels and physical health, contribute to food and medical service accessibility, promote employment and housing stability, and establish locations for recreation and open space. The Conservation and Open Space elements establish policies that ensure residents and visitors have access to attractive natural areas and recreation, prioritize clean energy options, and preserve the clean air and water residents need to stay healthy. The Noise, Community Design, and Public Safety elements focus on ensuring Morro Bay is a pleasant and safe place, which affects the likelihood of people to be active by walking, biking, and generally enjoying the community.

RESILIENCY APPROACH

The concept of resiliency describes a community's ability to respond to and recover from challenges it faces. The social resiliency of a population enables people to work together to cope, respond, and learn from an environmental, economic, or social threat. To best do so, people must have their basic needs met and must feel connected and involved in the community. This element complements the Morro Bay Climate Action Plan by ensuring the community has a strong base that is able to recover from the natural disasters and economic changes caused by climate change impacts. Policies focus on ensuring that Morro Bay remains a diverse and inclusive community with strong social capital and a connected, resilient population.

COMMUNITY HEALTH

Morro Bay residents tend to be healthier than the average Californian. Morro Bay's 2016 Community Livability Report indicates that a majority of residents rate community health and wellness positively, with recreational and fitness opportunities and food being highly accessible. However, mental, preventative, and general health care are all reportedly poor in comparison to national benchmarks.

San Luis Obispo County as a whole is also ranked highly for general health, quality of life, health behaviors, and clinical care. Like most of California, however, chronic disease and cancer continue to be the primary causes of death for San Luis Obispo County residents, and obesity, lack of physical activity and fresh food, and mental health concerns are countywide issues. A combination of the physical environment, socioeconomic conditions, and personal behaviors contribute to these issues and can be improved through conscious planning and community improvement.The

demographic makeup of Morro Bay also requires consideration, as the relatively high number of residents over age 50 can have specific health concerns. Access to quality health care, food, and services, and the ability to respond to disasters become more important and less available as individuals age. Isolation and a lack of community involvement are also common and substantially detract from quality of life for both individuals and the community as a whole. While clinical care is highly ranked in the county, there are no hospitals in Morro Bay and one urgent care clinic. The Morro Bay Fire Department reports that medical incidents have been on the rise, and the department has limited capacity to respond to increasing demands for medical attention.

SOCIOECONOMIC CONDITIONS

Socioeconomic factors are among the best determinants for health and well-being in a person or community. Income level, housing quality, and employment status can dramatically affect a person's ability to care for their well-being and contribute to society in a meaningful way.

Morro Bay's 2016 Community Livability Report documents local perceptions and found that about 40 percent of residents report strong or good overall economic health in Morro Bay, which is low in comparison to the national benchmark. While residents generally feel that Morro Bay is a good place to visit, they indicate the higher cost of living and lack of shopping opportunities, lack of employment opportunities, and lack of places to work reduce their economic health.

Morro Bay does not have any officially designated disadvantaged communities as described in state planning law, and the levels of both educational attainment and employment are higher in Morro Bay than in most of California. However, the median income is lower than the state average and more than half of residents pay at least 30 percent of their income toward housing. A strong household income, employment base, and education level will provide Morro Bay residents with the means to care for themselves and enjoy a high quality of life.

KEY ISSUES

Environmental Justice

Planning and land use decisions have the capacity to dramatically affect the lives of residents, with low-income and minority groups often the ones most impacted by air pollution, hazardous waste, and other undesirable or even dangerous environmental issues. In 2016, the California Legislature passed Senate Bill 1000 (SB 1000) requiring cities and counties to address the environmental justice concerns of any designated disadvantaged communities in the general plan. Morro Bay does not contain areas with significant environmental justice concerns, but the City will always consider the equity impacts of planning and regulatory decisions, particularly while preparing neighborhoods and the city as a whole for the effects of climate change, including becoming more prone to flooding, landslides, and extreme heat events.

Quality of Life

The quality of life in a community involves a wide variety of economic and social factors. While measuring many of these factors directly is possible, a simpler way to evaluate a community's quality of life is by focusing on key indicators, including population turnover, housing costs, crime rates, and local perceptions of community characteristics—for example, travel ease or housing and employment opportunities. By identifying what drives these indicators and improving upon them, Morro Bay can continue to provide a high standard of living.

Table EJ-1 lists indicators used to measure quality of life for Morro Bay residents. In general, Morro Bay residents are better off than or on par with residents throughout the state or nation for each indicator; however, improving these indicators would positively affect the lives of the city's residents and increase their ability to achieve financial and social success and stability.

Table EJ-1:
Quality of Life Indicators

	Morro Bay	California
Population Turnover		
Same House One Year Ago	82%	86%
Different House One Year Ago	18%	14%
Median Household Income	$50,914	$61,818
Housing Cost 30 Percent or More of Income		
Extremely Low Income	86%	Not available
Very Low Income	55%	Not available
Crime Rates per 100,000 Residents		
Violent	487	393
Property	2,282	3,459
Community Characteristics:[1]		
Excellent/Good Place to Retire	87%[2]	Not available at state level
Overall Ease of Travel by Car	81%[2]	
Overall Ease of Travel by Public Transit	41%[3]	
Overall Natural Environment	94%[2]	
Affordable Quality Housing	11%[4]	
Cost of Living	16%[4]	
Employment Opportunities	8%[4]	
Excellent/Good Place to Visit	93%[2]	

[1] Responses to these characteristics indicate the percentage of Morro Bay residents in agreement with community characteristic.

[2] Respondent's ratings of Morro Bay were high in comparison to national benchmark.

[3] Respondent's ratings of Morro Bay were similar to national benchmark.

[4] Respondent's ratings of Morro Bay were low in comparison to national benchmark.

Source: US Census Bureau 2014; California Department of Justice, 2014 Crime in California Report and CJSC Statistics Crimes and Clearances Database; California Association of Realtors 2015; National Community Livability Report – Morro Bay 2016.

The slightly lower population turnover, ease of travel by car, great natural environment, and other positive indicators in Morro Bay contribute to a good quality of life. The impact of housing costs on all residents, but particularly low-income residents, including seniors, has consequences on living stability and available income for other needs. Furthermore, poor local perceptions of employment opportunities in addition to the high cost of living decrease the quality of life for Morro Bay residents and businesses.

GOALS AND POLICIES

GOAL EJ-1: Morro Bay residents enjoy a high quality of life that contributes to their mental, physical, and social well-being.

POLICY EJ-1.1: **Crime Prevention Through Environmental Design.** Improve safety and the perception of safety by using the principles of Crime Prevention Through Environmental Design (CPTED), including use of adequate lighting, street visibility, and defensible space.

POLICY EJ-1.2: **Family Enrichment Programs.** Partner with the San Luis Obispo County Public Health Department, local nonprofits, and schools to provide child and family enrichment programs and after-school educational programs that emphasize intellectual and emotional preparation, particularly in underserved communities.

POLICY EJ-1.3: **Services for All.** Ensure the accessibility of facilities and services that meet the cultural, linguistic, gender, and sexual orientation needs of client populations.

POLICY EJ-1.4: **Community Equity Training.** Provide training and tools to public staff to advance equity and social justice across all areas of service. Promote similar training and awareness throughout local and regional government.

POLICY EJ-1.5: **Quality of Life Indicators.** Update the Morro Bay Community Livability Report every five years to evaluate the quality of life in Morro Bay over time.

IMPLEMENTATION ACTIONS

IMPLEMENTATION ACTION EJ-1

Annually, meet with San Luis Obispo County Public Health and other potential partners to work to provide enrichment programs for families and children, including after-school programs.

IMPLEMENTATION ACTION EJ-2

Offer community equity training and diversity training to City staff either through the City or in partnership with other agencies or groups in the region. If possible, make the training available to government staff throughout the region and to the broader community.

The implementation actions are replicated in the table in Section 5 under the "Environmental Justice Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Diverse, Multigenerational Community

Morro Bay has many residents who span older and younger generations and have specific needs and desires for their community. The community welcomes people from all generations, backgrounds, and lifestyles, and the City seeks to provide for that diversity.

GOALS AND POLICIES

GOAL EJ-2: Morro Bay residents of all ages, cultures, and lifestyles enjoy a community that is inclusive, enjoyable, and meets all physical, emotional, and mental needs.

POLICY EJ-2.1: **Health Service Awareness**. Partner with the County Public Health Department and local clinics and hospitals to promote public awareness of health and social services available in the area.

POLICY EJ-2.2: **Preserve Diversity.** Protect and enhance the individuality and diversity of the community.

POLICY EJ-2.3: **Community Involvement.** Promote and provide a variety of ways residents and visitors can be involved and connected to the community.

POLICY EJ-2.4: **Multigenerational Housing.** Provide for multigenerational living spaces including housing for single parents, young families, and seniors, including aging-in-place communities.

POLICY EJ-2.5: **Public Accessibility**. Improve the accessibility of public spaces.

POLICY EJ-2.6: **Home Care Options**. Increase the availability of home care and assisted living opportunities for older and disabled adults.

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION EJ-3

Work with community organizations and local and regional agencies to develop brochures, web content, and other materials to promote public awareness of health and social services available in the area.

The implementation actions are replicated in the table in Section 5 under the "Environmental Justice Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Chronic Disease

Chronic disease is one of the leading health concerns in the country, and it represents a significant cause of death for Morro Bay residents. The primary concerns for residents in Morro Bay are obesity, heart disease, diabetes, and asthma, with heart disease the leading cause of death for San Luis Obispo County residents after cancer.

Many chronic diseases can be reduced or managed through proper diet, activity levels, and protection from environmental hazards such as air pollution. Morro Bay residents have many opportunities for an active lifestyle, including a highly walkable community and access to outdoor recreation. Access to healthy, fresh food could be expanded by providing for and incentivizing more opportunities for residential gardening, produce markets, healthy corner stores, a range of restaurant options, and full-service grocers.

GOALS AND POLICIES

GOAL EJ-3: Residents and visitors in Morro Bay are healthy and have access to essential services.

POLICY EJ-3.1: **Education Programming.** Partner with local agencies and organizations to offer health education programs and organized activities for residents and visitors.

POLICY EJ-3.2: **Food Access.** Promote the availability of fresh food throughout the city, both at retail locations and in restaurants.

POLICY EJ-3.3: **Local Food.** Support additional local and sustainable food providers such as farmers markets, community gardens, and urban agriculture.

POLICY EJ-3.4: **Healthy Consumer Options.** Partner with the County Public Health Department to encourage stores and restaurants to offer affordable and healthy options.

POLICY EJ-3.5: **Medical Access**. Ensure residents and visitors have convenient access to health and medical facilities.

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION EJ-4

Work with medical providers, transit agencies, private transit providers, and community representatives to develop an access plan that can provide service to major medical facilities in the region. Include recommendations for locating future medical facilities close to public transit.

IMPLEMENTATION ACTION EJ-5

Promote local food sourcing through procurement preferences and policies at local government facilities, schools, businesses, and institutions. Continue to promote marketing and distribution initiatives that connect local agriculture to new markets such as retailers, restaurants, schools, food banks, and other businesses.

The implementation actions are replicated in the table in Section 5 under the "Environmental Justice Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

Health Effects of Climate Change

The effects of climate change will intensify concerns for the well-being of the Morro Bay community. Increases in sea level, natural disasters, heat events, vector-borne disease, air pollution, and disruption to food and water distribution systems will exceed the capacity that most communities can handle. To prepare for these effects, Morro Bay needs a strong social structure and an established network of community partners working together to address health and social needs, economic weaknesses, and physical vulnerabilities. Particular attention to maintaining the needs of vulnerable populations such as seniors, pregnant women, children, the homeless, the mentally ill, people with chronic diseases, and outdoor workers will be critical to minimizing risk and disruption as these effects occur.

GOALS AND POLICIES

GOAL EJ-4: Morro Bay recognizes and is prepared for increased health risks due to current and anticipated future climate change effects.

POLICY EJ-4.1: **Plan Updates.** Recognize and address the health effects of climate change when updating local hazard mitigation plans, hazard emergency plans, specific plans, and other policies and ordinances.

POLICY EJ-4.2: **Vulnerable Populations.** Identify populations more vulnerable to and exposed to potential health impacts. Develop targeted population-level mitigation and adaptation strategies, and prioritize the use of resources to benefit the most significantly impacted populations.

POLICY EJ-4.3: **Climate Change Response Plan.** Prepare a response plan to be used in the implementation of Measure A-2 of the CAP to ensure the protection of vulnerable populations during times of high heat, extended drought, flooding, or other extreme weather events.

POLICY EJ-4.4: **Vectors and Infectious Diseases.** Work with the County Public Health Department to monitor vector-borne and infectious diseases, such as West Nile virus and Lyme disease, reduce the risks of these diseases, and better understand the disease effects of climate change.

POLICY EJ-4.5: **Public Awareness.** Increase public understanding of the impacts of climate change on health and ways to prepare for such changes. This policy should be implemented together with Measures E-4, TL-1, and TL-3 of the CAP.

POLICY EJ-4.6: **Emergency Housing.** Expand and plan for additional emergency, transitional, and supportive housing services provided by the City and community organizations to prepare for loss of housing and exposure of homeless populations during extreme weather events.

POLICY EJ-4.7: **Urban Greening.** Maximize urban greening and the use of green infrastructure to minimize the urban heat island effect, maintain and improve water quality, and contribute to the physical and social health of community members. This policy should be implemented together with Measure A-4 of the CAP.

IMPLEMENTATION ACTION

IMPLEMENTATION ACTION EJ-6

Update the Morro Bay Community Vulnerability and Resilience Assessment every 10 years to include updated modeling and projections. This will allow the City to identify current priorities for vulnerable assets, populations, and environmental features.

The implementation actions are replicated in the table in Section 5 under the "Environmental Justice Element Implementation Actions" subheading. The table also includes information on the anticipated implementation tools, City departments responsible for implementation, anticipated funding sources, any associated EIR mitigation measures, and timing.

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IMPLEMENTATION STRATEGY

INTRODUCTION

Plan Morro Bay is a living document that serves as the City's blueprint for creating the future desired by the community. It is intended to guide decision-making in Morro Bay across a wide range of policy areas. The City's ability to achieve the vision expressed in *Plan Morro Bay* depends on its success in creating and carrying out an effective implementation strategy.

This implementation strategy provides a framework to coordinate citywide efforts to execute the policies identified throughout the plan, and provides a structure for monitoring, maintaining, and updating the document throughout the planning horizon. The strategy identifies a pathway from the broad, long-term goals and vision that underlie *Plan Morro Bay*, to the more specific policies in each chapter, to the day-to-day activities that guide change on the ground.

For some topics, newly adopted policies are sufficient to realize certain goals. However, most goals will require additional implementation actions to help achieve the community vision. This section ties together the goals and policies with implementation actions. Each implementation action is associated with a goal from the element it implements, as shown in the table. Some are onetime actions, such as creating an ordinance or updating a master plan, while others will need to take place more than once or be periodically evaluated.

Implementation will involve close coordination between City offices and departments, including the City Council, City boards and commissions, the City Manager's Office, Community Development Department, Public Works Department, and Police Department. It will also require coordination between the City and outside agencies, such as the Morro Bay National Estuary Program, Morro Bay Historical Society, Morro Bay Commercial Fishermen's Organization, the County of San Luis Obispo, the San Luis Obispo Council of Governments, the San Luis Obispo County Air Pollution Control District, and various other regional and state agencies. Depending on the type of implementation action, a funding source may need to be identified and secured before the action can be put into effect.

GENERAL PLAN MAINTENANCE AND MONITORING

Annual General Plan Implementation Report

State law requires that every city and county in California submit an annual report on the status of its general plan and progress in its implementation to the jurisdiction's legislative body, the Governor's Office of Planning and Research, and the California Department of Housing and Community Development. City staff typically prepares the Annual General Plan Implementation Report during the first quarter of each year and presents it to the City Council at a public hearing, which allows an opportunity for public review and comment. The annual report is then submitted to the state by April 1 of each year. The annual report informs City staff in multiple departments, elected officials, and community members about the status of the General Plan and progress toward achieving the vision, and helps prioritize work plan activities and budget needs for the upcoming year.

GENERAL PLAN UPDATES AND AMENDMENTS

The General Plan/LCP manages growth, change, and conservation efforts in Morro Bay over a long-term planning horizon. As such, the plan must be reviewed and monitored on a regular basis as well as updated periodically to remain current and to keep pace with changing times. In addition, the need arises from time to time for specific, targeted plan amendments—for example, in response to a current, pressing local issue; new requirements imposed by state legislation; or circumstances that necessitate a substantial change in the City's policy direction on a particular topic.

As deemed necessary, the City will conduct a comprehensive review of the General Plan/LCP and update it as needed. This periodic review and update will examine the plan in its entirety, including goals, policies, and implementation actions. The update process will consider successes and challenges in implementing the plan, as well as other factors such as changing demographics and economic conditions.

The City will also consider proposed focused amendments to the General Plan/LCP on an as-needed basis. Proposed amendments may include changes to the land use designations, maps contained in the plan, or the goals and policies. The City will evaluate the need for a proposed amendment and its potential benefits and impacts, as well as consistency with the overall vision of *Plan Morro Bay* and its implementing documents.

IMPLEMENTING ACTIONS AND TOOLS

Implementation actions are organized by *Plan Morro Bay* element. Each action is directly linked to one or more plan goals. For each action, this chapter also identifies responsible City departments or agencies, a potential funding source or sources, and a recommended time frame.

Implementation actions may be used as the basis to prepare the Annual General Plan Implementation Report to the City Council. Many actions may also serve as mitigation measures to reduce environmental impacts of implementing the plan, as identified in the *Plan Morro Bay* Environmental Impact Report. As a result, the annual report can help the City monitor implementation of mitigation measures, as required by the California Public Resources Code. To ensure that the actions remain useful and consistent with City policy, they should be reviewed and updated as needed at appropriate times. Actions should be assessed concurrently with the annual City budget process, and whenever the plan is amended or updated.

Work Program

The actions developed to implement *Plan Morro Bay* are organized by their corresponding element in the table on the following pages.

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#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
LU-1	Goal LU-1	Land Use	Amend the Zoning Map to establish consistency between land use designations and zoning districts.	Zoning Code Update	Community Development	General Fund		Concurrent
LU-2	Goal LU-1	Land Use	Establish zoning districts and development standards to correspond with land use designations and character areas.	Zoning Code Update	Community Development	General Fund		Concurrent
LU-3	Goal LU-1	Land Use	Modify zoning and development standards to allow and facilitate tiny houses, co-housing, live/work housing, and intergenerational housing.	Zoning Code Update	Community Development	General Fund		Concurrent
LU-4	Goal LU-1	Land Use	Designate base zones during the Zoning Code update for the Beach Street Specific Plan area which protect the existing unique mix of land uses.	Zoning Code Update	Community Development	General Fund		Concurrent
LU-5	Goal LU-1	Land Use	Continue to implement the North Main Street Specific Plan through the actions in this plan and the actions in the specific plan.	Process	Community Development	General Fund		Concurrent
LU-6	Goal LU-3	Land Use	When the city's population reaches 11,700, reopen public discussions about the Measure F 12,200-person limit and undertake a process to either affirm, amend, or repeal Measure F. At that time, consider exempting affordable housing projects from established population limits.	Process	City Council	General Fund		As Needed
LU-7	Goal LU-4	Land Use	As part of the Zoning Code update, maintain land use and zoning that protects visitor-serving and coastal dependent uses, including commercial fishing.	Zoning Code Update	Community Development	General Fund		Concurrent
LU-8	Goal LU-4	Land Use	Clarify the meaning of “clearly incidental” in the Zoning Code and provide additional certainty and consistency in the development review process for properties in the Measure D zone/Commercial/Recreational Fishing land use designation.	Zoning Code Update	Community Development	General Fund		Once
LU-9	Goal LU-4	Land Use	Update the Fishing Community Sustainability Plan every five years.	Process	Harbor	General Fund; Grants		Periodic
LU-10	Goal LU-4	Land Use	Modify zoning and development standards to allow interim uses in areas designated for coastal-dependent uses until the existing owners have an approved coastal-dependent development. The City considers this type of interim temporary use exempt from coastal development permits. Interim uses shall be limited to projects which a) have relocatable structures, b) are compatible with the character of surrounding areas, c) preserve established viewsheds, and d) are limited to the following uses: • Visitor access, paths, lookout points • Recreational vehicle parking • Automobile parking • Picnic areas • Community gardens • Campgrounds • Restrooms and service facilities • Playgrounds • Temporary boat storage • Temporary boat repair area • Ancillary uses for the above • Other uses serving visitors or commercial fishing which do not require permanent structures	Zoning Code Update	Community Development	General Fund		Concurrent

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
LU-11	Goal LU-4	Land Use	Track needs of the commercial fishing industry annually through the Harbor Advisory Board as the community faces climate and economic changes.	Process	Harbor	General Fund		Annually
LU-12	Goal LU-6	Land Use	Perform a survey of all hotels and motels in the city every two years. The survey should include documentation of the number of accommodations (for 2-4 person occupancy) and their average costs. Upon completing the survey, use the established City threshold to determine what proportion of hotels and motels can be considered low cost visitor-serving accommodations. This process will be completed between January and April to capture realistic peak-season prices. Notice that the survey will be completed and the threshold and proportion information will be updated based on the survey will be given three months in advance of conducting the survey. Notice will be given to all accommodations owners and any applicants who have submitted applications for hotels or motels in the last year. Once the survey is updated it will be sent to this group as well.	Process	Community Development	General Fund; TOT		Periodic
LU-13	Goal LU-6	Land Use	New upscale hotel and motel projects that are developed on state-owned tidelands and do not have lower-cost rooms proposed shall provide 25 percent of units at a lower-cost rate approved by the Coastal Commission.	Development Standards	Community Development	Development Fees		As Needed
LU-14	Goal LU-6	Land Use	New mid-price hotel and motel projects that are developed on state-owned tidelands and do not have lower-cost accommodation options shall incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use. Such amenities may include public plazas and spaces, restaurants, retail units/shops, gardens, viewing areas, free Wi-Fi access, bike parking facilities, or other day-use features that may be used by the public at no or relatively low cost. The quality and quantity of amenities shall be considered in the Coastal Development Permit review process. This standard does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.	Development Standards	Community Development	Development Fees		As Needed
LU-15	Goal LU-6	Land Use	Use fee revenues from new developments with the potential to directly displace existing lower- and mid-price accommodations to provide as-needed rehabilitation grants to Low-Cost Visitor-Serving Accommodations (LCVSAs) to ensure the LCVSAs stay on the market at an affordable price point.	Program	Community Development	Development Fees		As Needed
LU-16	Goal LU-6	Land Use	Require any new hotel or motel development that does not include lower-cost overnight accommodations (and that is not directly displacing lower-cost lodgings) to provide mitigation as a condition of approval of a Coastal Development Permit. Mitigation actions shall include a mitigation payment to provide funding for the establishment of lower-cost overnight visitor accommodations elsewhere in the city, including granting the state “rights-of-way” to expand or using fees for linear coastal park improvements.	Program	Community Development	Development Fees		As Needed
LU-17	Goal LU-6	Land Use	Require that hotel or motel development projects in Morro Bay provide 25 percent of units at a lower-cost rate approved by the Coastal Commission if they directly displace either (a) existing lower-cost accommodations or (b) accommodations above the lower-cost threshold that include additional amenities or higher capacity.	Program	Community Development	Development Fees		As Needed
LU-18	Goal LU-6	Land Use	Require new hotel and motel projects that do not have lower-cost accommodation options to incorporate non-overnight facilities and amenities, either within or as a component of the development, which will be generally available for passive public use. Such amenities may include public plazas and spaces, restaurants, retail units, gardens, viewing areas, free Wi-Fi, bike parking facilities, or other day-	Program	Community Development	Development Fees		As Needed

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
			use features that may be used by the public at no or relatively low cost. The quality and quantity of amenities shall be considered in the Coastal Development Permit review process. This standard does not prohibit a new hotel or motel project from charging a user fee or resort fee for active amenities, such as pool and spa access, recreation activities and equipment, or organized group activities on the property.					
LU-19	Goal LU-7	Land Use	Continue to implement lateral access wayfinding and open access through enforcement of City design standards and sign regulations.	Code Enforcement	Community Development	General Fund; Development Fees		Ongoing
LU-20	Goal LU-7	Land Use	In North Morro Bay, as a condition to the approval of any development permit on the Chevron U.S.S. property, the City shall require clear dedication of a lateral access easement along the sand area and under the pier. The lateral accessway shall be a minimum of 25 feet of dry sandy beach at all times of the year, or shall include the entire sandy beach area if the width of the beach is less than 25 feet. Consider implementing options to minimize pedestrians crossing the highway on foot, like a shuttle.	Development Standards	Community Development	Development Fees		As Needed
LU-21	Goal LU-7	Land Use	Name and brand the entire lateral accessway through the lateral access focus area and beyond (as applicable) as the Morro Bay Harborwalk. This should be reflected in all wayfinding and signage and city materials.	Program	Harbor; Community Development	General Fund		Ongoing
LU-22	Goal LU-8	Land Use	Update the Waterfront Master Plan.	Process	Community Development	General Fund		Periodic
CD-1	Goal CD-1	Community Design	Develop design standards as part of the Zoning Code update tailored to each character area (as appropriate) and include regulations on building design, landscaping, amenities, and facilities.	Zoning Code Update	Community Development; Public Works	General Fund		Once
CD-2	Goal CD-1	Community Design	Develop citywide design guidelines with a focus on certain character areas. The guidelines for each character area should be sensitive to the design objectives and unique characteristics of each area. Those character areas include Downtown, the Embarcadero, North Morro Bay, Cloisters, North Embarcadero, and Highway 1 Commercial. Considerations for the guidelines will include allowing sufficient flexibility, use types generally allowed, building size and massing, and allowing for eclectic design features. Design standards should address senior housing that is accessible to public transit, health and community facilities, and services.	Process	Community Development	General Fund		Once
CD-3	Goal CD-1	Community Design	Develop design guidelines for North Morro Bay that encourage building or expanding commercial centers to serve the neighborhood at identified locations in the area. Another objective is to make North Main Street more pedestrian friendly and aesthetically pleasing.	Process	Community Development	General Fund		Once
CD-4	Goal CD-1	Community Design	In mixed-use areas, lateral accessways shall be provided according to the location of historically used portions of the site and projected future use by residents, and shall include provision of continuous lateral access across the site. Access easements may be located in view corridors.	Development Standards	Community Development	Development Fees		As Needed
CD-5	Goal CD-1	Community Design	Design guidelines for the Embarcadero character area should be crafted to maintain and improve lease site buildings and structures for visitors and waterfront commercial uses and to protect against sea level rise, create consistent wayfinding and signage, improve circulation for bicycles, pedestrians, and vehicles, and develop opportunity sites.	Process	Community Development	General Fund		Concurrent

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
CD-6	Goal CD-1	Community Design	Design guidelines for the Downtown character area should include connecting Downtown with the waterfront through new buildings and activities, developing opportunity sites, maintaining and improving the pedestrian experience, and increasing office and residential opportunities on second stories.	Process	Community Development	General Fund		Concurrent
CD-7	Goal CD-1	Community Design	Amend the Zoning Code to allow for features such as vegetative roofs, edible landscaping, gardening, and the keeping of specified small animals in appropriate residential and commercial zones.	Zoning Code Update	Community Development	General Fund		Concurrent
CD-8	Goal CD-1	Community Design	All lateral access, both bayside and street side, shall have Coastal Commission compliant signage indicating that public pedestrian access is allowed 24 hours a day. The signage shall be compliant with the current Coastal Commission design requirements and shall be 2 feet in height and 2.5 feet in width. The required signage shall be installed when improvements occur or when an existing sign deteriorates and is no longer legible. This action will be incorporated into the Waterfront Master Plan when updated.	Development Standards	Harbor; Community Development	Paid for by Applicant		Upon lease renewal and as needed
CD-9	Goal CD-1	Community Design	All floating public lateral accessways shall have uniform and compliant signage and shall maintain clearance and access. If clearance and access are temporarily unavailable for safety reasons, temporary signage shall indicate that. This action will be incorporated into the Waterfront Master Plan when updated.	Development Standards	Harbor; Community Development	Paid for by Applicant		Upon lease renewal and as needed
CD-10	Goal CD-1	Community Design	Lateral access at lease sites with coastal-dependent uses that requires temporary closure for safety or other operational purposes shall be allowed only during active unloading for 30 minutes before or after and when the use is not occurring or is occurring but safe to coexist with pedestrians. This action will be incorporated into the Waterfront Master Plan when updated.	Development Standards	Harbor; Community Development	General Fund		Review lease sites every five years
CD-11	Goal CD-1	Community Design	Decking for bayside lateral access decks shall be made of metal slats when eelgrass shading is an issue. Decking shall be made of timber when eelgrass shading is not an issue. Railings for all bayside lateral access decks shall be made of metal. This action will be incorporated into the Waterfront Master Plan when updated.	Development Standards	Harbor; Community Development	Paid for by Applicant		Upon lease renewal and as needed
CD-12	Goal CD-1	Community Design	Install additional wayfinding along the Embarcadero that points the way to the lateral accessways. This wayfinding shall be in the form of icons in the pavement and directory signs. Directory signs should occur every two blocks or equivalent distance. Directory signs should include maps of the entire lateral access focus area and alignment with a “you are here” indicator and could include information about nearby amenities and interpretive information. The directory signs should be designed with a uniform theme, and should be large enough to not just be noticeable but to stand out to passersby. The lateral access pavement icon should also be included on the directory signs. It could be similar to the Morro Rock icon used in this document or another icon as determined by the City. The pavement icon shall be included in all new on-land pavement along the lateral access alignment in the lateral access focus area. If feasible, the icon should also be included on new or replaced sections of the Harborwalk by stamping or some other form of application. This action will be incorporated into the Waterfront Master Plan when updated.	Development Standards	Harbor; Community Development	Development Fees; General Fund		Upon lease renewal and as needed
CD-13	Goal CD-1	Community Design	New or replacement sections of the Harborwalk boardwalk shall use the same type of materials as the existing Harborwalk sections. If feasible, the lateral access icon shall be included on the Harborwalk by stamping or some other form of application. This action will be incorporated into the Waterfront Master Plan when updated.	Development Standards	Harbor; Community Development	Development Fees; General Fund		Upon lease renewal and as needed

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
CD-14	Goal CD-1	Community Design	On-land lateral accessways (except the public sidewalk) shall be made of paved stained brick and shall include the lateral access icon incorporated into the pavement. This action will be incorporated into the Waterfront Master Plan when updated.	Development Standards	Harbor; Community Development	Development Fees		Upon lease renewal and as needed
CD-15	Goal CD-2	Community Design	Update the City's building code to meet Tier 2 of the Green Building Code and incorporate resilient and sustainable building design standards such as passive heating and cooling, redundant water and waste systems, energy production and storage, and disaster-resilient building materials. Review the code periodically to ensure it incorporates emerging materials, technology, and best practices.	Municipal Code Update	Fire	General Fund		Periodic
ED-1	Goal ED-1	Economic Development	Determine the types of buildings and spaces needed in Morro Bay to support economic growth. Identify the appropriate height and sizes of nonresidential buildings, along with any design considerations necessary for desired economic growth.	Zoning Code Update	Community Development	General Fund		Concurrent
ED-2	Goal ED-1	Economic Development	Regularly review City policies and practices to ensure they allow new businesses to be easily established and enable existing businesses to easily grow, avoiding unnecessarily restrictive or financially burdensome regulations.	Process	City Manager	General Fund		Periodic
ED-3	Goal ED-1	Economic Development	Maximize energy from renewable resources, and work to improve the affordability of energy and telecommunication resources.	Program	City Manager	General Fund; Grants		Ongoing
ED-4	Goal ED-1	Economic Development	Explore opportunities to establish Community Financing Districts and additional Business Improvement Districts.	Program	City Manager	General Fund; District Proceeds		Ongoing
ED-5	Goal ED-1	Economic Development	Adopt, and ensure City staff is trained on, proper customer service techniques and practices when working with community members on permits, applications, and other processes.	Process	Community Development	General Fund		Ongoing
ED-6	Goal ED-1	Economic Development	Review, and modify as needed, the development process to improve and streamline the review process, ensure proper communication between departments and the applicant, and provide support for businesses and homeowners.	Process	Community Development	General Fund		Periodic
ED-7	Goal ED-1	Economic Development	Adopt and implement the Economic Development Strategic Plan.	Process	City Manager	General Fund		Ongoing
ED-8	Goal ED-2	Economic Development	Be knowledgeable and present in local events, activities, and marketing with local businesses, recreation providers, and organizations to provide support and promotion, and to facilitate good relationships with the community.	Program	City Manager	General Fund		Ongoing
ED-9	Goal ED-2	Economic Development	Strengthen partnerships with Cal Poly, Cuesta College, the Economic Vitality Corporation, the County of San Luis Obispo, and the cities in the county to work together on regional tourism and marketing that highlights Morro Bay as a tourist destination and business-friendly location.	Program	City Manager	General Fund; TOT		Ongoing
ED-10	Goal ED-2	Economic Development	Identify commercial areas in need of rejuvenation and work with property owners to identify funding sources and revitalization strategies to improve the appearance, sustainability, and longevity of buildings and amenities.	Program	City Manager	General Fund		Ongoing
ED-11	Goal ED-3	Economic Development	Ensure that zoning and design standards along the Embarcadero, in downtown, along Main Street, and in other locations allow for new nonresidential development. Consider allowances for retail/residential and retail/office mixed-use buildings.	Process	Community Development	General Fund		Concurrent

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
ED-12	Goal ED-3	Economic Development	Prioritize the location of businesses that will bring needed and diverse services, livable wages, and employment generation.	Program	City Manager	General Fund		Ongoing
ED-13	Goal ED-4	Economic Development	Partner with Cal Poly, Cuesta College, and the Workforce Development Board, as well as other key agencies and organizations, to bring workforce programs, projects, and needed workers to Morro Bay.	Program	City Manager	General Fund		Ongoing
ED-14	Goal ED-4	Economic Development	Provide incentives such as reduced development fees, expedited processing, or other benefits for businesses that will pay a living wage to employees.	Zoning Code Update	Community Development	General Fund		Ongoing
CIR-1	Goal CIR-1	Circulation	Review the Morro Bay Bicycle and Pedestrian Master Plan annually to identify opportunities for implementation and ensure consistency with existing local and regional plans.	Process	Community Development	General Fund		Ongoing
CIR-2	Goal CIR-1	Circulation	Identify future funding and ways to remove permitting barriers to install fiber optic Internet or other similar communications infrastructure that will support the increase of smart transportation technology and connected vehicles.	Physical Improvement	Public Works	General Fund; Grants		Once
CIR-3	Goal CIR-1	Circulation	Prioritize projects in the CIP that improve local and regional connectivity and mobility by increasing access and connecting to existing systems, including transit, sidewalks, bike lanes, and roadways.	Process	Public Works	General Fund; Grants		Ongoing
CIR-4	Goal CIR-1	Circulation	Update the City's development impact fee program to provide funding for future circulation improvements including pedestrian, bicycle, and public transit facilities and amenities.	Process	Community Development	General Fund		Periodic
CIR-5	Goal CIR-1	Circulation	Include the San Luis Obispo Bicycle Club, Bike SLO County, SLO Nexus, and other bicycling groups as key stakeholders in planning and transportation system projects to identify concerns and opportunities in the active transportation system.	Process	Community Development	General Fund		Ongoing
CIR-6	Goal CIR-1	Circulation	Designate a representative to attend locally relevant meetings held by San Luis Obispo Regional Transit Authority, Caltrans, and other regional agencies to represent the interests of Morro Bay.	Process	Community Development	General Fund		Ongoing
CIR-7	Goal CIR-1	Circulation	Work with business owners to streamline and integrate goods movement throughout Morro Bay in a way that improves loading, unloading, and transportation processes, while minimizing health, safety, and nuisance impacts.	Program	Community Development	General Fund		Ongoing
CIR-8	Goal CIR-1	Circulation	Consider updating the Morro Bay Municipal Code Title 10 (Vehicles and Traffic) to incorporate recent best practices, local needs, and make consistent with Plan Morro Bay.	Municipal Code Update	Community Development	General Fund		Once
CIR-9	Goal CIR-1	Circulation	Seek funding from sources such as Safe Routes to School and Complete Streets programs to improve sidewalk conditions and streetscapes, particularly in the downtown area.	Physical Improvement	Community Development	Grants		Ongoing
CIR-10	Goal CIR-1	Circulation	Pursue grant funding to prepare a Complete Streets Plan to integrate with updates to the Morro Bay Bicycle & Pedestrian Master Plan.	Process	Community Development	Grants		Ongoing
CIR-11	Goal CIR-2	Circulation	Develop standards for bicycle, pedestrian, and trail improvements and amenities in new development and redevelopment projects. Include requirements for adequate, safe, and accessible bicycle parking, drinking fountains, public restrooms, benches, landscaping, and lighting. Require new development and redevelopment projects to be pedestrian and bicycle-friendly, and to provide adequate connections to the existing and proposed bicycle and pedestrian network.	Process	Community Development	General Fund		Once

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
CIR-12	Goal CIR-2	Circulation	Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state, and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) requirements.	Process	Community Development	General Fund		Once
CIR-13	Goal CIR-2	Circulation	Design and install comprehensive wayfinding signage in key locations of the city that address all modes of travel including transit, trucks, bicycles, and cars. Excessive signs and other visually intrusive landscape features shall be avoided.	Program	Community Development	General Fund		As Needed
CIR-14	Goal CIR-2	Circulation	Update the Morro Bay Zoning Code to allow for compact development and supporting active transportation amenities in key areas of the city. Standards to implement this policy could include bike parking requirements, pedestrian access requirements, and circulation requirements for commercial uses.	Zoning Code Update	Community Development	General Fund		Concurrent
CIR-15	Goal CIR-2	Circulation	Require new developments or significant renovations to transportation facilities on private commercial or multifamily residential land to incorporate convenient active transportation facilities where possible.	Development Standards	Community Development	General Fund; Development Fees		As Needed
CIR-16	Goal CIR-3	Circulation	Formally adopt level of service (LOS) and VMT as the standard for monitoring impacts to the complete transportation system, including standards for acceptable thresholds and mitigations.	Development Standards	Community Development	General Fund		Concurrent
CIR-17	Goal CIR-3	Circulation	Monitor ongoing progress toward VMT and the transportation-related goals of the Morro Bay Climate Action Plan, and update guidelines for transportation impact analysis to maintain acceptable progress.	Process	Community Development	General Fund		Ongoing
CIR-18	Goal CIR-4	Circulation	Revise the Morro Bay Zoning Code to eliminate minimum parking requirements where appropriate in new or significantly renovated developments, and establish maximum parking standards.	Zoning Code Update	Community Development	General Fund		Concurrent
CIR-19	Goal CIR-4	Circulation	Periodically conduct a citywide parking study to analyze the city's existing parking infrastructure in order to effectively address and manage current and future parking needs.	Program	Community Development; Public Works	General Fund; User Fees		Periodic
NOI-1	Goal NOI-1	Noise	Use the noise and land use compatibility matrix (Table NOI-3) and Future Noise Contour Map (Figure NOI-3) as criteria to determine acceptability of a land use, including the improvement/construction of streets and highways. Do not permit new noise-sensitive uses – including residential development, schools, hospitals, churches, meeting halls, auditoriums, music halls, theaters, libraries, transient lodging (i.e., motels and hotels), playground/parks, and offices – where noise levels are "normally unacceptable" or higher, if alternative locations are available for the uses in the city.	Development Standards	Community Development	Development Fees		As Needed
NOI-2	Goal NOI-1	Noise	Mitigate noise created by new proposed stationary noise sources, or by existing stationary noise sources which undergo modifications that may increase noise levels, so as not to exceed the noise level standards of Table NOI-5 on lands designated for noise-sensitive land use.	Development Standards	Community Development	Development Fees		As Needed
NOI-3	Goal NOI-1	Noise	Ensure that interior noise levels in new residential construction do not exceed 45 dBA Ldn, in accordance with the State of California's Noise Insulation Standards. For nonresidential construction, the acceptable interior noise levels should not exceed the interior noise levels in Table NOI-4.	Development Standards	Community Development	Development Fees		As Needed
NOI-4	Goal NOI-1	Noise	Continue to enforce Title 25 insulation standards, including the interior noise level standards of 45 dBA Ldn in all habitable rooms for dwelling units.	Development Standards	Community Development	Development Fees		As Needed

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
NOI-5	Goal NOI-1	Noise	Require acoustical studies for all discretionary development proposals that are likely to be exposed to existing or projected future noise levels that exceed the "normally acceptable" community noise exposure standard (Table NOI-3); and for projects that are likely to generate noise in excess of the community noise exposure standard (Table NOI-3); or as determined by the Community Development Director. For discretionary projects, acoustical analysis will be required at the time the application is accepted for processing. For development not subject to discretionary approval and/or environmental review, the requirements for an acoustical analysis shall be implemented prior to the issuance of a building permit. An acoustical analysis prepared pursuant to the Noise Element shall: A. Be the financial responsibility of the applicant. B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics. C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions. Where actual field measurements cannot be conducted, all sources of information used for calculation purposes shall be fully described. When the use being studied is commercial or industrial use, all noise sources related to the service and maintenance of the facility shall be considered, including but not limited to parking lot and landscape maintenance, refuse collection, truck loading/unloading activities, amplified sound, outdoor sales and activities, and all other noise sources associated with operation, maintenance, and service. D. Estimate existing and projected (20 years) noise levels in terms of the descriptors used in Tables NOI-4 and NOI-5, and compare those levels to adopted policies of the Noise Element. Projected future noise levels shall take into account noise from planned streets, highways, and road connections. E. Recommend appropriate mitigation to meet or exceed the policies and standards of the Noise Element, giving preference to site planning and design strategies over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses. F. Estimate noise exposure after the prescribed mitigation measures have been implemented. G. Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.	Development Standards	Community Development	Development Fees		As Needed
NOI-6	Goal NOI-1	Noise	Require the incorporation of mitigation measures for projects that could expose noise-sensitive land uses to excessive noise levels to reduce such impacts. Table NOI-3 specifies the maximum noise levels that are normally acceptable, conditionally acceptable, and unacceptable for new development.	Development Standards	Community Development	Development Fees		As Needed

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
NOI-7	Goal NOI-1	Noise	When mitigation is required to satisfy the adopted policies and programs the following priorities for mitigation shall be observed where feasible: First: Setback/open space separation Second: Site layout/orientation/shielding of noise-sensitive uses with non-noise-sensitive uses Third: Construction of earthen berms Fourth: Structural measures, including acoustical treatment of buildings and noise barriers constructed of concrete, wood, or materials other than earth	Development Standards	Community Development	Development Fees		As Needed
NOI-8	Goal NOI-1	Noise	Prepare a Noise Guidelines Manual based on the Acoustical Design Manual to ensure consistency with General Plan standards and policies and contemporary practices.	Process	Community Development; Public Works	General Fund		Once
NOI-9	Goal NOI-1	Noise	Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the development review and building permit processes.	Program	Community Development	General Fund		Once
NOI-10	Goal NOI-2	Noise	New development of noise-sensitive land uses shall not be permitted in areas exposed to existing or future levels of noise from transportation noise sources which exceed 60 dBA Ldn or CNEL (70 Ldn/CNEL for playgrounds and neighborhood parks) unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to or below the levels specified for the given land use in Table NOI-4.	Development Standards	Community Development	Development Fees		As Needed
NOI-11	Goal NOI-2	Noise	Noise created by new transportation sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table NOI-4, within the outdoor activity and interior spaces of existing noise-sensitive land uses.	Zoning Code Update	Community Development	General Fund		Concurrent
NOI-12	Goal NOI-2	Noise	Routes for use by heavy trucks will be located away from noise-sensitive land uses when feasible.	Municipal Code Update	Public Works	General Fund		Once
NOI-13	Goal NOI-2	Noise	Encourage Caltrans and the County Engineer to incorporate noise reduction methods, including innovative noise reduction strategies, in the design of new and modified roads and highways. Sound walls should not be placed where they will block views in areas of scenic interest.	Process	Public Works	General Fund		Ongoing
NOI-14	Goal NOI-2	Noise	Seek funding for and implement alternative transportation improvements in an effort to reduce traffic-related noise in Morro Bay.	Program	Public Works	General Fund; Grants		Periodic
C-1	Goal C-1	Conservation	Work with local agencies and nonprofits to develop programs to purchase conservation easements, accept donations of land or conservation easements, use transfer of development rights, explore interagency agreements, and seek funding from state and federal agencies for natural resource and habitat protection.	Program	Community Development	General Fund; Grants; User Fees		Ongoing
C-2	Goal C-1	Conservation	Allow for passive recreational and educational uses and maintenance of existing utilities, as well as construction of roads and bridges in wetlands areas in the event alternative routes cannot avoid wetlands or would be more damaging. a. Where possible, buffers should be as follows: o As far from the wetland as feasible, provided other resources are not negatively impacted, with consideration for site terrain features that would minimize impacts. o A minimum of 50 feet from the edge of wetland.	Zoning Code Update	Community Development	General Fund		Concurrent

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			b. The buffer may be reduced per determination of City staff for sites on which the linear distance is not met but the proposed project is separated from ESHA by topography (e.g., downslope or on the opposite side of a ridge). c. Where the setbacks cannot be met due to lot size or shape, setback adjustments would be allowed (to within 10 feet of wetland) if: o Site is unusable for the principal purpose if the setback is not reduced. o Reduction is the minimum necessary that allows the use after all practical design modifications are evaluated. d. Where setback variances are granted, additional requirements apply: o Site drainage must be evaluated to ensure development does not cut off hydrology. o Stormwater from the development must be managed such that it does not contribute sediment or pollutants into the wetland. o Where feasible, and where native vegetation is not already present, native vegetation screening must be planted between the wetland and the development. e. Unavoidable impacts would require permits and mitigation.					
C-3	Goal C-1	Conservation	Allow for passive recreational and educational uses, including trails, maintenance of existing utilities, and new structures such as bridges and culverts when other routes are infeasible or more damaging. Development adjacent to streams and riparian areas should be sited to retain the stream and riparian habitat. a. Where possible, buffers should be as follows: o As far from the riparian area or stream top of bank as feasible, provided other resources are not negatively impacted, with consideration for site terrain features that would minimize impacts. o Minimum of 50 feet from the edge of the stream or riparian area. b. The buffer may be reduced per determination of City staff for sites on which the linear distance is not met but the proposed project is separated from ESHA by topography (e.g., downslope or on the opposite side of a ridge). c. Ongoing maintenance of existing channelized features and storm drainage channels for flood control shall be allowed. d. Management of riparian vegetation to support public safety needs shall be allowed. e. Where the setbacks cannot be met due to lot size or shape, setback adjustments would be allowed (to within 10 feet of the top of bank) if: o Site is unusable for the principal purpose if the setback is not reduced. o Reduction is the minimum necessary that allows the use after all practical design modifications are evaluated. Alterations to streams and riparian areas from permitted uses must demonstrate that the necessary permits from USACE, CDFW, and RWQCB have been obtained. Such projects must demonstrate that the design incorporates preferred elements, such as natural bottom culverts, minimal disturbance to native vegetation, and appropriate management of drainage.	Zoning Code Update	Community Development	General Fund		Concurrent

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C-4	Goal C-1	Conservation	Regularly review and update the GIS database of ESHAs, wildlife habitat linkages, sensitive resource areas, and other natural resources of importance to consult when evaluating proposed projects.	Process	Community Development	General Fund		Periodic
C-5	Goal C-1	Conservation	Maintain ongoing consultation from a biologist to evaluate and establish necessary buffers and mitigation strategies for peregrine falcon nesting sites, monarch overwintering sites, and rookeries.	Development Standards	Community Development	Development Fees		As Needed
C-6	Goal C-1	Conservation	Require a biological resources study, including site-specific mapping of ESHA boundaries for development projects on sites that are mapped as containing ESHA, within 100 feet of ESHA, and all other sites with natural vegetation regardless of whether ESHA has been mapped. The biological resource study should be completed by a qualified biologist using industry-standard practices to classify and map resources and determine ESHA boundaries. If the site contains the potential for monarch overwintering or rookeries due to the presence of appropriately sized trees and groves, a seasonally timed survey appropriate for detecting the target species must be included in the study.	Development Standards	Community Development	Development Fees		As Needed
C-7	Goal C-1	Conservation	Use site-specific mapping to evaluate potential project effects on ESHA. The type of ESHA, quality of habitat that help buffer ESHA from the effects of project activities, site topography, and site drainage patterns should be evaluated when considering the effects of a project on adjacent ESHA. Linear distance from ESHA is less important on a site on which development is separated from ESHA by a topographic divide than a site with development proposed directly upslope of ESHA. Analysis of potential effects of development on ESHA should consider whether feasible alternatives exist that are farther from ESHA and would not result in other biological resource impacts. The analysis should also consider potential effects on off-site overwintering and nesting sites, if applicable.	Development Standards	Community Development	Development Fees		As Needed
C-8	Goal C-1	Conservation	Regularly update the ESHA maps using GIS. Update the maps every time ESHA is further delineated due to a development application.	Process	Community Development	Development Fees		As Needed
C-9	Goal C-1	Conservation	When an ESHA setback variance is granted, the following requirements shall apply: a. Site drainage must be evaluated to ensure development does not cut off hydrology. b. Stormwater from the development must be managed such that it does not contribute sediment or pollutants to the ESHA. c. Where feasible, and where native vegetation is not already present, native vegetation screening must be planted between the ESHA and the development.	Zoning Code Update	Community Development	General Fund		Concurrent
C-10	Goal C-1	Conservation	When constructing trails within sensitive natural communities, a 25-foot buffer will be required to avoid impacts. The buffer may be reduced if the site terrain allows development to be sited downslope or topographically separated from these habitats, or if the lot size and shape makes the setback infeasible. Revegetation within 25 feet of these areas must use native plants. Disturbance footprints adjacent to these upland sensitive natural communities shall be clearly marked in the field with temporary fencing or rope lines. The adjacent habitat shall be identified by signage as sensitive habitat to be retained.	Development Standards	Community Development	Development Fees		As Needed
C-11	Goal C-1	Conservation	Wildlife movement features shall be included when designing new or modified stream crossing structures to allow wildlife movement including for aquatic and	Development Standards	Community Development	Development Fees		As Needed

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
			terrestrial species. Fencing or other components shall be designed to allow movement.					
C-12	Goal C-2	Conservation	Become a Certified Local Government (CLG) by developing a historic preservation ordinance, establishing a historic preservation committee, and maintaining a system to regularly update cultural resources.	Process	Community Development	General Fund; Grants		Once
C-13	Goal C-2	Conservation	Conduct inventories of historic and cultural resources in Morro Bay. Update these inventories as needed to ensure up-to-date information.	Process	Community Development	General Fund; Grants		Periodic
C-14	Goal C-2	Conservation	Establish a local register that mimics requirements of the California Register of Historic Resources and the National Register of Historic Places, but focuses on locally important historic themes, such as Morro Bay's legacy as a fishing village.	Program	Community Development	General Fund; Grants		Ongoing
C-15	Goal C-2	Conservation	Identify historical themes and develop a historic context statement that is used to identify significant historical themes within a community that are often represented in the built environment, such as houses and infrastructure.	Process	Community Development	General Fund; Grants		Once
C-16	Goal C-3	Conservation	Include as a requirement of project approval that projects requiring grading, landscaping, and construction activities include a description of how dust disturbance will be minimized, including estimates of water usage and alternative methods of dust control.	Development Standards	Community Development	Development Fees		As Needed
C-17	Goal C-4	Conservation	Establish greenhouse gas emissions thresholds of significance and standardize potential mitigation measures for both discretionary and ministerial actions.	Process	Community Development	General Fund		Once
C-18	Goal C-4	Conservation	Update the City's Climate Action Plan for consistency with SB 32.	Process	Community Development	General Fund		Once
C-19	Goal C-4	Conservation	Regularly communicate with County, state, and federal departments and agencies, medical providers, and organizations regarding available grant funding, such as for active transportation and healthy communities, that can aid the City in reaching its emissions targets. Work with local homeowners, businesses, and organizations to take advantage of these grants.	Process	Community Development	Grants		Ongoing
C-20	Goal C-5	Conservation	Develop, and update regularly, a database of low-cost and free programs for energy efficiency and weatherization for low-income homeowners, and create a process for reaching out to such residents when opportunities are available.	Program	Community Development	General Fund; Grants		Ongoing
C-21	Goal C-6	Conservation	Participate in regional energy efficiency financing programs, such as low-interest revolving loans, the California Comprehensive Residential Building Retrofit Program, California First, and Property Assessed Clean Energy (PACE), that enable property owners to obtain low-interest financing for energy improvements.	Program	Community Development	General Fund; Grants		Ongoing
C-22	Goal C-6	Conservation	Require water- and energy-efficient features in all new and significantly renovated development such as low-flow and energy-efficient appliances, drought-tolerant vegetation, rooftop solar, and passive heating and cooling features.	Municipal Code Update	Public Works	General Fund		Once
C-23	Goal C-7	Conservation	Study the economic and environmental feasibility of obtaining water from additional sources, including utilization of the desalination plant and rainwater harvesting and management. If a method is deemed feasible, develop a plan to incorporate it into the City's water management plan.	Process	Public Works	General Fund; User Fees		Periodic
C-24	Goal C-7	Conservation	Identify and regulate point sources of pollution to protect riparian and marine areas.	Process	Public Works	General Fund; Grants		Ongoing

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C-25	Goal C-7	Conservation	Continue to promote and enforce water conservation efforts in Morro Bay through methods such as tiering of water pricing, water usage restrictions, and incentives or requirements for water-efficient building, landscaping, and street design.	Program	Public Works	General Fund; User Fees		Ongoing
C-26	Goal C-8	Conservation	Continue to update Chapter 14.75 (Mandatory Construction and Demolition Debris Recycling Program) of the Morro Bay Municipal Code as higher diversion rates become feasible, necessary, or required.	Municipal Code Update	Community Development	General Fund		As Needed
C-27	Goal C-8	Conservation	Work with local and state agencies and organizations such as CalRecycle and the San Luis Obispo Integrated Waste Management Authority to support the food waste curbside collection program and provide low-cost composting starter kits to residents interested in beginning a home composting bin.	Program	Public Works	Grants		Ongoing
C-28	Goal C-8	Conservation	Designate a Zero Waste champion from City staff to work with CalRecycle, San Luis Obispo Integrated Waste Management Authority, local private waste management companies, residents, business owners, and multifamily housing landlords to teach and promote the zero waste goal and methods of attainment that are mutually beneficial.	Program	Public Works	General Fund		Once
C-29	Goal C-8	Conservation	Require that all multifamily and commercial facilities provide an adequate number of attractive and convenient waste diversion receptacles, as well as clear and convenient instructions regarding recyclable and compostable materials.	Municipal Code Update	Public Works	General Fund		As Needed
C-30	Goal C-8	Conservation	Create and adopt a Zero Waste Action Plan to reach 100% waste diversion.	Process	Public Works	General Fund; Grants		Once
C-31	Goal C-9	Conservation	Conduct a view analysis to further delineate protected views identified in this section and implement Zoning Code criteria identifying scenic viewpoints to be protected, and development review procedures for designing future projects to protect scenic viewpoints.	Zoning Code Update	Community Development	General Fund		Concurrent
C-32	Goal C-9	Conservation	Amend Section 17.48.190 (Protection of visual resources and compatible design) of the Zoning Code to incorporate the viewpoints and scenic views described in Figures C-7 and C-8 of the General Plan and impose specific visual standards for projects that could potentially impact those viewpoints and views.	Zoning Code Update	Community Development	General Fund		Concurrent
C-33	Goal C-9	Conservation	Review and update the Municipal Code, including sign standards, building requirements, and visual resources, to ensure standards remain consistent with updated design standards and the existing environment.	Municipal Code Update	Community Development	General Fund		As Needed
C-34	Goal C-9	Conservation	Establish an in-lieu fee program to fund infrastructure and utility undergrounding efforts.	Program	Community Development	General Fund; Grants		Once
C-35	Goal C-9	Conservation	Consider establishing a tree bank near Del Mar Park or another suitable location to sequester carbon and mitigate for impacts from the loss of trees in other areas of the city. The tree banking program would have guidelines and regulations established for how the mitigation could be utilized and for growing and maintaining the trees.	Program	Community Development	User Fees		Ongoing
OS-1	Goal OS-1	Open Space	Install additional bicycle parking facilities and wayfinding signage near the beach, downtown, and the Embarcadero.	Physical Improvement	Public Works	General Fund; Grants		Once
OS-2	Goal OS-1	Open Space	Partner with the school district, community groups, and neighboring communities to identify and apply for grant opportunities to maintain, enhance, and expand park and recreational opportunities.	Process	Recreation Services	Grants		Periodic

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OS-3	Goal OS-1	Open Space	Work with local businesses, organizations, and landowners to install temporary public uses on vacant lots, particularly in the downtown and Embarcadero areas. Such uses could include parklets, community gardens or markets, or other temporary recreational facilities.	Program	Recreation Services	General Fund; Grants		Ongoing
OS-4	Goal OS-1	Open Space	Implement an incentive program for local waterfront businesses and leaseholders to encourage regular maintenance and upgrades of infrastructure at nearby trails or parks.	Program	Community Development, Harbor	General Fund		Once
OS-5	Goal OS-2	Open Space	Identify opportunities in existing and future parks and open space to include multigenerational recreational facilities and gathering spaces, and seek funding opportunities to install and upgrade such facilities.	Program	Recreation Services	Grants		Ongoing
OS-6	Goal OS-2	Open Space	Complete a community recreational needs assessment that includes an evaluation of programs and events, access to parks and recreational uses, ability of residents of all ages and abilities to fully utilize these facilities, and ongoing maintenance needs. Use the assessment to determine budget allocation, program offerings, and needed projects and equipment, and consider incorporating into a Parks Master Plan.	Process	Recreation Services	General Fund; Grants		Periodic
OS-7	Goal OS-2	Open Space	Review park needs annually to determine community needs in relation to the allocation of available resources.	Process	Recreation Services	General Fund		Periodic
OS-8	Goal OS-3	Open Space	Partner with local organizations, schools, and regional agencies to collectively pursue funding opportunities, including grants and private sponsorships, to improve and maintain recreational areas and facilities in Morro Bay, and coordinate programming and amenities to maximize public access.	Process	Recreation Services	Grants		Periodic
OS-9	Goal OS-3	Open Space	Create a sponsorship program for parks and community programs that details the levels of sponsorship that a business or organization can provide, and any benefits or incentives the sponsor can receive in return. Allow for flexibility in the sponsorship program to accommodate the individual needs of the City and sponsor.	Program	Recreation Services	General Fund; Sponsorships		Once
OS-10	Goal OS-3	Open Space	Identify coastal access points and citywide trails and incorporate them into the City's GIS data and maps.	Program	Community Development	General Fund		Once
OS-11	Goal OS-6	Open Space	Develop park design guidelines that implement design techniques to decrease flood risk through floodwalls, foreshore structures or improvements, sea gates, and surge barriers.	Process	Recreation Services	General Fund; Grants		Once
OS-12	Goal OS-6	Open Space	Formally identify park structures and features that will require protection from or adaptation to sea level rise and changing climatic events, and seek funding to implement the identified adaptation strategies.	Process	Recreation Services	General Fund; Grants		Periodic
OS-13	Goal OS-7	Open Space	When approving development in areas near agricultural areas, consider potential long-term impacts and require mitigation as part of development approval.	Development Standards	Community Development	Development Fees		As Needed
PS-1	Goal PS-2	Public Safety	Inventory unreinforced brick masonry, soft-story, and other seismically vulnerable private buildings. Identify potential funding sources to assist with seismic retrofits.	Process	Community Development	General Fund; Grants		Once and Periodic

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
PS-2	Goal PS-2	Public Safety	Ensure that soils reports are prepared by a licensed civil engineer with expertise in soils and geology. Prior to acceptance, require soils reports by a certified engineering geologist when developing in the following areas: a. Zone F, subzones 2 and 3 b. All areas having fill material on property c. Where there are known or suspected geologic, soils, or hydrologic problems in the immediate vicinity	Development Standards	Community Development	Development Fees		As Needed
PS-3	Goal PS-2	Public Safety	Require new development projects involving grading to have landscape plans prepared that include the following provisions: • Plantings shall be of native, drought-tolerant plant species, and blend with the existing natural vegetation and natural habitats on the site, except as noted below. • Invasive plant species that tend to supplant native species and natural habitats shall be prohibited. • Noninvasive ornamental plants and lawn may be permitted in combination with native, drought-tolerant species in the irrigated zone(s) required for fuel modification nearest approved residential structures. • Landscaping or revegetation shall provide 90% coverage within five years.	Development Standards	Community Development	Development Fees		As Needed
PS-4	Goal PS-3	Public Safety	Develop timing triggers for actions to address sea level rise impacts for each character area in Morro Bay based on sea level rise adaptation studies, sea level rise modeling, best available science, and the vision for each character area.	Process	Community Development	General Fund		Once
PS-5	Goal PS-3	Public Safety	Monitor beach widths to track change and keep current on amount of sea level rise. Establish a program to monitor beach widths on a regular basis and document storm events through photographs and field notes. This would assist in the validation of the numerical modeling and track the frequency of the storm events.	Program	Recreation Services	General Fund		Ongoing
PS-6	Goal PS-3	Public Safety	Work with property and business owners whose assets are exposed to flooding from sea level rise to adapt to the anticipated hazards in the 50-year time horizon. If an asset cannot be sufficiently protected from coastal flooding, establish a timeline for relocation. Ensure that the timeline includes the following activities: • Securing land for the relocated asset, either an infill site or a suitable undeveloped location. • Permitting and environmental review activities. • Deconstruction and reconstruction.	Program	Public Works	General Fund; Grants		As Needed
PS-7	Goal PS-3	Public Safety	Monitor and repair existing seawalls and revetments along the Embarcadero.	Physical Improvement	Public Works	General Fund; development fees		As Needed
PS-8	Goal PS-3	Public Safety	Establish a program to inform owners of real estate in the Sea Level Rise Hazard Overlay Zone about coastal hazards or property vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise.	Program	Community Development	General Fund; Grants		Ongoing
PS-9	Goal PS-3	Public Safety	Amend the Municipal Code to require sellers of real estate in the Sea Level Rise Hazard Overlay Zone to disclose permit conditions related to coastal hazards or property defects or vulnerabilities, including information about known current and potential future vulnerabilities to sea level rise, to prospective buyers prior to closing escrow.	Municipal Code Update and Process	Community Development	Development Fees		As Needed

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
PS-10	Goal PS-3	Public Safety	In areas located in the Sea Level Rise Hazard Overlay Zone, revise residential building standards to prohibit habitable space at elevations subject to wave/flood risk. Specifically address potential impacts of basements on long-range adaptation options such as landward relocation or removal.	Zoning Code Update	Community Development	General Fund		Concurrent
PS-11	Goal PS-3	Public Safety	During Development Review, determine if any structures meant for human habitation are to be constructed within the 100-year floodplain or in the Sea Level Rise Hazard Overlay Zone depicted in Figure PS-8. If necessary, evaluate each structure's safety from flood and sea level rise related hazards, and recommend remedial actions.	Development Standards	Community Development	General Fund; Development Fees		Ongoing
PS-12	Goal PS-3	Public Safety	Include funding to address impacts of sea level rise in the City budgeting process.	Process	City Manager	General Fund		Ongoing
PS-13	Goal PS-3	Public Safety	Require new development in the Sea Level Rise Hazard Overlay Zone to evaluate potential impacts to adjacent or nearby properties from all proposed structural flood protection measures to ensure that these measures will not create adverse direct and/or cumulative on-site or off-site impacts.	Development Standards	Community Development	Development Fees		As Needed
PS-14	Goal PS-4	Public Safety	Create a multifaceted emergency communications plan that details multiple methods of warning and communication systems, emergency response, and evacuation assistance. This could include identification of "resiliency hubs." Such a plan should include social media, traditional news outlets, available apps, and "Amber Alert" style SMS messaging to residents, and identify the persons responsible for each role in the emergency communications plan. The plan should include coordination with the County and other regional emergency response agencies.	Process	Police	General Fund; Grants		Ongoing
PS-15	Goal PS-4	Public Safety	Develop and pursue a list of City building improvements that would be resilient and habitable during a prolonged power or heating outage.	Process	Community Development	General Fund; Grants		Once and Periodic
EJ-1	Goal EJ-1	Environmental Justice	Annually, meet with San Luis Obispo County Public Health and other potential partners to work to provide enrichment programs for families and children, including after-school programs.	Program	Recreation Services	General Fund; Grants		Periodic
EJ-2	Goal EJ-1	Environmental Justice	Offer community equity training and diversity training to City staff either through the City or in partnership with other agencies or groups in the region. If possible, make the training available to government staff throughout the region and to the broader community.	Program	City Council	General Fund		Ongoing
EJ-3	Goal EJ-2	Environmental Justice	Work with community organizations and local and regional agencies to develop brochures, web content, and other materials to promote public awareness of health and social services available in the area.	Program	Community Development	General Fund; Grants		Ongoing
EJ-4	Goal EJ-3	Environmental Justice	Work with medical providers, transit agencies, private transit providers, and community representatives to develop an access plan that can provide service to major medical facilities in the region. Include recommendations for locating future medical facilities close to public transit.	Process	Recreation Services	General Fund		Once
EJ-5	Goal EJ-3	Environmental Justice	Promote local food sourcing through procurement preferences and policies at local government facilities, schools, businesses, and institutions. Continue to promote marketing and distribution initiatives that connect local agriculture to new markets such as retailers, restaurants, schools, food banks, and other businesses.	Program	Community Development	General Fund; Grants		Periodic

#	Relevant Goals	Element	Action	Type of Action	Responsibility	Funding Source	EIR Mitigation?	Time
EJ-6	Goals EJ-4	Environmental Justice	Update the Morro Bay Community Vulnerability and Resilience Assessment every 10 years to include updated modeling and projections. This will allow the City to identify current priorities for vulnerable assets, populations, and environmental features.	Process	Community Development	General Fund; Grants		Periodic

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GLOSSARY AND ACRONYMS

ACRONYMS

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADR	Average Daily Rate
ADT	Average Daily Traffic
BID	Business Improvement District
CAP	Climate Action Plan
CBC	California Building Code
CCT	California Coastal Trail
CDBG	Community Development Block Grant
CEQA	California Environmental Quality Act
CIR	Circulation
CNEL	Community Noise Equivalent Level
CPI	Consumer Price Index
dB	Decibels
dBA	A-weighted Sound Pressure Level
DWSP	Downtown Waterfront Strategic Plan
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ESHA	Environmentally Sensitive Habitat Area
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GHG	Greenhouse Gas
GPAC	General Plan Advisory Committee
HCD	Housing and Community Development Department of the State of California

Glossary and Acronyms

HUD	U.S. Department of Housing and Urban Development
LAFCO	Local Agency Formation Commission
LCP	Local Coastal Plan
LCVSA	Low-Cost Visitor-Serving Accommodations
Leq	Equivalent Noise Level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LUP	Land Use Plan
MCR	Mixed Commercial and Residential
MMLOS	Multimodal Level of Service
NEPA	National Environmental Policy Act
PG&E	Pacific Gas and Electric Company
RTA	Regional Transit Authority
RTP	Regional Transportation Plan
SB	Senate Bill
SCS	Sustainable Communities Strategy
SLO APCD	San Luis Obispo County Air Pollution Control District
SLOCOG	San Luis Obispo Council of Governments
SLR	Sea Level Rise
SMA	Subdivision Map Act
SR	State Route
SRA	State Responsibility Area
STR	Smith Travel Research
STVR	Short-Term Vacation Rentals
TDR	Transfer of Development Rights
TOT	Transient Occupancy Tax
UBC	Uniform Building Code
VdB	Vibration Decibels
VMT	Vehicle Miles Traveled

GLOSSARY

The following glossary provides definitions of common planning terms. The definitions shown in this glossary may be used to interpret policies in the General Plan, but shall not be interpreted as policies, standards, thresholds, guidelines, etc.

100-Year Flood

A flood that has 1 percent likelihood of occurring in any given year.

100-Year Floodplain

The areas that have a 1-in-100 chance of flooding in any given year using criteria consistent with, or developed by, the Federal Emergency Management Agency.

200-Year Floodplain

The areas that have a 1-in-200 chance of flooding in any given year using criteria consistent with, or developed by, the Department of Water Resources.

500-Year Floodplain

The areas that have a 1-in-500 chance of flooding in any given year using criteria consistent with, or developed by, the Department of Water Resources.

Access

The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Access, Public

The ability/right of the general public to enter and exit a site, including parks and coastal waters.

Acres, Gross

The entire acreage of a site. Gross acreage is calculated to the edge of the property lines of the site, including as measured to adjacent public rights-of-way.

Acres, Net

The portion of a site that can actually be built upon. The following are not included in the net acreage of a site: public or private road rights-of-way, public open space, flood ways/hazardous areas, bluff faces, sandy beach areas, and tidally influenced areas.

Adaptability

The ability, competency, or capacity of a system to adapt to (to alter to better suit) climatic stimuli (essentially synonymous with adaptive capacity).

Administrative (Ministerial) Decision

An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of judgment in deciding whether to approve a project.

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income for housing and utilities.

Agency

A governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pastureland.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Airport-related Use

A use that supports airport operations including, but not limited to, aircraft repair and maintenance, flight instruction, and aircraft chartering.

Alquist-Priolo Special Studies Zone Act, Earthquake Fault Zone

A state-designated seismic hazard zone along traces of potentially and recently active faults, in which specialized geologic investigations must be prepared prior to approval of certain types of new development.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Analysis

The examination of a subject, particularly its component parts and their interrelationships.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose.

(2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Appropriate

Suitable for a particular person, place, or condition.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Area Plan

See "Specific Plan."

Arterials

Roadways that balance mobility and access by carrying moderate volumes at lower speeds and serving abutting land uses. They can be divided to be principal or minor arterials, with principal arterials serving more vehicles and having wider shoulders.

At-risk Area

An area of land that is vulnerable to impacts associated with hazards and, specifically, climate change.

Attainment

Compliance with state and federal ambient air quality standards within an air basin. *See "Non-attainment."*Auto-oriented Use

A use of a retail area that depends on exposure to continuous auto traffic.

Average Daily Traffic (ADT)

The total volume of traffic carried by a roadway segment in an average 24-hour period *or* the average number of vehicle trips generated by a project or projects in a 24-hour period.

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles, delineated by painted stripes and other identifying features.

Bicycle Path (Class I facility)

Off-road bicycle routes located along designated multiuse trails or vacated rail lines, and separated from streets.

Bicycle Route (Class III facility)

A facility shared with motorists and identified only by signs. A bicycle route has no pavement markings or lane stripes.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biological Community

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Bioswale

Channeled trenches, swales, and infiltration areas that catch rainwater and other runoff with vegetation and organic matter to allow infiltration capable of settling out and filtering pollutants.

Blueprint

The framework for development decisions identifying the role of land use and circulation planning in support of resource conservation and sustainability that will affect the physical, economic, and social climate in Morro Bay.

Bluff, Coastal

A landform that includes a scarp or steep face of rock adjacent to the bay or ocean and meeting one of two parameters:

(1) The toe is now or was historically (generally within the last 200 years) subject to marine erosion.

(2) The toe of which lies within an area otherwise identified in Public Resources Code Section 30603(a)(1) or (a)(2).

Bluff line or edge shall be defined as the upper termination of a bluff, cliff, or seacliff. In cases where the top edge of the cliff is rounded away from the face of the cliff as a result of erosional processes related to the presence of the steep cliff face, the bluff line or edge shall be defined as that point nearest the cliff beyond which the downward

gradient of the surface increases more or less continuously until it reaches the general gradient of the cliff. In a case where there is a steplike feature at the top of the cliff face, the landward edge of the topmost riser shall be taken to be the cliff edge. The terminus of the bluff line, or edge along the seaward face of the bluff, shall be defined as a point reached by bisecting the angle formed by a line coinciding with the general trend of the bluff line along the seaward face of the bluff, and a line coinciding with the general trend of the bluff line along the inland facing portion of the bluff. Five hundred feet shall be the minimum length of bluff line or edge to be used in making these determinations. Some Coastal Bluffs are defined as ESHA and some are not.

Buffer Zone

An area of land separating land uses and/or developments that acts to soften or mitigate the effects of one land use/development on the other.

Building

Any structure used or intended for supporting or sheltering any use or occupancy.

Buildout; Build-out

Development of land to its theoretical capacity as permitted under current planning and zoning requirements.

Business Improvement District (BID)

A defined area within which services, activities, and programs are paid for through a special assessment which is charged to all members within the district in order to equitably distribute the benefits received and the costs incurred to provide agreed-upon services, activities, and programs.

California Building Code (CBC)

A document serving as the basis for design and construction of buildings in California and authorized by California Building Standards Law to administer the many processes related to the development, adoption, approval, publication, and implementation of the standards. This document determines minimal construction requirements for all of California and ensures structure safety.

California Coastal Trail (CCT)

A public recreational access trail along the California shoreline (along with associated offshoots and spurs) from the Oregon border to Mexico.

California Environmental Quality Act (CEQA)

A state law requiring state and local agencies to regulate activities with full public knowledge of and consideration for environmental protection, including identification of potential environmental impacts of a proposed project. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact

report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General plans require the preparation of a program EIR.

California Department of Transportation (Caltrans)

The owner and operator of California's federal and state highway system, and which also in some cases provides intercity rail services, assists local airports, and provides other programs such as transportation safety.

California Pacific Bike Route

The Class II bike lane that follows Highway 1 from Vancouver, British Columbia, south to Imperial Beach, California.

California Register of Historical Resources

A California state government program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical and archeological resources. This document is the authoritative guide to the state's significant historical and archaeological resources.

Carbon Dioxide

A colorless, odorless, nonpoisonous gas that is a normal part of the atmosphere.Carbon Monoxide

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Census

The official decennial enumeration of the population conducted by the federal government.

Character

Special physical characteristics of a structure or area that set it apart from its surroundings and contribute to its individuality.

Circulation System

A network of transit, automobile, bicycle and pedestrian rights-of-way that connect origins and destinations.

City

City with a capital "C" refers to the City of Morro Bay as the incorporated government agency (e.g., "The *City* will enact ordinances."). City with a lower case "c" refers to the geographical area of a city (e.g., "There are parks in the *city*.")

Climate Action Plan

A document adopted by the City to guide the reduction of greenhouse gas emissions in accordance with Assembly Bill 32 to achieve a goal of 15 percent below the 2005 baseline emissions.

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of protecting some type of resource or value (e.g., clustered to protect public views open space areas, ESHAs, etc).

Coastal Access, lateral

Public accessways generally running parallel to the shoreline's orientation.Coastal Access, vertical

Public accessways generally running perpendicular to the shoreline's orientation and providing access to the beach and immediate shoreline area.Coastal Act

California state law enacted in 1976 establishing a set of policies, coastal zone boundary line, and permitting process to direct development and coastal resource protection within the Coastal Zone. It provides the transfer of coastal permitting authority, with certain limitations reserved for the state, to local governments through the certification of city and county Local Coastal Programs by the California Coastal Commission.

Coastal Hazard

Including, but not limited to, episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunami, coastal flooding, landslides, bluff and geologic instability, and the interaction of same, and all as impacted by sea level rise.

Coastal Resources

A general term used to refer to the coastal resources addressed in Chapter 3 of the California Coastal Act, including the ocean, beaches, wetlands, agricultural lands, and other coastal habitats; certain types of coastal development; public access and recreation opportunities; cultural, archaeological, and paleontological resources; and scenic and visual resources. Coastal resources also include but are not limited to public access and public access facilities and opportunities, recreation areas and recreational facilities and opportunities (including for recreational water-oriented activities), lower cost visitor serving facilities (including lower cost accommodations), coastal-dependent and coastal-related uses, public views, natural landforms, marine resources, watercourses (rivers, streams, creeks, etc.) and their related corridors, water bodies (wetlands, estuaries, lakes, etc.) and their related uplands, groundwater resources, biological resources, environmentally sensitive habitat areas, agricultural lands, and archeological and paleontological resources.

Coastal Zone

The area of land designated by the Coastal Act that extends from the state's outer limit of jurisdiction in State waters, and extending inland for a varying distance, ranging from a few hundred feet in certain urban areas to roughly five miles in certain rural areas.

Co-benefits

Positive benefits of climate change mitigation related to the reduction of greenhouse gases.

Collectors

Roadways that gather traffic from local roads, tie into the arterial roadway network, and often pass through residential areas.

Community (Urban) Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, and by the state Department of Housing and Community Development for nonentitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Financing District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et seq.), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)

The 24-hour average noise level with a penalty of 5 dBA added for noise between 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occuring from 10 p.m. to 7 a.m.

Compatible

Capable of existing together without conflict or ill effects.

Complete Streets

A transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to provide safe mobility for all users, including

bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.

Concurrency

Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

Conservation

The management of natural resources to prevent waste, destruction, or degradation.

Consistency, Consistent, Consistent With

Free from significant variation or contradiction. California state law requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning code.

County

County with a capital "C" generally refers to the government or administration of a county. County with a lower case "c" may mean any county or may refer to the geographical area. In this General Plan/LCP, “County” generally refers to the County of San Luis Opispo, either as a governmental agency or as a geographic area.

Criterion

A standard upon which a judgment or decision may be based. *See "Standards."*

Cumulative Impact

As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Day Care

A service or facility where care is provided or development programs are conducted for children, adults, or other dependents.

dB

Decibel; a unit used to express the relative intensity of a sound. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

dBA

The "A-weighted" scale for measuring sound in decibels; adjusts the effects of low and high frequencies in order to simulate human hearing.

Density, Residential

The number of residential dwelling units per acre of land. Densities specified in this General Plan may be expressed in units per gross acre. *See "Acres, Gross."*

Developable Land

Land that is suitable as a location for structures and that can be developed free of hazards to, without disruption of, or significant impact on natural resource areas and other coastal resources.

Developer

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities).

For purposes of the Local Coastal Program, "development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; construction, reconstruction, demolition, or alteration in the size of any structure, including any facility of any private, public, or municipal utility; change in the density or intensity of use of land, including subdivision in compliance with the Map Act, and any other division of land, except where the land division is brought about in connection with the purchase of the land by a public agency for public recreational use; change in the intensity of use of water exclusive of consumption, or of access to water; and the removal or harvesting of major vegetation other than for agricultural purposes, and kelp harvesting.

Development, Coastal-related

Any use that is dependent on a coastal-dependent development or use.

Development Capacity

The distribution of land uses with density and intensity standards and the resulting residential and nonresidential levels of development that can be expected from the implementation of land use policies consistent with coastal resource protection.

Development Proposal

A plan for an area or tract of land submitted to the City for review and approval.

Disadvantaged Unincorporated Community

An area of inhabited territory located within an unincorporated area of a county with 10 or more dwelling units in close proximity in which the annual median household income is less than 80 percent of the statewide median household income.

Discourage

To advise or persuade to refrain from.

Discretionary

A project or action which requires the exercise of judgement or deliberation when the public agency or body discusses a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations.

Discretionary Approval

As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement

Usually, the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation

An easement for the purposes of conservation, which may take the form of positive rights (e.g., providing the public with the opportunity to walk, hike, or ride over the land), restrictive rights (e.g., limiting the uses to which the landowner may devote the land in the future), or a comination of both.

Ecosystem

An interacting system formed by a biotic community and its physical environment.

Elderly

Persons age 62 and older. *See "Seniors."*

Emission Standard

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species

A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Enhance

To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance." *See "California Environmental Quality Act."*

Environmental Impact Report (EIR)

A report required by CEQA and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action or project. *See "California Environmental Quality Act."*

Environmental Impact Statement (EIS)

Under NEPA, a statement on the effect of development proposals and other major actions that significantly affect the environment. *See "National Environmental Policy Act."*

Environmentally Sensitive Habitat Areas (ESHA)

Areaswithin the Coastal Zone of California in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystems and which could be easily disturbed by human activities and developments. See also Conservation Element Policy C-1.1.

Equivalent Noise Level (Leq)

A noise metric that considers both the duration and sound power level as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time.

Erosion

(1) The loosening and transportation of rock and soil by wind, rain, running water, river/ocean flooding, and combinations thereof.

(2) The gradual wearing away of the upper layers of earth.

(3) The loss of shoreline area due to coastal hazards.

Event

As used in the Public Safety Element of this General Plan, an event is an accidental release of a substance, material, or energy from a facility that may cause a hazardous physical effect beyond the exterior boundary of the facility. An event may occur as the end result of a series of related circumstances or actions; the individual circumstances or actions are not themselves considered to be events for the purposes of implementation of Safety Element policies.

Expressways

High-volume and high-speed roadways with access via controlled at-grade intersections to emphasize mobility and not serve abutting land uses.

Family

An individual or a group of persons living together in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house, or institution of any kind.

Farmland

Refers to eight classifications of land mapped by the U.S. Department of Agriculture Soil Conservation Service.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible

Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Feasible, Technically

Capable of being implemented because the industrial, mechanical, or application technology exists.

Fill

Earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon, placed on land or in a submerged area.

Finding(s)

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

FEMA Flood Hazard Zone

An area that, due to the topography and geography of the land and surrounding area, FEMA has defined to have a specific level of flood risk.

Flood Insurance Rate Map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain

The relatively level land area on either side of the banks of a river, creek, or stream regularly subject to flooding. *See "100-Year Floodplain."*

Floor Area, Gross

The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than six feet. Some cities exclude specific kinds of space (e.g., elevator shafts, parking decks) from the calculation of gross floor area.

Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net square feet of land area, a FAR of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, a FAR of 1.5 would allow 15,000 square feet of floor area; a FAR of 2.0 would allow 20,000 square feet; and a FAR of 0.5 would allow only 5,000 square feet.

Footprint; Building Footprint

The outline of a building at all of those points where it meets the ground.

Freeways

Roadways intended to carry high volumes and high-speed traffic by maximizing mobility without serving abutting land uses.

Gateway

A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

General Plan

A document required by California law for each city and county and containing a minimum of the following seven state-mandated elements: land use, open space, conservation, housing, circulation, noise, and safety. The guidelines must contain development policies and maps setting forth goals and policies as a comprehensive current and long-term plan for the physical development of the jurisdiction.

General Plan Advisory Committee

A group of community members representing various interests in Morro Bay appointed by the City Council to provide input and guidance to City staff during the planning process and the creation of the updated General Plan.

Geological

Pertaining to rock or other solid matter.

Grasslands

Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Gas Emissions (GHG)

Gas by-products of fossil fuel combustion, waste disposal, energy use, land use changes, and a variety of other human activities. Major GHGs include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O).

Greenprint

The framework for conservation and resource management identifying the roles of open space, conservation, public safety, and community well-being in support of a resilient and sustainable community that will affect the physical, economic, and social climate in Morro Bay.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water holding rocks that provide underground storage ("aquifers"). Also applies to activities that lead to same (such as injecting water for recharge purposes).

Guidelines

General statements of policy direction around which specific details may be later established.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic; Historical

A historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, the restoration and rehabilitation of the building(s) to a former condition.

Household

All those persons—related or unrelated—who occupy a single housing unit. *See "Family."*

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of household is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD)

The state agency with the principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Unit

The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multifamily dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under state law. A housing unit has, at minimum, cooking facilities, a bathroom, and a place to sleep. *See "Dwelling Unit," "Family," and "Household."*

Image

The mental picture or impression of a city or place taken from memory: may be held in common by members of the community.

Impact

The effect of any direct or indirect actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 et seq. specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface

Surface through which water cannot penetrate, such as nonpermeable roofs, roads, sidewalks, and paved parking lots. The amount of impervious surface generally increases with development and establishes the need for drainage measures and facilities to filter, treat, carry, and accept the increased runoff.

Implementation

Actions, procedures, programs, or techniques that carry out policies.

Improvement

The addition of one or more structures or utilities on a parcel of land.

Incident

See "Event."

Incorporation

Creation of a new city or a new portion of an existing city.

Industrial

The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial Park; Office Park

A planned assemblage of buildings designed for workplace use.Infill Development

Development of vacant land (usually individual lots or leftover properties) within areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage disposal systems, water supply systems, other utility systems, and roads.

Institutional Uses

(1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges.

(2) Churches and other religious organizations.

(3) Other nonprofit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. *See "Public and Quasi-public Facilities."*

Intensity, Building

For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For nonresidential uses, the actual or the maximum permitted floor area ratios.

Intermittent Basins

A water basin that normally holds water for at least 30 days after the last major rain of the season and is dry a large part of the year.

Intermittent Stream

A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Jobs/Housing Balance; Jobs/Housing Ratio

The availability of housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Landscaping

Planting including trees, shrubs, and ground covers suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan/LCP.

Land Use Designation

The label for a type of community development pattern on an identified area of land to promote efficient use of public infrastructure and provide the best development potential through the establishment of allowable uses.

Land Use Plan

The management framework for the scientific, aesthetic, and orderly distribution of land, resources, facilities, and services with a goal of securing the physical, economic and social efficiency, health, and well-being of urban and rural communities.

For purposes of the Local Coastal Program, the Land Use Plan is defined as the relevant portion of a local government's general plan or local coastal element that is sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies, and, where necessary, a listing of implementing actions.

Land Use Regulation

A term encompassing the regulation of land in general and often used to mean the regulations incorporated in the General Plan and an LCP's Land Use Plan, as distinct from zoning regulations (which may be more specific).

Lease

A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent), subject to specific terms and conditions.

Level of Service (LOS) Standard

A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic)

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. Although various measures of traffic are used, the following are commonly accepted descriptions:

Level of Service A - Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B - Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C - Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D - Designates the level where traffic nears an unstable flow, intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E - Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F - Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Lmax

The maximum instantaneous noise level experienced during a given period of time.

Local Agency Formation Commission (LAFCo)

A five- or seven-member commission in each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

Local Coastal Program (LCP)

Consists of the City’s Land Use Plan (which includes land use maps) and Local Implementation Plan (which includes the Zoning Code and zoning maps). As a package, these documents implement the Coastal Act at the local level and form the legal standard of review for issuance of coastal development permits within the city’s coastal development permit jurisdiction within its Coastal Zone.

Local Implementation Plan (LIP)

The ordinances, regulations, or programs which implement either the provisions of the certified Local Coastal Program or the policies of this division and which are submitted pursuant to Public Resources Code Section 30502 [Designation of sensitive coastal resource areas].

Local Responsibility Area (LRA)

Area where the local jurisdiction (Morro Bay) is responsible for fire prevention and suppression.

Local Roads

Roadways that provide access to abutting land uses and connect to the collector and arterial streets. These are typically the largest percentage of roadways in terms of mileage.

Lot

See "Site."

Maintain

To keep in an existing state. *See "Preserve."*

Major Energy Facility

Any energy facility as defined by Public Resources Code Section 30107 and California Code of Regulations Title 14 Section 13012.

Major Public Works Project

Any public works project as defined by Public Resources Code Section 30114 and California Code of Regulations Title 14 Section 13012.

Map, Parcel

For residential subdivisions, a map created pursuant to the Subdivision Map Act (SMA) which contains four or fewer lots. Parcel maps created for commercial property may include more than four lots, as provided in the SMA.

Map, Tract

A subdivision map for residential development which includes five or more lots.

Marsh

An area periodically or permanently covered with shallow water, either fresh or saline.

May

That which is permissible.

Mean High Tide Line

The ambulatory boundary defined by the average height of all high tides in a given location over a period of 18.6 years.

Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize

To reduce or lessen, but not necessarily to eliminate.

Mining

The act or process of extracting resources, such as oil, minerals, or sand and gravel, from the earth.

Mitigate

To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Mixed Use, Horizontal

A land use zone that combines single-use buildings on distinct parcels in a range of land uses within one block to achieve the goal of placemaking by bringing together complementary uses in one place.Mixed Use, Vertical

A land use zone that combines different uses in the same building where lower floors should have more public uses with more private uses on the upper floors to allow multiple uses in one place.

Mixed Use Development

A development with multiple functions within the same building or development area through the superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by warrant. These projects may include any combination of uses, such as housing, office, retail, medical, recreational, commerical, or industrial components.

Morro Bay Retail Trade Area

The trade or market area in Morro Bay encompassing approximately a 24-mile stretch from Cambria (north) to Los Osos (south) used to estimate retail sales potential, average expenditures, consumer demographics, and purchasing behavior for the city.

Multigenerational Housing

Living spaces that accommodate housing for single parents, young families, and seniors within the same unit or complex.

Multimodal Level of Service

A scale that measures the speed and flow of traffic, but incorporates all modes of travel into the analysis using a variety of indicators including a roadway volume-to-capacity ratio, walkability, bikeability, and public transit effectiveness.

Multimodal Transportation

The consideration of various modes (walking, cycling, automobile, public transit, etc.) and connections among modes so each can fill its optimal role in the overall transportation system without necessarily including a holistic or integrated approach.

Multiple Family Building

A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Must

That which is mandatory.

National Ambient Air Quality Standards

The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)

An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program

A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Native Plant or Animal

A plant or animal species that originates from a particular area. As used in the LCP, native means native to California and to the Morro Bay area.Necessary

Essential or required.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation

Reduction of the level of a noise source using distance and/or a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise-Sensitive Land Uses

Land uses that are more sensitive to noise than others because the noise levels prevent the designated land use activities from occurring, or when the noise endangers the public health and safety and disrupts certain human activities on the designated land use.Non-attainment

The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. *See "Attainment."*

Office Use

The use of land by general business offices, medical and professional offices, or administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Open Space Land

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of:

(1) the preservation of natural resources;

(2) the managed production of resources;

(3) outdoor recreation; and/or

(4) public health and safety.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parcel Map

See "Map, Parcel."

Park Land, Parkland

Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open space for public use.

Parklet

A small seating area and/or green space created as a public amenity on or alongside a sidewalk or transportation corridor in a place where current parks are lacking or where the existing sidewalk width is not large enough to accommodate vibrant street life activities. Also a small Park.

Parks

Open space lands whose primary purpose is recreation. *See "Open Space Land."*

Parks, Community-Based

Developed open space lands located in neighborhoods and commercial areas to create opportunities for visitors and residents to gather, play, and relax for recreation.

Parks, Resource-Based

Predominantly unimproved open space that perserves natural habitats while providing scenic and passive uses for residents and visitors.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Under some conditions, the "peak hour" may stretch into a "peak period" of several hours in duration.

Planning Area

The area directly addressed by the General Plan and Local Coastal Program. The planning area in Plan Morro Bay encompasses the city limits and potentially annexable land within and beyond its sphere of influence (in the unincorporated County).

Planning Commission

A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) that requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body. The Morro Bay Planning Commission contains five members appointed by the City Council.

Policy

A specific statement of principle or of guiding actions that implies clear commitment. A general direction that a governmental agency sets to follow in order to meet its goals and objectives before undertaking an action program. *See "Program."*

Pollutant

Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point

Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff.

Pollution, Point

In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Ponding

Areas that experience an inundation of water during heavy rain events that impact the ability of the area to manage flooding.

Prehistoric

Relating to or denoting the time period before written records.

Preservation

As used in historic preservation, the process of sustaining the form and extent of a structure essentially as it exists. Preservation aims at halting further deterioration and

providing structural stability but does not contemplate significant rebuilding. *See "Historic Preservation."* Preservation also means protection.

Preserve

An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve. (*See "Protect."*)

Preserve

To keep safe from destruction or decay; to maintain or keep intact. *See "Maintain."*

Prime Agricultural Land

(1) All land that qualifies for rating as class I or class II in the Natural Resource Conservation Service land use capability classifications.

(2) Land which qualifies for rating 80 through 100 in the Storie Index Rating.

(3) Land which supports livestock used for the production of food and fiber and which has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture.

(4) Land planted with fruit- or nut-bearing trees, vines, bushes, or crops which have a nonbearing period of less than five years and which will normally return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than two hundred dollars ($200) per acre.

(5) Land which has returned from the production of unprocessed agricultural plant products an annual gross value of not less than two hundred dollars ($200) per acre for three of the previous five years.

Prime Farmland

Land which has the best combination of physical and chemical characteristics for the production of crops. Prime farmland must have been used for the production of irrigated crops within the last three years. Prime farmland does not include publicly owned lands for which there is an adopted policy preventing agricultural use. *See "Prime Agricultural Land."*

Private Road/Private Street

Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion.

Professional Offices

A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Program

An action, activity, or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how," and "when" for carrying out the "what" and "where" of goals and objectives.

Protect

To maintain and preserve coastal resources and/or beneficial uses in their present condition as nearly as possible. *See "Enhance."*

Protected View

A public view that has been delineated by the City to receive extra protection because of its exceptional public view of natural or man-made scenery, including the coast. Protected views are subject to additional safeguards beyond the level of protection all views receive in the Coastal Zone.

Public and Quasi-public Facilities

Institutional, academic, governmental, and community service uses, either owned publicly or operated by nonprofit organizations, including private hospitals and cemeteries. (*See "Institutional Uses."*)

Public Services

Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

Quimby Act

Act passed in 1975 in the state of California (California Government Code Section 66477) authorizing cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements to mitigate impacts of property improvements and ensure adequate open space acreage in jurisdictions.

Rare or Endangered Species

A species of animal or plant listed in California Code of Regulations, Title 14, Sections 670.2 or 670.5; or Code of Federal Regulations, Title 50, Sections 17.11 or 17.12, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered; or a species of plant ranked 1B or 2B in the California Native Plant Society Inventory of Rare Plants.

Recognize

To officially (or by official action) identify or perceive a given situation.

Recreation, Active

A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts, and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity that does not require the use of organized play areas.

Recycle

The process of extraction and reuse of materials from waste products.Redevelopment

A structure shall be considered redeveloped, whereby the structure is no longer considered an existing structure and instead the entire structure and all development on the site must be made to conform with all applicable LCP policies, when such development consists of:

(1) Alteration (including interior and/or exterior remodeling and renovations, demolition or partial demolition, etc.) of 50% or more of the major structural components (including exterior walls, floor and roof structure, and foundation) of such development.

(2) Additions and alterations to such development that lead to more than a 50% increase in floor area for the development.

Changes to floor area and individual major structural components are measured cumulatively over time from January 1, 1977.

Regional

Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Rehabilitation

The repair, preservation, and/or improvement of substandard housing.

Resilience Hub

Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities; utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal; and communications and transportation facilities.

Resiliency

The capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience.

Restore

To renew, rebuild, or reconstruct to a former state.

Restrict

To check, bound, or decrease the range, scope, or incidence of a particular condition, as in a land use.Retail Leakage

Occurs when local people spend more for goods than local businesses acquire because there is an unsatisfied demand within the trading area that is not provided locally.

Retail Surplus

Occurs when the local trade area is securing the local market and attracting nonlocal customers.

Retrofit

To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. For example, buildings can be retrofitted to use solar energy or to strengthen their ability to withstand earthquakes.

Rezoning

An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Rideshare

A travel mode other than driving alone; modes include buses, rail transit, carpools, and vanpools.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, trails, railroads, and utility lines.

Riparian Area

Riparian areas are composed of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are also delineated by the existence of plant species normally found near freshwater sources.

Risk

The danger or degree of hazard or potential loss.

Runoff

That portion of rain or other precipitation that does not percolate into the ground and is discharged into streams or drainage facilities instead.

Sanitary Sewer

A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). *See "Septic System."*

Sea Level Rise

The change in sea level, both globally and locally, due to (a) changes in the shape of ocean basins, (b) changes in the total mass of water, and (c) changes in water density. Factors leading to sea level rise under global warming include both increases in the total mass of water from the melting of land-based snow and ice, and changes in water density from an increase in ocean water temperatures and salinity changes. Relative sea level rise occurs when there is a local increase in the level of the ocean relative to the land, which could be due to ocean rise and/or land level subsidence.

Sea Level Rise Inundation Area

A geographic area of land that is subject to temporary or long-term flooding due to coastal hazards as exacerbated by sea level rise, and also local and regional tidal variability and hydrological connectivity.

Seiche

An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic

Caused by or subject to earthquakes or earth vibrations.

Seniors

Persons age 62 and older. *(See "Elderly.")*

Septic System

A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. *See "Sanitary Sewer."*

Setback

The horizontal distance between two identified locations, such as the setback between the property line and a structure, or the setback from the blufftop edge to astructure.

Sewage

See "Wastewater."

Shall

That which is obligatory; an unequivocal direction.

Shopping Center

A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.Shoreline Protective Device

Structures along the shoreline that are used to protect development against coastal hazards, including but not limited to seawalls, revetments, gunite, sheet piles, breakwaters, groins, bluff retention devices, retaining walls, and pier/caisson foundation and/or wall systems.

Short-Term Vacation Rentals

Accommodations with the rental of the structure or any portion of any structure for occupancy for dwelling, lodging, or sleeping purposes for 30 consecutive calendar days or less in duration, including detached single-family residences, condominiums, duplexes, twinplexes, townhomes, and multiple-family dwellings.

Should

Signifies a directive to be honored if at all possible; a less rigid directive than "shall," to be honored in the absence of compelling or contravening considerations.

Sign

Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to any structure, vehicle, or feature of the natural or man-made landscape.

Significant Effect

A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Site

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street; a lot.

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil

The material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Solid Waste Disposal Facility

An existing or planned public, semi-public, or private solid nonhazardous waste disposal facility.

Specific Plan

A legal tool authorized by Article 8 of the Government Code (Section 65450 et seq.) for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence

The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

Stakeholder

A person or organization with a specific interest or concern with one or many aspects of the future of Morro Bay.

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The California Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" that the plan hopes to attain.

(2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions, for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

State Responsibility Area (SRA)

Area where the state of California holds primary financial responsibility of preventing and suppressing fires.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Stream

Any stream mapped by the United States Geological Survey on the 7.5 minute quadrangle series and/or in the National Hydrographic Dataset. Measure 100 feet landward from the top of the bank of any stream mapped by USGS on the 7.5 minute quadrangle series, or identified in a local coastal program.

The bank of a stream shall be defined as the watershed and relatively permanent elevation or acclivity at the outer line of the stream channel which separates the bed from the adjacent upland, whether valley or hill, and serves to confine the water within the bed and to preserve the course of the stream. In areas where a stream has no discernable bank, the boundary shall be measured from the line closest to the stream where riparian vegetation is permanently established. For purposes of this definition, channelized streams not having significant habitat value should not be considered.

Structural Components, Major

The components that hold a structure upright, including the foundation, floor framing, exterior wall framing, and roof framing of a structure.

Structure

Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Subdivision Map Act

Title 7, Division 2 (Sections 66410 et seq.) of the California Government Code; this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (*See "Subdivision."*)

Substantial

Considerable in importance, value, degree, or amount.

Sustainability

The ability of a development to meet the needs of the present without compromising the provision of the needs in the future.

Threshold of Significance

When used in a CEQA context, the level of effect, defined by CEQA, for a given environmental impact above which the lead agency will consider impacts to be significant, and below which it will consider impacts to be less than significant.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Tract Map

See "Map, Tract."

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various nonresidential land uses. *See "Trip."*

Transient Occupancy Tax (TOT)

A tax imposed on travelers when they rent short-term accommodations within city limits.

Transfer of Development Rights

A zoning program that allows landowners to sell development rights from their land (sender sites) to an interested party and transfer the rights to other land (receiver sites) without the constraints applicable to the sender site, such as sites with less vulnerability or hazards.

Transit

The conveyance of persons or goods from one place to another by means of a local public transportation system.

Transit, Public

A system of regularly scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "mass transit."

Transit Corridor

A geographic area that accommodates travel or potential travel.

Trees, Street

Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Tribal Resource

(1) A site feature, place, cultural landscape, sacred place, or object, which is of cultural value to a tribe.

(2) On or eligible for the California Register of Historical Resources or a local historic register.

(3) The lead agency, at its discretion, chooses to treat the resources as a tribal resource.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin—often from home, but not always) and one "attraction end" (destination). *See "Traffic Model."*

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

International Building Code

A national, standard building code that sets forth minimum standards for construction, published by the International Conference of Building Officials.

Urban Greening

The use of green infrastructure to minimize the urban heat island effect, preserve water quality, and promote the physical and social health of community members.

Urban Land Use

Residential, commercial, or industrial land use in areas where urban services are available.

Urban Services

Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Use, Ancillary

An additional, assisting use allowed for a parcel of land in compliance with development standards.

Use, Coastal-Dependent

Any development or use which requires a site on or adjacent to the sea to be able to function at all. Examples include ports, commercial fishing, and mariculture.Use, Primary

The main, intended use for a parcel of land in compliance with development standards.

Vacancy Rate

Percentage of available units in the housing market that are unoccupied or vacant at a particular time.

Vacant

Lands or buildings that are not actively used for any purpose.

Vehicle Miles Traveled

A measurement of miles traveled by vehicles within a specified region for a specified time period.

Vibration Decibels (VdB)

A measure of vibration caused by ground motion as particle velocity in inches per second.

Visitor-Serving Accommodation

Accommodations of a variety of price points and types located in and near the coastal zone. All accommodation units shall be for transient use only (i.e., occupancy of such units shall be for a period not to exceed 30 days).

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity.

Vulnerability

Degree to which a system is susceptible to injury, damage, or harm (one part—the problematic or detrimental part—of sensitivity).

Walkability

A measure of how pedestrian friendly an area or neighborhood is with the goal to encourage the health, economic, and environmental benefits of walking.

Wastewater

Liquid and water-carried industrial wastes and sewage from residential dwellings, commercial buildings, industrial and manufacturing facilities, and institutions, whether treated or untreated.

Water-efficient Landscaping

Landscaping designed to minimize water use and maximize energy efficiency.Wetlands

Defined by Section 30121 of the Coastal Act as lands within the Coastal Zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. The definition of wetland is further detailed by Section 13577 (b)(1) of the California Code of Regulations as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity, or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats.Wildlife

Animals or plants existing in their natural habitat.

Will

That which is expected or may be expected. Expresses intent or purpose. *See "Shall" and "Should."*

Williamson Act

A California state law that provides the relief of property tax to owners of farmland and open-space land in exchange for a ten-year agreement that the land will not be developed or otherwise converted to another use.

Woodlands

Lands covered with woods or trees.

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning

The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the general plan.

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