



# CITY OF MORRO BAY PLANNING COMMISSION AGENDA

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*The City of Morro Bay is dedicated to the preservation and enhancement of the quality of life.  
The City shall be committed to this purpose and will provide a level of municipal service and safety  
consistent with and responsive to the needs of the public.*

**Regular Meeting - Tuesday, March 15, 2016  
Veteran's Memorial Building – 6:00 P.M.  
209 Surf Street, Morro Bay, CA**

Chairperson Robert Tefft

Commissioner Gerald Luhr  
Commissioner Michael Lucas

Commissioner Richard Sadowski  
Commissioner Joseph Ingrassia

ESTABLISH QUORUM AND CALL TO ORDER  
MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE  
PLANNING COMMISSIONER ANNOUNCEMENTS

## PUBLIC COMMENT PERIOD

Members of the audience wishing to address the Commission on matters not on the agenda may do so at this time. In a continual attempt to make the public process open to members of the public, the City also invites public comment before each agenda item. Commission hearings often involve highly emotional issues. It is important that all participants conduct themselves with courtesy, dignity and respect. All persons who wish to present comments must observe the following rules to increase the effectiveness of the Public Comment Period:

- When recognized by the Chair, please come forward to the podium and state your name and address for the record. Commission meetings are audio and video recorded and this information is voluntary and desired for the preparation of minutes.
- Comments are to be limited to three minutes so keep your comments brief and to the point.
- All remarks shall be addressed to the Commission, as a whole, and not to any individual member thereof. Conversation or debate between a speaker at the podium and a member of the audience is not permitted.
- The Commission respectfully requests that you refrain from making slanderous, profane or personal remarks against any elected official, commission and/or staff.
- Please refrain from public displays or outbursts such as unsolicited applause, comments or cheering.
- Any disruptive activities that substantially interfere with the ability of the Commission to carry out its meeting will not be permitted and offenders will be requested to leave the meeting.
- Your participation in Commission meetings is welcome and your courtesy will be appreciated.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development at (805) 772-6264. Notification 24 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. There are devices for the hearing impaired available upon request at the staff's table.

## PRESENTATIONS

Informational presentations are made to the Commission by individuals, groups or organizations, which are of a civic nature and relate to public planning issues that warrant a longer time than Public Comment will provide. Based on the presentation received, any Planning Commissioner may declare the matter as a future agenda item in accordance with the General Rules and Procedures. Presentations should normally be limited to 15-20 minutes.

A. CONSENT CALENDAR

A-1 Current and Advanced Planning Processing List

**Staff Recommendation:** Receive and file.

A-2 Revised Resolution numbers from 05-16 to 10-16 at 430 Olive Street and 06-16 to 11-16 at 225 Kern to avoid duplication of approved Resolutions.

**Staff Recommendation:** Approve revised Resolution numbers

B. PUBLIC HEARINGS

Public testimony given for Public Hearing items will adhere to the rules noted above under the Public Comment Period. In addition, speak about the proposal and not about individuals, focusing testimony on the important parts of the proposal; not repeating points made by others.

B-1 Case No.: UP0-436

**Site Location:** 636 Fresno Avenue

**Proposal:** Request for Conditional Use Permit approval for an addition of habitable square footage to an existing 1,603 sq. ft. residence with a non-conforming side-yard setback at 636 Fresno Avenue. Specifically, the Applicant proposes an addition of 830 sq. ft., including a second story family room, bedroom, and bathroom, a walk in closet at the rear of the existing master bedroom, an enlarged kitchen, and 401 sq. ft. of decking. The project is located within the R-1 Single-Family Residential Zone and outside of the Coastal Commission Appeal Jurisdiction.

**CEQA Determination:** Categorically Exempt, Section 15301, Class 1

**Staff Recommendation:** Conditionally Approve

**Staff Contact:** Joan Gargiulo, Assistant Planner (805) 772-6270

B-2 Case No.: #A00-027 (for CP0-110, UP0-070, S00-038)

**Site Location:** 485 & 495 S. Bay Blvd.

**Proposal:** Modification of Precise Plan approvals to CUP/VTTM #UP0-070/S00-038- (CP0-110/UP0-070/S00-038) for Planned Unit Development previously approved in 2006. Project amendment to include changes as a result of Coastal Commission-issued CDP #A-3-MRB-06-064 on February 11, 2015 with changes to project's City-issued permit (CP0-110, UP0-070, S00-038). Included in the modification is an updated traffic study with recommendation to modify traffic conditions, including removal of unwarranted traffic improvements including 4 way traffic signal, signalized pedestrian crossing and turn lanes at the intersection of South Bay Blvd and Quintana Road.

**CEQA Determination:** Mitigated Negative Declaration (SCH#2006061099)

**Staff Recommendation:** Approve amendments and forward favorable recommendation to City Council

**Staff Contact:** Cindy Jacinth, Associate Planner, (805) 772-6577

C. NEW BUSINESS

C-1 Review of FY16-17 City Council Goals and Objectives

**Staff Recommendation:** Review and discuss

**Staff Contact:** Scot Graham, Community Development Manager, (805) 772-6291

D. UNFINISHED BUSINESS

E. PLANNING COMMISSIONER COMMENTS

F. COMMUNITY DEVELOPMENT MANAGER COMMENTS

G. ADJOURNMENT

Adjourn to the regular Planning Commission meeting at the Veteran’s Memorial Building, 209 Surf Street, on April 5, 2016 at 6:00 p.m.

**PLANNING COMMISSION MEETING PROCEDURES**

This Agenda is subject to amendment up to 72 hours prior to the date and time set for the meeting. Please refer to the Agenda posted at the Community Development Department, 955 Shasta Avenue, for any revisions, or call the department at 772-6264 for further information.

Written testimony is encouraged so it can be distributed in the Agenda packet to the Commission. Material submitted by the public for Commission review prior to a scheduled hearing should be received by the Planning Division at the Community Development Department, 955 Shasta Avenue, no later than 5:00 P.M. the Tuesday (eight days) prior to the scheduled public hearing. Written testimony provided after the Agenda packet is published will be distributed to the Commission but there may not be enough time to fully consider the information. Mail should be directed to the Community Development Department, Planning Division.

Materials related to an item on this Agenda are available for public inspection during normal business hours in the Community Development Department, at Mill’s/ASAP, 495 Morro Bay Boulevard, or the Morro Bay Library, 695 Harbor, Morro Bay, CA 93442. Materials related to an item on this Agenda submitted to the Planning Commission after publication of the Agenda packet are available for inspection at the Community Development Department during normal business hours or at the scheduled meeting.

This Agenda may be found on the Internet at: [www.morro-bay.ca.us/planningcommission](http://www.morro-bay.ca.us/planningcommission) or you can subscribe to Notify Me for email notification when the Agenda is posted on the City’s website. To subscribe, go to [www.morro-bay.ca.us/notifyme](http://www.morro-bay.ca.us/notifyme) and follow the instructions.

The Brown Act forbids the Commission from taking action or discussing any item not appearing on the agenda, including those items raised at Public Comment. In response to Public Comment, the Commission is limited to:

1. Responding to statements made or questions posed by members of the public; or
2. Requesting staff to report back on a matter at a subsequent meeting; or
3. Directing staff to place the item on a future agenda. (Government Code Section 54954.2(a))

Commission meetings are conducted under the authority of the Chair who may modify the procedures outlined below. The Chair will announce each item. Thereafter, the hearing will be conducted as follows:

1. The Planning Division staff will present the staff report and recommendation on the proposal being heard and respond to questions from Commissioners.
2. The Chair will open the public hearing by first asking the project applicant/agent to present any points necessary for the Commission, as well as the public, to fully understand the proposal.
3. The Chair will then ask other interested persons to come to the podium to present testimony either in support of or in opposition to the proposal.
4. Finally, the Chair may invite the applicant/agent back to the podium to respond to the public testimony. Thereafter, the Chair will close the public testimony portion of the hearing and limit further discussion to the Commission and staff prior to the Commission taking action on a decision.

**APPEALS**

If you are dissatisfied with an approval or denial of a project, you have the right to appeal this decision to the City Council up to 10 calendar days after the date of action. Pursuant to Government Code §65009, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission, at, or prior to, the public hearing. The appeal form is available at the Community Development Department and on the City’s web site. If legitimate coastal resource issues related to our Local Coastal Program are raised in the appeal, there is no fee if the subject property is located within the Coastal Appeal Area. If the property is located outside the Coastal Appeal Area, the fee is \$263 flat fee. If a fee is required, the appeal will not be considered complete if the fee is not paid. If the City decides in the appellant’s favor then the fee will be refunded.

City Council decisions may also be appealed to the California Coastal Commission pursuant to the Coastal Act Section 30603 for those projects that are in their appeals jurisdiction. Exhaustion of appeals at the City is required

prior to appealing the matter to the California Coastal Commission. The appeal to the City Council must be made to the City and the appeal to the California Coastal Commission must be made directly to the California Coastal Commission Office. These regulations provide the California Coastal Commission 10 working days following the expiration of the City appeal period to appeal the decision. This means that no construction permit shall be issued until both the City and Coastal Commission appeal period have expired without an appeal being filed. The Coastal Commission's Santa Cruz Office at (831) 427-4863 may be contacted for further information on appeal procedures.



City of Morro Bay  
 Community Development Department  
 Current & Advanced Project Tracking Sheet

This tracking sheet shows the status of the work being processed by the Planning & Building Divisions  
 New Planning items or items recently updated are highlighted in yellow. Building items highlighted in green are pending action from the applicant.  
 Approved projects are deleted on next version of log.

Agenda No: A-1

Meeting Date: March 15, 2016

#	Applicant/ Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
<b>Hearing or Action Ready Projects:</b>										
1	Black Hill Villas	485 South Bay Blvd	8/7/15	A00-027	<b>Precise Plan CUP/VTTM modification to reflect Coastal Commission approved changes to CDP</b>	Coastal Commission changes to the approved City Precise Plan. Requires Precise Plan modification to be consistent with Coastal Commission approvals.. Traffic Study update received and reviewed by City Engineer to determine appropriateness of traffic conditions based on changed project.				cj
2	May / Ingraffia	636 Fresno	12/21/15	UP0-436	<b>Conditional Use Permit for an 830 sq. ft. addition to a nonconforming structure</b>	JG. Under initial review. Incomplete letter sent 1/21. Resubmittal recv'd 2/8/2016. To be heard on 3/15				jg
3	AT&T	590 Morro Street	4/10/15	UP0-411 & CP0-465	<b>Conditional Use Permit &amp; Coastal Development permit to modify 2006 Planning permit approval for unmanned cell site</b>	WM.Was tentatively scheduled for 3-1-16 PC hearing. Awaiting additional info from applicant.				wm
<b>30 -Day Review, Incomplete or Additional Submittal Review Projects:</b>										
4	Regan	3030 Beachcomber Dr	3/7/16	CP0-504	<b>Admin Coastal Permit for 496 sf guesthouse addition</b>	Under Initial Review				jg
5	McNamara	2720 Dogwood	3/1/16	UP0-441	<b>Garageand 2nd story addition to existing SFR</b>	Under Initial Review				jg
6	Borges / RPM Consulting	1998 Main Street	3/1/16	CP0-503	<b>Coastal Dev. Permit for addition of 2nd story office/laundry room remodel to commercial building in Mobile Home Park</b>	Waiting on full project submittal. (Applicant recv'd HCD building permit and started construction before getting CDP)				jg
7	Irons	598 Shasta Ave	3/1/16	CP0-502	<b>Admin Coastal Dev. Permit.</b>	Under Initial Review				jg
8	Hair	1078 Monterey St	2/26/16	S00-126	<b>Lot Line Adjustment</b>					

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9	McClory	434 Kern Ave	2/25/16	CP0-501	Admin Coastal Dev Permit for Demo 918sf SFR and construct new 2607sf SFR					
10	Rhine LP & Morro 94, LLC	3300 Panorama	2/24/16	CP0-500 & UP0-440	Coastal Development Permit & Conditional Use Permit for Demolition of 3 existing tanks, related pumps and concrete	Under review				
11	Loe	2585 Ironwood Ave	2/19/16	CP0-499	Admin CDP for a a 551sf secondary dwelling unit.	Under Initial Review				jg
12	Barry	2234 Emerald Circle	2/4/16	CP0-498 & UP0-439	Coastal Development & Conditional Use Permit for SFR in Cloisters neighborhood	Under initial review. Waiting on comments				jg
13	Robson	160 Mindoro	1/29/16	CP0-497	Admin CDP for new 1,804 sq. ft. SFR with a 455 sq. ft. garage	JG. Under initial review. Noticed 3/10/2016				jg
14	Mazzacane	270 Kern	1/7/16	CP0-495	Admin CDP for demo/reconstruct. Demo 848sf SFR and construct new 2763sf SFR w/ 532 sf garage	JG Under initial review. Waiting on PW comments...Incomplete letter sent 2/16/2016. Historical evaluation required				jg
15	Adamson	2629 Koa	12/14/15	UP0-435	An existing flag pole that exceeds the 25' height limit the the R-1/S.2 zone	JG. Noticed 12/23/15 waiting on structural calcs from applicant				jg
16	Eisemann	535 Atascadero	10/12/15	CP0-490 & S00-125	Parcel map application & CDP to split 1 R-4 zoned lot in to two lots.	Incomplete letter sent 11-5-15. Received revised plans and communicated via email to applicant regarding plan corrections. Resubmittal under review. Correction letter sent 2/18/16 with Public Works comments. Received revised info from Applicant 3-3-16.				cj
17	Elliott/ Bernal	2620 Laurel Ave	9/30/15	CP0-489	Admin CDP for new 2,461sf Single family home w/ 710 sf garage and 1495sf of balcony	JG. Under Initial Review. Correction letter sent 10/27. Spoke with Applicant and letter rcv'd 2/16- indicated desire to keep project open, updated plans to be submitted		PN- Conditionally approved per memo dated 10/22/15		jg
18	SLCUSD	235 Atascadero	7/20/15	CP0-485 / UP0-427	CDP & CUP for new pool and student services building at Morro Bay High School	Under initial review. Incomplete letter sent. Resubmitted 9-10-15 Incomplete letter sent 10-9-15. C.J.. Resubmittal received 10-27-15. Project review complete. Initial study/ environmental review in process. MND routed - review period 3/4 to 4/4/16				cj
19	DeGarimore	1001 Front St.	7/14/15	A00-026	Amendment to CUP to modify project description to remove proposed new awning.	Letter sent to applicant 9-9-15 regarding public access requirements. In process. Applicant wishes to include a kiosk for Virg's Landing with the awning amendment. Reviewed prelim site plan of kiosk and provided email comment corrections on 2/24/16. Met with Virg's Landing owner to discuss kiosk plan 2-29-16.				cj

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20	Gambriel	405 Atascadero Rd.	5/13/15	CP0-475 / UP0-417	<b>New construction of 10,000sf commercial retail on vacant lot</b>	WM. Under review. Will need Arch and Traffic reports. Incomplete letter sent 9/4/15.		PN-Plans Disapproved. Req. Stormwater determination form & plan update-8/25/15		wm
21	T-Mobile	1478 Quintana	1/30/15	UP0-403	<b>Minor Use Permit to Modify existing wireless telecommunication site at church</b>	JG - Under initial review. Correction letter sent 3/5/2015. JG. Partial resubmittal rcv'd via email 9/18		JW approved		jg
22	Verizon / Knight	184 Main	11/19/14	UP0-394	<b>Conditional Use Permit for installation of new Wireless Facility/Verizon antennas on existing pole.</b>	Under Review. JG. Incomplete. Waiting on response from Tricia Knight. Wants to keep project open and figure out the parking situation or move location. 1/26. JG. Applicant looking to move location to pole across the street		RPS disapproved on 12/15/14 since proposed pole site will be removed during undergrounding project		jg
23	Leage	833 Embarcadero	9/15/14	UP0-389	<b>Demolish existing building. Reconstruct new 1 story 19 foot building (retail/restaurant use) &amp; outdoor improvements</b>	Under review. Deemed incomplete. Letter sent 10-13-14. CJ Resubmittal received 2/17/15. Incomplete letter sent . Resubmittal received. Not compliant with view corridors requirements. Resubmitta received 1-20-16. Email corrections provided to Applicant on 2/10. Reviewed revised plans received from architect via email on 3/7/16.	BC- incomplete	RPS - Disapproved for plan corrections noted in memo of 10/14/14		cj
24	Wordeman	2900 Alder	7/28/14	CP0-447	<b>Admin Coastal Dev. Permit for new construction of duplex in R-4 zone. Unit A: 1965 sf w/605 sf garage. Unit B: 1714 sf w/605 sf garage.</b>	Under Review. Correction letter sent 8-27-14. Resubmittal received 1-26-15. JG. Correction letter sent. Partial resubmittal rcv'd 2/23. Under Review. JG. Correction letter sent 1/30 JG. Resubmittal received 6/8/15. Under review. Correction letter sent. Resubmittal rcv'd 9/22/15. corrections required, letter sent 10/15/15. Resubmittale Rcv'd 1/27/2016. Noticed 3/10/2016	BC- conditionally approved.	PN-Disapproved for plan corrections per memo dated 10/5/15		jg

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25	Sonic	1840 Main St.	8/14/13	UP0-364 & CP0-404	<b>Conditional Use Permit and Coastal Development Permit to develop Sonic restaurant.</b>	Under initial review. Comment letter sent 9/10/13. CJ. Spoke w/ applicant 10/3 re: traffic study. CJ. Public Works & Fire comments received & forwarded 10/8/13 to applicant. Comments from Cal Trans received 10/31 and forwarded to Applicant. Applicant requested meeting w/ City staff & Cal Trans to review project requirements. Had project meeting-discussed traffic study requirements on 11-21-13. Requested fee estimate from environmental consultant for CEQA purposes. CJ. Resubmitted 5/27. Environmental Review in process. Correction letter based on environmental review sent 8-6-14. Resubmittal received 1-23-15 and correction sent 2-23-15. Resubmittal received 5/8/15. Reviewing initial study for pending route to State Clearinghouse. Stormwater Control Plan also being reviewed. Reviewing outstanding cultural resources concerns. Reviewed project with archaeologist 1-27-16. Archaeological consultation in progress. MND anticipated to be routed 3-15 to 4-15. cj.	Bldg -- Review complete, applicant to obtain building permit prior to construction.FD-Disapprove UPO 364/CPO 404 9/11/13.9/9/14 FD App TP. 2/10/15 FD Not App TP.	PN- on hold until Sonic submits Preliminary Stormwater Requirements. RPS: Initial conditions provide by memos of 9/10/13 and 10/14. Met with Caltrans on 10/17.		cj
26	Perry	3202 Beachcomber	9/8/2011 & 10/25/2012	AD0-067 / CP0-381	<b>Variance.</b> Demo/Reconstruct. New home with basement in S2.A overlay. Variance approved for deck only; the issue of stories was resolved due to inconsistencies in Zoning Ordinance.	Variance approved at 8/15/12 PC meeting. Appealed by 3 parties to City Council. Appeal to be heard. City Attorney reviewing.Appeal in abeyance until coastal application complete. Incomplete letter for CDP sent 12/13/12. No response since 2012. Sent Intent to Deem Withdrawn Letter 9-2-14. JG. Applicant responded with Request for Meeting to keep CDP application open. SG. No recent contact.	Review complete, applicant to obtain building permit prior to construction.	No review since conditional approval of 6/11/12		
<b>Planning Commission Continued projects:</b>										

#	Applicant/ Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
27	LaPlante	3093 Beachcomber	11/3/11	CP0-365	<b>Coastal Development Permit for New SFR in appeals jurisdiction. Proposed SFR of 3,495sf w/ 500 sf garage on vacant land.</b>	SD-- Incomplete Letter 12/12/11. Letter sent 4/11/2012 requesting environmental study. MR-Met with Applicant and discussed potential impacts of project and CEQA information requested to complete MND. Project referred to env. consultant and Coastal. MND in process. Applicant revising bio report and snail study. Spoke w/ Applicant Representative 3-13-14. Snail study complete and sent to Dept of Fish and Wildlife for concurrence review. Spoke w/ env. consultant re environmental 4/7 CJ. Met with application 7-18-14 to request addendum to bio report in order to complete CEQA. Bluff determination and snowy plover report submitted 8-14-14. CJ. MND complete. Anticipate routing to State Clearinghouse on 9/18/14. Coastal Commission comment letter received 10-20-14. City responded to Coastal on 10-27. Applicant working to address comments. Discussed project with Coastal staff in meeting 11-18-14 and met with applicant 12/4/14 and 1/20/15. Received plans revisions and sent request for Coastal concurrence 9-2-15. CJ. Continued to a date uncertain to redraw ESH buffer setback.	Review complete, applicant to obtain building permit prior to construction.	No review since conditional approval of 11/20/12	Conditionally approved, per memo 9/22/15	cj
28	Seashell Estates, LLC	361 Sea Shell Cove	1/26/15	CP0-459/ UPO-401	<b>Coastal Development Permit/Conditional Use Permit for new SFR. Lot 4 of 1305 Teresa Subdivision</b>	Reviewing CC&R Design Guidelines. Deemed complete 3-2-15. Anticipate 4/21 PC hearing. Project continued to a date uncertain. CJ.	2/23/15 FD Cond App TP	BCR has for review 2/3/15		cj
29	City of Morro Bay	End of Nutmeg	1/18/12	UPO-344	<b>Environmental documents for Nutmeg Tanks.</b> Permit number for tracking purposes only County issuing permit. Demo existing and replace with two larger reservoirs. City handling environmental review	KW--Environmental contracted out to SWCA estimated to be complete on 4/27/2012. SWCA submitted draft I.S. to City on May 1, 2012. MR-Reviewed MND and met with SWCA to make corrections. In contact with County Environmental Division for their review. MND received by SWCA on 10/7/12. MND out for public notice and 30 day review as of 11/19/12. 30 day review ends on 12/25/12. No comments received. Scheduled for 1/16/13 Planning Commission meeting and then to be referred back to SLO County. Planning Commission continued this item to address concerns regarding traffic generated from the removal of soil. In applicant's court, they are addressing issues brought up by neighbors during initial P.C. meeting. Project has been redesigned and will be going forward with concrete tanks. Modifications to the MND are in process. Neighborhood meeting conducted with Engineering on 9/27/2013. Revising project description and MND.	No review performed.	BCR- New design concept completed. Needs new MND for concrete tank, less truck trips. Neighborhood mtg held 9/27. Neighbors generally support new design that reduces truck trips by 80%. Concrete batch plant set up on site will further reduce impact. 5/5/14 - Cannon contract signed to finish permit phase. Construction will be delayed to FY15/16		wm

**Projects Appealed or Forwarded to City Council:**

#	Applicant/ Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
30	City of Morro Bay	Citywide	6/19/13	A00-015	<b>Sign Ordinance Update.</b> Text Amendment Modifying Section 17.68 "Signs"	Text Amendment Modifying Section 17.68 "Signs". Planning Commission placed the ordinance on hold pending additional work on definitions and temporary signs. 5/17/2010. PC made recommendations and forwarded to Council. Item heard at 5/24/11 City Council Meeting. Interim Urgency Ordinance approved to allow projecting signs. A report brought to PC on 2/7/2011. Workshops scheduled 9/29/11 & 10/6/11. -Workshop results going to City Council 12/13/11. Continued to 1/10/12 CC meeting. Staff Report to PC. Project went to 5/2/2012. Update due to City Council in June 2013. Draft Sign Ordinance reviewed by PC on 6/19/13. Continued to 7/3/13 PC meeting for further review. PC has reviewed Downtown, Embarcadero, and Quintana Districts as well as the Tourist-Oriented Directional Sign Plan. 8/21/13 Final Draft of Sign Ordinance approved at 9/4/13 PC meeting with recommendation to forward to City Council. Council directed staff to do further research with local businesses. First workshop held 11/14 with approx. 12 Quintana area businesses. Downtown workshop held March 2014, North Main business workshop held 4/28/14 and Embarcadero business workshop held 5/19/14. Result of sign workshops discussed at 11-3-15 PC mtg.	No review performed.	N/R		sg
<b>Environmental Review</b>										
31	City of Morro Bay	N/A		UP0-423	<b>MND for Chorro Creek Stream Gauges</b>	Applicant requesting meeting for week of 9/9/13. SWCA performing the environmental review. Received completed MND from Water Systems Consulting (WSC) on 4/1/15. Routed to State Clearinghouse for required 30 day review period. Tentative hearing 8/4/15.	No review performed.	MND complete. Cut permit checks to RWQCB and CDFW on 2/27/15		cj
<b>Final Map Under Review Projects:</b>										
32	Tract 2670	1899 -1911 Sunset	11/17/15	Map	<b>Final Map. - Tract 2670 6 lot subdivision and 1 common lot</b>	Under review. Correction letter sent on 12-17-15. Met with Applicant on 3-8-16 to review outstanding items. Received revised CC&R's 3-8-16 for review.				cj
33	Medina	3390 Main	10/7/11	Map	<b>Final Map. Issues with ESH restoration. Applicant placed processing of final map on hold by proposing an amendment to the approved tentative map and coastal development permit. Applicant proposed administrative amendment. Elevated to PC, approved 1/4/12. Appealed, scheduled for 2/14/12 CC Meeting. Appeal upheld by City Council, and project with denied 2/14/12. map check returning for corrections on 3/9/12</b>	SD--Meeting with applicant regarding ESH Area and Biological Study. MR- Received letters from biologist regarding revegetation on 9/2/12. Letter sent to biologist. Recent Submittal reviewed and memo sent to PW regarding deficiencies. Initial review shows resubmitted map does not meet the 50 foot ESH buffer setback requirement. Creek restoration required per Planning condition #4 prior to recordation of the final map.	No review performed.	DH - resubmitted map and Biological study on Dec 19th 2012. PW has completed their review. Received a letter from Medina's lawyer and preparing response. PW comments sent to RS to be included with his response letter. RS said to process map for CC. Letter being prepared to send to applicant to submit mylars for CC meeting.		sg/cj

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<b>Projects requiring coordination with another jurisdiction:</b>										
34	City of Morro Bay	Outfall			<b>Original jurisdiction CDP for the outfall and for the associated wells</b>	Coastal staff is working with staff. Coastal letter received 4/29/2013. Discussed project with Coastal staff in meeting 11-18-14.	No review performed.	City provided response to CCC on 7/12/13. Per Qtrly Conference Call CCC will take 30days to respond		
35	City of Morro Bay Desal Plant	170 Atascadero			<b>Project requires a Coastal Development Permit for upgrades at the Plant. Final action taken Sent to CCC but pursuant to their request the City has rescinded the action.</b>	Waiting for outcome from the CDP application for the outfall. Discussed project with Coastal staff in meeting 11-18-14.	No review performed.	BCR- Phase 1 Maint and Repair project is underway. Desal plant start-up scheduled for 10/15/13. Phase 1 complete and finalized. Phase 2 on hold as of 7/22/14.		
<b>Projects going forward to Coastal Commission for review (Pending LCP Amendments) / State Department of Housing:</b>										
36	City of Morro Bay	Citywide	10/16/13	A00-013	<b>Zoning Text Amendment - Second Unit</b>	Secondary Unit Ordinance Amendment. Ordinance 576 passed by City Council in 2012. 6-11-13 City Council direction to staff to bring back to Planning Commission for review of ordinance. At 10-16-13 PC meeting, Commission recommended changes to maximum unit size and tandem parking design where units over 900 sf and/or tandem parking design of second unit triggers a CUP process. Council accepted PC recommendation at 2-11-14 meeting and directed staff to bring back revised ordinance for a first reading and introduction. Item continued to 4/22/14 Council meeting to allow time for Coastal staff comment regarding proposed changes. Council approved Into and First Reading on 4/22/14. Final Adoption of Ord. 585 at 5/13/14 Council meeting. Ordinance to be sent as an LCP Amendment for certification by Coastal Commission. <b>New language for PC and Council review.</b>	No review performed.			

wm

#	Applicant/ Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
37	City of Morro Bay	Citywide	2/1/13	Ordinance 556	<b>Wireless Amendment - LCP Amendment</b> CHAPTER 17.27 Amendment for "Antennas and Wireless Telecommunications Facilities" AND MODIFYING CHAPTER 17.12 TO INCORPORATE NEW DEFINITIONS, 17.24 to MODIFY primary district matrices to incorporate the text changes , 17.30 to eliminate section 17.30.030.F "antennas", 17.48 modify to eliminate section 17.48.340 "Satellite dish antennas".	Application for Wireless Amendment submitted to Coastal Commission 9-11-13. Received comments back from CCC 11-27-13, working on addressing issues.	No review preformed.	N/A		sg
<b>Projects Continued Indefinitely, No Response to Date on Incomplete Letter or inactive:</b>										
38	Maritime Museum Association (Larry Newland)	Embarcadero	11/21/05	UP0-092 & CP0-139	<b>Embarcadero-Maritime Museum (Larry Newland).</b> Submitted 11/21/05. Resubmitted 10/5/06, tentative CC for landowner consent 1/22/07 Landowner consent granted. Resubmitted 5/25/07. Resubmitted additional material on 9/30/09. Applicant working with City Staff regarding lease for subject site. Applicants enter into agreement with City Council on project. Applicant to provide revised site plan. Staff processing a "Summary Vacation (abandonment)" for a portion of Surf Street. Staff waiting on applicant's resubmittal. Meeting held with applicant 2/23/2011. Staff met with applicant 1/27/11 and reviewed new drawings, left meeting with applicant indicating they would be resubmitting new plans based on our discussions.	KW--Incomplete 12/15/05. Incomplete 3/7/07. Incomplete Letter sent 6/27/07. Met to discuss status 10/4/07 Incomplete 2/4/08. Met with applicants on 3/3/09 regarding inc. later. Met with applicants on 2/19/2010. Environmental documents being prepared. Meeting held with city staff and applicants on 2/3/2011. Sent Intent to Deem Withdrawn letter 9-2-14. JG.	Please route project to Building upon resubmittal.	An abandonment of Front street necessary. To be scheduled for CC mtg.		
39	James Maul	530, 532, Morro Ave 534	3/12/10	SP0-323 & UP0-282	<b>Parcel Map.</b> CDP & CUP for 3 townhomes. Resubmittal 11/8/10. Resubmittal did not address all issues identified in correction letter.	KW-Incomplete letter sent 4/20/10. Met with applicant 5/25/10. Letter sent to applicant/agent indicating the City's intent to terminate the application based on inactivity. City advised there will be a new applicant and to keep the application viable.MR: Received letter from applicant's rep 11/15/12 requesting project remain open. Called B. Elster for further information. Six month extension granted. Sent Intent to Deem Withdrawn Letter 8-28-14. Applicant requested to keep project open 9-25-14.	Please route project to Building upon resubmittal.	N/A		cj
<b>Grants</b>										

#	Applicant/ Property Owner	Project Address		Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
40	Coastal Conservancy, California Coastal Commission, California Ocean Protection Council	City-wide				<b>\$250,000 Grant Opportunity for funding for LCP update to address sea-level rise and climate change impacts.</b>	Application submitted July 15, 2013. Awaiting results. Agency requested additional information and submitted 10-7-13. Notice received application was successful for amount requested. City funded \$250,000. Staff in contact with CA Ocean Protection Council staff to commence grant contract.	No review performed.	N/A		
41	City of Morro Bay	City-wide				<b>Community Development Block Grant/HOME Program - Urban County Consortium</b>	Staff has ongoing responsibilities for contract management. 2012 contracts in progress. 2013 contracts in progress. City Council approval 6/10/14 for City participation in Urban County consortium for Fiscal Years 2015-2017. Needs Assessment Workshop scheduled for 9/11/14 in tandem with Cities of Atascadero and Paso Robles at Atascadero City Hall 5pm. Draft 2015 CDBG funding recommendation approved by Council 12/9/14. 2016 Program year applications due 10/23/15. Final 2016 funding recommendations to be reviewed by Council on 3-8-16.	No review performed.	N/R		
42	City of Morro Bay	City-wide				<b>Climate Action Plan - Implementation</b>	Staff has ongoing responsibilities for implementation of Climate Action Plan as adopted by City Council January 2014. Staff coordinating activities with other Cities and County of SLO via APCD.				

**Projects in Building Plan Check:**

1	Abel	765	Alta	12/21/15	B-30796	SFR Addition			JL/PN-Not Approved per Memo dated 12/21/15		
2	Sangren	675	Anchor	11/28/12	B-29813	SFR Addition	Requested corrections 1/9/13. CJ. Resubmittal received and under review (November 14, 2013). Denial letter sent 4/24/14 GN	BC- Returned for corrections 1/9/13.	N/A		
3	LaPlante	3093	Beachcomber	11/3/11	B-29586	New SFR: 3,495sf w/ 500 sf garage on vacant land.	SD--Incomplete Letter 12/12/11. Phase 1 Arch Report required and Environmental Document. Incomplete letter sent 2/2012. Building Permit on hold until Planning process complete. CJ.	BC- Application on hold during planning process of 4-2-2012	DH- Provide SW mgmt, drainage rpt, EC per memo of 1/18/12.		
4	Ocean View Manor	456	Elena	9/10/15	B30746	Remodel of existing senior rental 40 apts. with common building and site improvements	Planning approved. CJ		PN-Disapproved 11/30/15		
5	Parks	2810	Elm	12/7/15	B-30775	New 480sf detached garage with new driveway & walkway			PN-Approved 12/16/15		
6	Leage	1205	Embarcadero	9/10/15	B-30651	686sf second story addition	Correction letter sent. Not compliant w/ Planning conditions. CJ	Plans Denied 09-24-2015 cdk	PN- Approved 10/1/15, no memo.		
7	PG&E	1290	Embarcadero	10/2/13	G-040	Soil Removal	CJ- Monitoring Well location partially in Coastal original jurisdiction. Coastal Commission processing consolidated permit. Waiver granted by Coastal 9-14-1491-W	BC- on hold pending planning process. Plans have been denied.	Memo of 11/29/13. CDP application should address soil revegetation		

#	Applicant/ Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
8	Appleby	381 Fresno	7/31/14	B-30227	Carport& Storage Shed	Correction sent 8-7-14. WM. Will require a CUP prior to building. JG. Corrections sent 2/23 JG	Building approved 08-04-15 cdl	RPS - No PW comments if street access is not required for storage bldg		
9	Decker	430 Fresno	6/8/15	B-30491	Convert existing laundry room into bathroom.	Approved. SG 6/15/15	Plans approved. 07-02-15 cdl	PN- Disapproved, needs sewer video & bwv 6/12/15		
10	Nico	2431 Greenwood	12/14/15	B-30783	74 sqft addition to existing 604 sqft deck			JL/PN-Approved 12/21/15		
11	Monie	2577 Greenwood	6/8/15	B-30483	600sf addition (1st & 2nd floor) to front of existing SFR			PN-Disapproved, needs Erosion control plan 11/23/15		
12	Jackson, Addis	2860 Greenwood	9/2/15	B-30639	Detached 160sf Guest cottage	Approved 11-19-15. JG	Approved 1-12-16. cdl	PN-Disapproved, needs Erosion control plan 11/23/15		
13	Hurlless	2265 Hemlock	8/27/15	B-30477	SFR Garage converted to 492sf apartment with new bedroom and bathroom.	Disapproved 8-28-15. JG	05-15-15 Plans denied. Cdl	PN- Disapproved needs sewer lateral video-		
14	Gonzalez	481 Java	10/6/13	B-30029	SFR Addition/ Remodel: add 578 sf living and 112 sf decking	WM. Expecting Admin Use Permit application for minor revision to approved design.	Plans approved 9-18-15 cdl	PN-Disapproved, needs swr video & plan corrections. 9/24/15		
15	Nisbet	225 Kern	11/30/15	B30761	Remodel & Addition of 123sf to 1,107sf of existing SFR	JG. Requires a Conditional Use Permit		PN-Disapprovedper memo dated 12/2/15		
16	Nisbet	500 Kings	10/20/15	B30710	New 2,434 sf SFR with 672 sf garage and 228 sf of decking & shared driveway with adjacent lot		Plans under review. 10-21-15 cdl	PN-Disapprovedper memo dated 10/27/15		
17	Banuelos	350 Las Vegas	8/19/15	B-30613	Demo 832sf SFR & 384sf non-conforming detached garage. Build new 1,600sf SRF & 484sf garage.	Approved 11-12-15. JG.	Plans denied 10-16-15 cdl	PN-Approved 11/12/15		
18	Douglas	2587 Laurel	7/27/15	B-30352	Addendum to B-30074. Add 24 sq. ft., converting 1,020 sq. ft. to habitable space, add 120 sq. ft. porch, and 191 sq.ft. deck	Under Review. JG. Denial	Plans Denied 08-05-15 cdl	PN 9/30/15 Approved as submitted. No memo		
19	Dyson	117 Main	8/18/14	B-30248	Covered Patio	Corrections. 9-5-14. WM.	BC-Returned for corrections 9/8/14.	NRR		
20	Meisterlin	315 Morro Bay Blvd.	9/12/14	B30275	Commercial Alteration-Handicap restroom	Approved 9/25/14. CJ.	Plansw approved 9-30-2014 bc	RPS returned for corrections per memo of		
21	Bunker	491 Panay	12/8/15	B30777	203sf interior remodel to existing 1144sf two story SFR			PN- Approved 12/16/15		
22	Dennis	290 Piney	2/13/15	B-30382	New SFR	Under review 2/26 JG. Waiting for conditions of approval to be included in plan set. 3/5 JG Approved 3/17 JG	Permit Issued 8-24-2015 cdl	ME approved 4/16/2015		
23	Frye	244 Shasta	5/7/13	B-29910	Garage to Second Unit conversion	KM - Needs to comply with or amend existing CDP. 2006 Planning permit modified to allow non-conforming structure. No activity since 2014 on this building permit.	BC- on hold pending planning process.	BCR-approved 5/13/13		
24	Dolezal	1885 Sunset	10/30/15	B-30758	Lot 6: New SFR with 1140sf and 480 garage	Disapproved 2-4-16. Corrections needed. CJ.		PN- Disapproved per memo 12/17/15		
25	Dolezal	1889 Sunset	10/30/15	B-30757	Lot 5: New SFR with 1140sf with 480 garage	Disapproved 2-4-16. Corrections needed. CJ.		PN- Disapproved per memo 12/17/15		
26	Dolezal	1893 Sunset	10/30/15	B-30756	Lot 4: New SFR with 1140sf living and 480sf garage	Disapproved 2-4-16. Corrections needed. CJ.		PN- Disapproved per memo 12/17/15		
27	Dolezal	1897 Sunset	10/30/15	B-30753	Lot 1: New SFR with 1140sf living and 480sf garage	Disapproved 2-4-16. Corrections needed. CJ.		PN- Disapproved per memo 12/17/15		
28	Dolezal	1901 Sunset	10/30/15	B-30754	Lot 2: New SFR with 1541sf living and 483sf garage	Disapproved 2-4-16. Corrections needed. CJ.		PN- Disapproved per memo 12/17/15		

#	Applicant/ Property Owner	Project Address	Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
29	Dolezal	1905 Sunset	10/30/15	B-30755	Lot 3: New SFR with 1457sf living and 480sf garage	Disapproved 2-4-16. Corrections needed. CJ.		PN- Disapproved per memo 12/17/15		
<b>Planning Projects &amp; Permits with Final Action:</b>										
1	Hough	289 Main	10/16/13	CP0-410 & UP0-369	<b>CDP and CUP to construct a 2,578sf single family home on vacant lot</b>	CJ- under review. Met with Applicant's representative 11-21-13. Met w/ Applicant representative 3-3-14 regarding bluff determination per LCP maps. Letter sent 4-1-14 re completeness and bluff standards. CJ. Visited site to review project 10-24-14. Concurrent request sent re bluff to Coastal Commission 10-27-14. Discussed project with Coastal staff 11-18-14 with referral to CCC Geologist 1-2015. Met w/ Coastal geologist 2-12-15 on site. Resubmittal received and review complete for PC hearing. Denied at 10-6-15 hearing. Resolution for denial on 10-20-15 agenda. DENIED 10-20-15. Appealed granted and project remanded back to PC for review of revised plans. Scheduled for PC to review revisions at 3-1-16 hearing.	BC- conditionally approved. TP-Disapprove 12/6/13.	BCR: Conditionally approved: ECP and sewer video required per memo of 10/28/13. Began resubmittal review 3/18/15		cj
2	Najarian	325 Sicily	10/30/15	CP0-491	<b>Administrative Coastal Development Permit for New SFR - 1686 sf living plus 507sf garage</b>	JG. Under Initial Review. Sent back to Agent for Lot Coverage correction on 12/4. Awaiting resubmittal. Recv'd 1/11/16 under review. Waiting on PW comments. Project noticed 2/26/2016. Permit issued 3/8				jg
3	Smith	1556 Main	12/14/15	UP0-434	<b>An existing flag pole that exceeds the 25' height limit in the light industrial zoning district</b>	JG. Noticed 12/23/16. Waiting on proof of pole age from applicant. MUP issued				jg



AGENDA NO: A-2

MEETING DATE: March 15, 2016

## Memorandum

**TO:** Planning Commissioners **DATE:** March 15, 2016

**FROM:** Whitney McIlvaine, Contract Planner  
Joan Gargiulo, Assistant Planner

**SUBJECT:** Revised Resolution Numbers for UP0-433 at 430 Olive Street (from PC 05-16 to PC 10-16) and for UP0-438 and AD0-105 at 225 Kern Avenue (from PC 06-16 to PC 11-16)

### **RECOMMENDATION:**

Approve the revised Planning Commission resolution numbers as noted above for the addition to a nonconforming single family dwelling at 430 Olive Street, which was approved by the Commission at the February 2, 2016 meeting, and for an addition to a nonconforming residence with a parking exception at 225 Kern Avenue, which was approved at the February 16, 2016 meeting.

### **BACKGROUND:**

The same resolution number was mistakenly assigned to two different projects twice. Resolution number PC 05-15 was assigned to the project at 430 Olive Street and to a project at 1147 West Avenue. Resolution number PC 06-16 was assigned to a project at 225 Kern Avenue and to a project at 11249 West Avenue. A new resolution number, PC 10-16, has been assigned to the project at 430 Olive Street. A new resolution number, PC 11-16, has been assigned to the project at 225 Kern Avenue. Staff recommends the Planning Commission approve the new numbers to avoid confusion in City records. The revised resolutions are attached. Only the resolution numbers have been changed.

### **ATTACHMENTS:**

A: Resolution PC 10-16  
B: Resolution PC 11-16

Prepared By: WM/JG

Department Review: SG

# EXHIBIT A

## RESOLUTION NO. PC 10-16

### A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION APPROVING CONDITIONAL USE PERMIT (UP0-433) TO ALLOW AN ADDITION TO A NONCONFORMING RESIDENTIAL STRUCTURE AT 430 OLIVE STREET

**WHEREAS**, the Planning Commission of the City of Morro Bay (the “City) conducted a public hearing at the Morro Bay Veteran’s Hall, 209 Surf Street, Morro Bay, California, on January 5, 2016, for the purpose of considering Conditional Use Permit UPO-433 for a proposed addition to a nonconforming single-family residence at 430 Olive Street.; and

**WHEREAS**, the Planning Commission at its January 5, 2016 meeting directed the Applicant to submit revised plans to include additional 3-D renderings that more clearly illustrate the visual impact of the proposed addition and continued the matter to a date uncertain; and

**WHEREAS**, the Planning Commission of the City conducted the continued public hearing at the Morro Bay Veteran’s Hall, 209 Surf Street, Morro Bay, California, on February 2, 2016, for the purpose of considering Conditional Use Permit UPO-433 for a proposed addition to a nonconforming single-family residence at 430 Olive Street.; and

**WHEREAS**, notice of the public hearing was provided at the time and in the manner required by law; and

**WHEREAS**, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Morro Bay as follows:

**Section 1: Findings.** Based upon all the evidence, the Commission makes the following findings:

#### California Environmental Quality Act (CEQA) Finding

1. Pursuant to the California Environmental Quality Act, the project is categorically exempt pursuant to Class 1, CEQA Guidelines Section 15301(e) for additions to existing structures with no potentially significant environmental impacts. Additionally, none of the Categorical Exemption exceptions, noted under section 15300.2, apply to the project.

#### Conditional Use Permit Findings

1. The project is consistent with the General Plan and Local Coastal Plan which establish five residential land use categories to provide for a wide range of

## EXHIBIT A

- densities and to ensure that residential land is developed to a density suitable to its location and physical characteristics.
2. The proposed addition is in conformance with all applicable provisions of the Morro Bay City Zoning Ordinance (the “Zoning Ordinance”), including building height, setbacks, and lot coverage.
  3. The project meets applicable Title 14 (Building and Construction Code) requirements for a conforming use since the applicant is required to submit a complete building permit application and obtain the required building permit prior to construction.
  4. The project is suitable for conforming uses and will not impair the character of the zone in which it exists because it proposes an addition to a single-family dwelling, which is an allowed use in the R-1 zone and the surrounding neighborhood is developed with mostly two-story homes.
  5. It is not feasible to make the structure conforming without major reconstruction of the existing structure. Major reconstruction would be necessary to meet the required front-yard setback.

**Section 2. Action.** The Planning Commission does hereby approve Conditional Use Permit UPO-433 for property located at 430 Olive Street subject to the following conditions:

### **STANDARD CONDITIONS**

1. This permit is granted for the land described in the staff report dated February 2, 2016, for the project at 430 Olive Street depicted on plans dated January 15, 2016, on file with the Community Development Department, as modified by these conditions of approval, and more specifically described as follows: Site development, including all buildings and other features, shall be located and designed substantially as shown on plans, unless otherwise specified herein.
2. Inaugurate Within Two Years: Unless the construction or operation of the structure, facility, or use is commenced not later than two (2) years after the effective date of this Resolution and is diligently pursued, thereafter, this approval will automatically become null and void; provided, however, that upon the written request of the applicant, prior to the expiration of this approval, the applicant may request up to two extensions for not more than one (1) additional year each. Any extension may be granted by the City’s Community Development Manager (the “Director”), upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the “MBMC”), General Plan and certified Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.
3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Community Development

## EXHIBIT A

Manager. Any changes to this approved permit determined, by the Director, not to be minor shall require the filing of an application for a permit amendment subject to Planning Commission review.

4. Compliance with the Law: (a) All requirements of any law, ordinance or regulation of the State of California, the City, and any other governmental entity shall be complied with in the exercise of this approval, (b) This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.
5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicants failure to comply with conditions of approval. Applicant understands and acknowledges the City is under no obligation to defend any legal actions challenging the City's actions with respect to the project. This condition and agreement shall be binding on all successors and assigns.
6. Compliance with Conditions: The applicant's establishment of the use or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the MBMC and is a misdemeanor.
7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

### **PLANNING CONDITIONS**

1. Archaeology: In the event of the unforeseen encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading or excavation shall immediately cease in the immediate area, and the find should be left untouched until a qualified professional archaeologist or paleontologist, whichever is appropriate, is contacted and called in to evaluate and make recommendations as to disposition, mitigation and/or salvage. The developer shall be liable for costs associated with the professional investigation.
2. Construction Hours: Pursuant to MBMC subsection 9.28.030.I, Construction or Repairing of Buildings: The erection (including excavating), demolition,

## EXHIBIT A

- alteration or repair of any building or general land grading and contour activity using equipment in such a manner as to be plainly audible at a distance of fifty feet from the building other than between the hours of seven a.m. and seven p.m. on weekdays and eight a.m. and seven p.m. on weekends except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the Community Development Department, which permit may be granted for a period not to exceed three days or less while the emergency continues and which permit may be renewed for a period of three days or less while the emergency continues.
3. Dust Control: That prior to issuance of a grading permit, a method of control to prevent dust and wind blow earth problems shall be submitted for review and approval by the Building Official.
  4. Conditions of Approval: Prior to the issuance of a Building Permit, the final Conditions of Approval shall be attached to the set of approved plans. The sheet containing Conditions of Approval shall be the same size as other plan sheets and shall be the last sheet in the set of Building Plans.

### **BUILDING CONDITIONS**

1. Building Permit: Prior to construction, the applicant shall submit a complete Building Permit Application and obtain the required Permit.

### **PUBLIC WORKS CONDITIONS**

1. Stormwater Management: The City has adopted Low Impact Development (LID) and Post Construction requirements to protect water quality and control runoff flow from new and redevelopment projects. The requirements can be found in the Stormwater management guidance manual on the City's website [www.morrobay.ca.us/EZmanual](http://www.morrobay.ca.us/EZmanual). Projects with more than 2,500 sq ft of new or redeveloped impervious area are subject to these requirements. Complete and submit the "SFR Performance Requirement Determination Form".
2. Sewer Lateral: If an existing lateral is used, perform a video inspection of the lateral and submit to Public Works via flash drive or DVD. Lateral shall be repaired if necessary. A sewer backwater valve and downstream cleanout, extended to grade, shall be installed on the sewer lateral. If a new lateral is being proposed and old lateral exists, include a note on the plans to cap and abandon existing sewer lateral.
3. Sewer Backwater Valve: A sewer backwater valve shall be installed on site to prevent a blockage or maintenance of the municipal sewer main from causing damage to the proposed project (MBMC 14.24.070). Indicate and label on plan.
4. Erosion and Sediment Control Plan: For small projects less than one acre and less than 15% slope, provide a standard erosion and sediment control plan. The Plan

## EXHIBIT A

shall show control measures to provide protection against erosion of adjacent property and prevent sediment or debris from entering the City right of way, adjacent properties, any harbor, waterway, or ecologically sensitive area.

5. Encroachment Permits: A sewer encroachment permit shall be required for the installation or repairing of the sewer lateral. When utility connections require pavement cuts a traffic control plan indicating appropriate signing, marking, barricades and flaggers must be submitted with the Encroachment Permit application.

Add the following Notes to the Plans:

1. Any damage, as a result of construction operations for this project, to City facilities, i.e. curb/berm, street, sewer line, water line, or any public improvements shall be repaired at no cost to the City of Morro Bay.
2. No work shall occur within (or use of) the City's Right of Way without an encroachment permit. Encroachment permits are available at the City of Morro Bay Public Works Department Office located at 955 Shasta Ave. The Encroachment permit shall be issued concurrently with the building permit.
3. Due to mandatory water conservation requirements and stormwater requirements no pressure washing is allowed unless it is directly due to professional preparation of exterior painting of property. No discharge of non-stormwater is allowed into the municipal storm drain system and contractor must provide measures to prevent any discharge for entering the stormwater system.

### **FIRE CONDITIONS:**

1. Automatic fire sprinklers. An automatic fire sprinkler system, in accordance with NFPA 13-D, California Fire Code (Section 903), California Residential Code (Section R313), and Morro Bay Municipal Code (Section 14.08.090(L)(4)(b)) is recommended.

In conjunction with this remodel and for the fire and life safety of the occupants, we strongly recommend installation of an automatic fire sprinkler system.

2. Carbon monoxide alarms in new dwellings and sleeping units. An approved carbon monoxide alarm shall be installed in dwellings having a fossil fuel-burning heater or appliance, fireplace or an attached garage. Carbon monoxide alarms shall be listed as complying with UL 2034 and be installed and maintained in accordance with NFPA 720 and the manufacturer's instructions. (CRC R315.2)

Applicant shall provide Carbon Monoxide detection in accordance with CRC R315.2.

## EXHIBIT A

3. Fire Safety During Construction and Demolition shall be in accordance with 2013 California Fire Code, Chapter 33. This chapter prescribes minimum safeguards for construction, alteration and demolition operations to provide reasonable safety to life and property from fire during such operations

Applicant shall include above language on Building Plan submittal.

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on this 2nd day of February, 2016 on a motion from Commissioner Lucas and seconded by Commissioner Sadowski on the following vote:

AYES: Lucas, Sadowski, Luhr, and Ingraffia

NOES: None

ABSENT: None

ABSTAIN: Tefft

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Robert Tefft, Chairperson

ATTEST

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Scot Graham, Planning Secretary

The foregoing resolution was passed and adopted this 2nd day of February, 2016.

# EXHIBIT B

## RESOLUTION NO. PC 11-15

A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION  
ADOPTING A CLASS 1 CATEGORICAL EXEMPTION, AND APPROVING  
CONDITIONAL USE PERMIT (UP0-438) TO ALLOW AN ADDITION EXCEEDING  
25% OF THE EXISTING FLOOR AREA TO A NONCONFORMING RESIDENTIAL  
STRUCTURE AND APPROVING A PARKING EXCEPTION (AD0-105) TO ALLOW  
AN UNCOVERED AND UNENCLOSED PARKING SPACE OUTSIDE OF THE  
RIGHT-OF-WAY TO PROVIDE THE SECOND REQUIRED PARKING SPACE  
AT 225 KERN AVENUE

**WHEREAS**, the Planning Commission of the City of Morro Bay (the “City”) conducted a public hearing at the Morro Bay Veteran’s Hall, 209 Surf Street, Morro Bay, California, on February 16, 2016, for the purpose of considering Conditional Use Permit UP0-438 and Parking Exception AD0-105 for a proposed addition to a nonconforming single-family home and an uncovered and unenclosed parking space at 225 Kern Avenue; and

**WHEREAS**, notice of the public hearing was provided at the time and in the manner required by law; and

**WHEREAS**, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Morro Bay as follows:

**Section 1: Findings.** Based upon all the evidence, the Commission makes the following findings:

### California Environmental Quality Act (CEQA) Findings

1. Pursuant to the California Environmental Quality Act, the project is categorically exempt under Section 15301, Class 1 for additions to existing structures of less than 50% of existing floor area and will have no potentially significant environmental impacts. Furthermore, the Director has determined that none of the exceptions to this Categorical Exemption set forth in CEQA Guidelines, section 15300.2 apply to this project.

### Conditional Use Permit Findings

1. The project is consistent with the General Plan and Local Coastal Plan which establish five residential land use categories to provide for a wide range of densities and to ensure that residential land is developed to a density suitable to its location and physical characteristics.

# EXHIBIT B

Planning Commission Resolution 11-15  
UPO-438 and ADO-105  
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2. The proposed additions are in conformance with all applicable provisions of the Morro Bay City Zoning Ordinance (the “Zoning Ordinance”), including building height, setbacks, and lot coverage.
3. The project meets applicable Title 14 (Building and Construction Code) requirements for a conforming use since the applicant is required to submit a complete building permit application and obtain the required building permit prior to construction.
4. The project is suitable for conforming uses and will not impair the character of the zone in which it exists because it proposes additions to a single-family dwelling, which is an allowed use in the R-1 zone and the surrounding neighborhood is developed with single-family residential dwellings.
5. It is not feasible to make the structure conforming without major reconstruction of the existing structure. Major reconstruction would be necessary to meet required front yard setback and to accommodate a two-car garage.

## Parking Exception Findings

1. The exceptions will not constitute a grant of special privilege inconsistent with the driveway or parking limitations upon other properties in the vicinity and the reduced parking or alternative design to the parking design standards of this chapter will be adequate to accommodate on the site all parking needs generated by the use. With approval of the exception, two required parking places will be provided on site consistent with the Zoning Ordinance requirements.
2. The exception to allow an uncovered and unenclosed parking space will not adversely affect the health, safety or general welfare of persons working or residing in the vicinity and no traffic safety problems will result from the proposed modification of the parking standard because the parking area will not conflict with existing traffic patterns in the right-of-way.
3. The exception is reasonably necessary for the applicant’s full enjoyment of uses similar to those upon the adjoining real property, given the footprint and construction of the existing building on a small residential lot.

**Section 2. Action.** The Planning Commission does hereby approve Conditional Use Permit UPO-438 and Parking Exception ADO-105 for property located at 225 Kern Avenue subject to the following conditions:

## STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report dated February 16, 2016, for the project at 225 Kern Avenue depicted on plans date stamped January 14, 2016, on file with the Community Development Department, as modified by

# EXHIBIT B

these conditions of approval, and more specifically described as follows: Site development, including all buildings and other features, shall be located and designed substantially as shown on plans, unless otherwise specified herein.

2. Inaugurate Within Two Years: Unless the construction or operation of the structure, facility, or use is commenced not later than two (2) years after the effective date of this Resolution and is diligently pursued, thereafter, this approval will automatically become null and void; provided, however, that upon the written request of the applicant, prior to the expiration of this approval, the applicant may request up to two extensions for not more than one (1) additional year each. Any extension may be granted by the City's Community Development Manager (the "Director"), upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the "MBMC"), General Plan and certified Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.
3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Community Development Manager. Any changes to this approved permit determined, by the Director, not to be minor shall require the filing of an application for a permit amendment subject to Planning Commission review.
4. Compliance with the Law: (a) All requirements of any law, ordinance or regulation of the State of California, the City, and any other governmental entity shall be complied with in the exercise of this approval, (b) This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.
5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicants failure to comply with conditions of approval. Applicant understands and acknowledges the City is under no obligation to defend any legal actions challenging the City's actions with respect to the project. This condition and agreement shall be binding on all successors and assigns.
6. Compliance with Conditions: The applicant's establishment of the use or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of these conditions shall render this entitlement, at the discretion

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of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the MBMC and is a misdemeanor.

7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

## **PLANNING CONDITIONS**

1. Archaeology: In the event of the unforeseen encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading or excavation shall immediately cease in the immediate area, and the find should be left untouched until a qualified professional archaeologist or paleontologist, whichever is appropriate, is contacted and called in to evaluate and make recommendations as to disposition, mitigation and/or salvage. The developer shall be liable for costs associated with the professional investigation.
2. Construction Hours: Pursuant to MBMC subsection 9.28.030.I, Construction or Repairing of Buildings, the erection (including excavating), demolition, alteration or repair of any building or general land grading and contour activity using equipment in such a manner as to be plainly audible at a distance of fifty feet from the building other than between the hours of seven a.m. and seven p.m. on weekdays and eight a.m. and seven p.m. on weekends except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the Community Development Department, which permit may be granted for a period not to exceed three days or less while the emergency continues and which permit may be renewed for a period of three days or less while the emergency continues.
3. Dust Control: That prior to issuance of a grading permit, a method of control to prevent dust and wind blow earth problems shall be submitted for review and approval by the Building Official.
4. Conditions of Approval: Prior to the issuance of a Building Permit, the final Conditions of Approval shall be attached to the set of approved plans. The sheet containing Conditions of Approval shall be the same size as other plan sheets and shall be the last sheet in the set of Building Plans.
5. Future Additions: Any future additions to the residence shall require review and approval by the Planning Commission.

## **BUILDING CONDITIONS**

1. Prior to construction, the applicant shall submit a complete Building Permit Application and obtain the required Building Permit.

# EXHIBIT B

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## **FIRE CONDITIONS**

1. Automatic fire sprinklers. An automatic fire sprinkler system, in accordance with NFPA 13-D, California Fire Code (Section 903), and Morro Bay Municipal Code (Section 14.08.090(4)) is recommended.

For the fire and life safety of the building occupants, we strongly recommend installation of automatic fire sprinklers, in accordance with NFPA 13-D.

2. Carbon monoxide alarms in new dwellings and sleeping units. An approved carbon monoxide alarm shall be installed in dwellings having a fossil fuel-burning heater or appliance, fireplace or an attached garage. Carbon monoxide alarms shall be listed as complying with UL 2034 and be installed and maintained in accordance with NFPA 720 and the manufacturer's instructions. (CRC R315.2)

Applicant shall provide Carbon Monoxide detection in accordance with CRC R315.2.

3. Fire Safety During Construction and Demolition shall be in accordance with 2013 California Fire Code, Chapter 33. This chapter prescribes minimum safeguards for construction, alteration and demolition operations to provide reasonable safety to life and property from fire during such operations

Applicant shall include above language on Building Plan submittal.

4. Burning Prohibited. Open burning, bon fires, recreational fires, and all other outdoor fires are prohibited.

Exception: Barbeques and portable outdoor fireplaces that conform with the following provisions are allowed.

- a) Fires shall be conducted at a safe distance from and in accordance with the applicable manufacturer's instructions to prevent the spread of fire to adjacent structures or other combustible materials.
- b) Fire shall be contained in a non-combustible container, not to exceed 3 feet in diameter and 2 feet in height.
- c) Fuel loading shall not exceed 3 feet in diameter or 2 feet in height.
- d) Fire shall be fueled by propane, natural gas, charcoal, dried wood, commercial fire logs, or pellets. Fuels shall not include green waste, yard trimmings, pressure treated wood, trash, plastic, or other noxious or hazardous materials.
- e) Ground fires, sub-surface or pit fires, and earth floored fire rings are prohibited.
- f) If in the opinion of the Fire Chief or his or her designee, a fire is potentially hazardous or smoke is causing a nuisance, the fire shall be extinguished immediately.

# EXHIBIT B

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5. Sheet A-2 depicts a Future Gas Fire Bowl, applicant shall comply with the above language as contained in Morro Bay Municipal Code (Section 14.08.090 (F)).

## **PUBLIC WORKS CONDITIONS**

1. **Stormwater Management:** The City has adopted Low Impact Development (LID) and Post Construction requirements to protect water quality and control runoff flow from new and redevelopment projects. The requirements can be found in the Stormwater management guidance manual on the City's website [www.morro-bay.ca.us/EZmanual](http://www.morro-bay.ca.us/EZmanual) Projects with more than 2,500 sq ft of new or redeveloped impervious area are subject to additional requirements. Complete and submit the "SFR Performance Requirement Determination Form".
2. **Grading and Drainage:** Indicate on plans the existing and updated contours, drainage patterns, spot elevations, finish floor elevation and all existing and proposed drainage pipes and structures.
3. **Erosion and Sediment Control Plan:** For small projects less than one acre and less than 15% slope, provide a standard erosion and sediment control plan. The Plan shall show control measures to provide protection against erosion of adjacent property and prevent sediment or debris from entering the City right of way, adjacent properties, any harbor, waterway, or ecologically sensitive area.

Add the following Notes to the Plans:

1. Any damage, as a result of construction operations for this project, to City facilities, i.e. curb/berm, street, sewer line, water line, or any public improvements shall be repaired at no cost to the City of Morro Bay.
2. No work shall occur within (or use of) the City's Right of Way without an encroachment permit. Encroachment permits are available at the City of Morro Bay Public Works Department located at 955 Shasta Ave. The Encroachment permit shall be issued concurrently with the building permit.

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on this 16th day of February, 2016 on the following vote:

AYES: Lucas, Luhr, Ingraffia, Sadowski, Tefft

NOES:

ABSENT:

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ABSTAIN:

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Robert Tefft, Chairperson

ATTEST

---

Scot Graham, Planning Secretary

The foregoing resolution was passed and adopted this 16th day of February 16, 2016.



AGENDA NO: B-1

MEETING DATE: March 15, 2016

## Staff Report

**TO:** Planning Commissioners

**DATE:** March 15, 2016

**FROM:** Joan Gargiulo, Assistant Planner

**SUBJECT:** **Conditional Use Permit (#UP0-436)** Request to allow an addition to a single-family residence with a nonconforming side-yard setback at 636 Fresno Avenue, located in the R-1 Residential Zoning District and outside of the Coastal Commission Appeals Jurisdiction.

**RECOMMENDATION:**

*CONDITIONALLY APPROVE THE PROJECT* by approving Planning Commission **Resolution 08-16** which includes the Findings and Conditions of Approval for the project depicted on site development plans dated stamp received March 1, 2016.

**APPLICANTS:** Joe Ingraffia and Judy May

**DESIGNER:** John Bellisario, Ferreira, Inc.

**LEGAL DESCRIPTION/APN:** 066-157-008

**PROJECT DESCRIPTION:**

The Applicant is requesting Conditional Use Permit approval for an addition to an existing nonconforming single-family residence. The applicant proposes to add a 830 sq. ft. addition to an existing 1,603 sq. ft. nonconforming single-family residence in the R-1 Residential Zoning District. Specifically, the Applicant proposes to extend the existing master bedroom, kitchen and entryway, and add a second story above the garage and kitchen area. The existing residence is considered nonconforming because it does not meet the side-yard setback requirement as discussed below in the 'Project Analysis' section.



Prepared By: JG

Department Review: \_\_\_\_\_

**PROJECT SETTING:**

The project is located in the Central Morro Bay residential neighborhood, designated as Planning Area 7 in the Local Coastal Plan. The parcel at 636 Fresno Avenue lies to the south of Morro Bay Blvd., west of Kern Avenue, and east of Piney. The gently sloping rectangular-shaped 5,500 sq. ft. lot is located in the R-1 Single-Family Residential Zoning District. Housing in the surrounding area includes a variety of one and two-story homes. The site is located outside of the Coastal Commission Appeals Jurisdiction.

<b>Adjacent Zoning/Land Use</b>			
<b>North:</b>	R-1 Single-Family Residential Use	<b>South:</b>	R-1 Single-Family Residential Use
<b>East:</b>	R-1 Single-Family Residential Use	<b>West:</b>	R-1 Single-Family Residential Use

<b>Site Characteristics</b>	
<b>Site Area</b>	Approximately 5,500 square feet
<b>Existing Use</b>	Single-Family residential
<b>Terrain</b>	Developed and gently sloping toward Fresno Avenue
<b>Vegetation/Wildlife</b>	Ornamental landscaping
<b>Archaeological Resources</b>	N/A
<b>Access</b>	Fresno Avenue

<b>General Plan, Zoning Ordinance, &amp; Local Coastal Plan Designations</b>	
<b>General Plan/Coastal Plan Land Use Designation</b>	Low-Medium Density Residential
<b>Base Zone District</b>	R-1
<b>Zoning Overlay District</b>	n/a
<b>Special Treatment Area</b>	n/a
<b>Combining District</b>	n/a
<b>Specific Plan Area</b>	n/a
<b>Coastal Zone</b>	Located outside the Coastal Appeals Jurisdiction

**PROJECT ANALYSIS:**

**Background**

County Assessor records indicate the existing nonconforming single-family residence was originally built in 1971 similar to other homes in the neighborhood. The residential use is consistent with the General Plan designation of Low-Medium Density Residential and with the Single-Family Residential (R-1) Zoning District.



<b>Zoning Ordinance Standards</b>		
	<b>Standards</b>	<b>Existing</b>
<b>Front Setback</b>	20 feet	20'1"
<b>Side-Yard Setback</b>	5 feet	<b>4'8"</b>
<b>Rear Setback</b>	10 feet	22'5"
<b>Height</b>	25 Feet	24'7"
<b>Lot Coverage</b>	Max. 45%	33.3%
<b>Parking</b>	2 Car Garage	2 Car Garage

**Zoning Ordinance Consistency**

Current requirements of the Morro Bay City Zoning Ordinance (the “Zoning Ordinance”) pertaining to side-yard setbacks render the existing structure nonconforming. However, additions to nonconforming structures may be permitted with approval of a conditional use permit, subject to certain findings (Morro Bay Municipal Code (MBMC) section

17.56.160). The existing residence does not conform to the current 5 ft. side-yard setback requirement as set forth in Section 17.24.040 of the Zoning Ordinance. The proposed additions shall be in conformance with all provisions set forth in the Morro Bay Municipal Code.

**Conditional Use Permit Requirement**

The Zoning Ordinance, subsection 17.56.160A, requires approval of a conditional use permit for any structure which is nonconforming with any provision of this title. The project proposes to add a 794 square-foot addition to a nonconforming structure. As noted above, the structure is nonconforming with regard to the side-yard setback. Approval of a Conditional Use Permit requires the following findings to be made:

1. The enlargement, expansion, or alteration is in conformance with all applicable provisions of the Zoning Ordinance.

*The proposed addition is consistent with Zoning Ordinance requirements.*

2. The project meets applicable Title 14 (Building and Construction Code) requirements for a conforming use.

*The applicant is required to submit a complete building permit application and obtain the required building permit prior to construction.*

3. The project is suitable for conforming uses and will not impair the character of the zone in which it exists.

*The project proposes an addition to a single-family dwelling, which is an allowed use in the R-1 zone. The surrounding neighborhood is developed with one and two-story homes.*

4. It is not feasible to make the structure conforming without major reconstruction of the existing structure.

*Major reconstruction would be necessary to meet the required side-yard setback.*

**PUBLIC NOTICE:**

Notice of this item was published in the San Luis Obispo Tribune newspaper on March 4, 2016, and all property owners and occupants of record within 500 feet of the subject site were notified of this evening's public hearing and invited to voice any concerns on this application.

**ENVIRONMENTAL DETERMINATION:**

Environmental review was performed for this project and staff determined it meets the requirements for a Categorical Exemption under CEQA Guidelines Section 15301 Class 1. The exemption applies to additions to existing structures and the project will have no potentially significant environmental impacts. Additionally, none of the Categorical Exemption exceptions, noted under Section 15300.2, apply to the project.

**CONCLUSION:**

The project is consistent with the General Plan and Local Coastal Plan which establish five residential land use categories to provide for a wide range of densities and to ensure residential land is developed to a density suitable to its location and physical characteristics. The project is consistent with the Zoning Ordinance because housing is a principally allowed use in the Low/Medium Density land use designation and because the Zoning Ordinance allows additions to nonconforming structures upon approval of a conditional use permit (MBMC section 17.56.160).

**RECOMMENDATION:**

Staff recommends the Planning Commission approve the requested Conditional Use Permit #UPO-436 for the proposed addition to a nonconforming structure for the project at 636 Fresno Avenue, as shown on plans date stamp received March 1, 2016, by adopting Planning Commission **Resolution 08-16** which includes the Findings and Conditions of Approval for the project.

**EXHIBITS:**

Exhibit A – Planning Commission Resolution 08-16  
Exhibit B – Graphics/Plan Reductions

# Exhibit A

## RESOLUTION NO. PC 08-16

### A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION APPROVING CONDITIONAL USE PERMIT (UP0-436) TO ALLOW AN ADDITION TO A NONCONFORMING RESIDENTIAL STRUCTURE AT 636 FRESNO AVENUE

**WHEREAS**, the Planning Commission of the City of Morro Bay (the “City”) conducted a public hearing at the Morro Bay Veteran’s Hall, 209 Surf Street, Morro Bay, California, on March 15, 2016, for the purpose of considering Conditional Use Permit UPO-436 for a proposed addition to a nonconforming single-family residence at 636 Fresno Avenue.; and

**WHEREAS**, notice of the public hearing was provided at the time and in the manner required by law; and

**WHEREAS**, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Morro Bay as follows:

**Section 1: Findings.** Based upon all the evidence, the Commission makes the following findings:

#### California Environmental Quality Act (CEQA) Finding

1. Pursuant to the California Environmental Quality Act, the project is categorically exempt pursuant to Class 1, CEQA Guidelines Section 15301(e) for additions to existing structures with no potentially significant environmental impacts. Additionally, none of the Categorical Exemption exceptions, noted under section 15300.2, apply to the project.

#### Conditional Use Permit Findings

1. The project is consistent with the General Plan and Local Coastal Plan which establish five residential land use categories to provide for a wide range of densities and to ensure that residential land is developed to a density suitable to its location and physical characteristics.
2. The proposed addition is in conformance with all applicable provisions of the Morro Bay City Zoning Ordinance (the “Zoning Ordinance”), including building height, setbacks, and lot coverage.
3. The project meets applicable Title 14 (Building and Construction Code) requirements for a conforming use since the applicant is required to submit a

- complete building permit application and obtain the required building permit prior to construction.
4. The project is suitable for conforming uses and will not impair the character of the zone in which it exists because it proposes an addition to a single-family dwelling, which is an allowed use in the R-1 zone and the surrounding neighborhood is developed with one and two-story homes.
  5. It is not feasible to make the structure conforming without major reconstruction of the existing structure. Major reconstruction would be necessary to meet the required side-yard setback.

**Section 2. Action.** The Planning Commission does hereby approve Conditional Use Permit UPO-436 for property located at 636 Fresno Avenue subject to the following conditions:

### **STANDARD CONDITIONS**

1. This permit is granted for the land described in the staff report dated March 15, 2016, for the project at 636 Fresno Avenue depicted on plans date stamped March 1, 2016, on file with the Community Development Department, as modified by these conditions of approval, and more specifically described as follows: Site development, including all buildings and other features, shall be located and designed substantially as shown on plans, unless otherwise specified herein.
2. Inaugurate Within Two Years: Unless the construction or operation of the structure, facility, or use is commenced not later than two (2) years after the effective date of this Resolution and is diligently pursued, thereafter, this approval will automatically become null and void; provided, however, that upon the written request of the applicant, prior to the expiration of this approval, the applicant may request up to two extensions for not more than one (1) additional year each. Any extension may be granted by the City's Community Development Manager (the "Director"), upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the "MBMC"), General Plan and certified Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.
3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Community Development Manager. Any changes to this approved permit determined, by the Director, not to be minor shall require the filing of an application for a permit amendment subject to Planning Commission review.
4. Compliance with the Law: (a) All requirements of any law, ordinance or regulation of the State of California, the City, and any other governmental entity shall be complied with in the exercise of this approval, (b) This project shall meet

all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.

5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicants failure to comply with conditions of approval. Applicant understands and acknowledges the City is under no obligation to defend any legal actions challenging the City's actions with respect to the project. This condition and agreement shall be binding on all successors and assigns.
6. Compliance with Conditions: The applicant's establishment of the use or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the MBMC and is a misdemeanor.
7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

### **PLANNING CONDITIONS**

1. Archaeology: In the event of the unforeseen encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading or excavation shall immediately cease in the immediate area, and the find should be left untouched until a qualified professional archaeologist or paleontologist, whichever is appropriate, is contacted and called in to evaluate and make recommendations as to disposition, mitigation and/or salvage. The developer shall be liable for costs associated with the professional investigation.
2. Construction Hours: Pursuant to MBMC subsection 9.28.030.I, Construction or Repairing of Buildings: The erection (including excavating), demolition, alteration or repair of any building or general land grading and contour activity using equipment in such a manner as to be plainly audible at a distance of fifty feet from the building other than between the hours of seven a.m. and seven p.m. on weekdays and eight a.m. and seven p.m. on weekends except in case of urgent necessity in the interest of public health and safety, and then only with a permit from the Community Development Department, which permit may be granted for a period not to exceed three days or less while the emergency continues and

which permit may be renewed for a period of three days or less while the emergency continues.

3. Dust Control: That prior to issuance of a grading permit, a method of control to prevent dust and wind blow earth problems shall be submitted for review and approval by the Building Official.
4. Conditions of Approval: Prior to the issuance of a Building Permit, the final Conditions of Approval shall be attached to the set of approved plans. The sheet containing Conditions of Approval shall be the same size as other plan sheets and shall be the last sheet in the set of Building Plans.

### **BUILDING CONDITIONS**

1. Building Permit: Prior to construction, the applicant shall submit a complete Building Permit Application and obtain the required Permit.

### **PUBLIC WORKS CONDITIONS**

1. Stormwater Management: The City has adopted Low Impact Development (LID) and Post Construction requirements to protect water quality and control runoff flow from new and redevelopment projects. The requirements can be found in the Stormwater management guidance manual on the City's website [www.morrobay.ca.us/EZmanual](http://www.morrobay.ca.us/EZmanual). Projects with more than 2,500 sq ft of new or redeveloped impervious area are subject to these requirements. Complete and submit the "SFR Performance Requirement Determination Form".
2. Sewer Lateral: If an existing lateral is used, perform a video inspection of the lateral and submit to Public Works via flash drive or DVD. Lateral shall be repaired if necessary. A sewer backwater valve and downstream cleanout, extended to grade, shall be installed on the sewer lateral. If a new lateral is being proposed and old lateral exists, include a note on the plans to cap and abandon existing sewer lateral.
3. Sewer Backwater Valve: A sewer backwater valve shall be installed on site to prevent a blockage or maintenance of the municipal sewer main from causing damage to the proposed project (MBMC 14.24.070). Indicate and label on plan.
4. Erosion and Sediment Control Plan: For small projects less than one acre and less than 15% slope, provide a standard erosion and sediment control plan. The Plan shall show control measures to provide protection against erosion of adjacent property and prevent sediment or debris from entering the City right of way, adjacent properties, any harbor, waterway, or ecologically sensitive area.

Add the following Notes to the Plans:

1. Any damage, as a result of construction operations for this project, to City

facilities, i.e. curb/berm, street, sewer line, water line, or any public improvements shall be repaired at no cost to the City of Morro Bay.

2. No work shall occur within (or use of) the City's Right of Way without an encroachment permit. Encroachment permits are available at the City of Morro Bay Public Works Department Office located at 955 Shasta Ave. The Encroachment permit shall be issued concurrently with the building permit.

**FIRE CONDITIONS:**

Automatic fire sprinklers. An automatic fire sprinkler system, in accordance with NFPA 13-D, California Fire Code (Section 903), California Residential Code (Section R313), and Morro Bay Municipal Code (Section 14.08.090(I)(4)(a)) is required.

Applicant shall submit plans for an automatic fire sprinkler system, in accordance with NFPA 13-D, to Morro Bay Community Development Department for review.

2. Carbon monoxide alarms in new dwellings and sleeping units. An approved carbon monoxide alarm shall be installed in dwellings having a fossil fuel-burning heater or appliance, fireplace or an attached garage. Carbon monoxide alarms shall be listed as complying with UL 2034 and be installed and maintained in accordance with NFPA 720 and the manufacturer's instructions. (CRC R315.2)

Applicant shall provide Carbon Monoxide detection in accordance with CRC R315.2.

3. Fire Safety During Construction and Demolition shall be in accordance with 2013 California Fire Code, Chapter 33. This chapter prescribes minimum safeguards for construction, alteration and demolition operations to provide reasonable safety to life and property from fire during such operations

Applicant shall include above language on Building Plan submittal.

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on this 15th day of March, 2016 on the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Robert Tefft, Chairperson

ATTEST

---

Scot Graham, Planning Secretary

The foregoing resolution was passed and adopted this 15th day of March, 2016.

# MAY / INGRAFFIA RESIDENCE

636 Fresno Ave.  
Morro Bay, CA 93442

**FERREIRA INC**  
DREAM / DESIGN / BUILD



All designs and other information on these drawings are for use on this specific project and shall not be used otherwise without the expressed written permission of the Designer.

Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on this job and this office shall be notified in writing of any variations from the dimensions or conditions shown in these drawings.

Joe Ingrassia & Judy May  
636 Fresno Ave.  
Morro Bay, CA 93442

**MAY / INGRAFFIA RESIDENCE**

636 Fresno Ave.  
Morro Bay, CA 93442

TITLE SHEET

DESIGN BY: JOHN J. BELLISARIO, LEED AP  
SIGNATURE:

ISSUE RECORD	
DATE	TITLE
1 12/18/15	1st PLANNING SUBMITTAL
2 02/08/16	2nd PLANNING SUBMITTAL
3	
4	

**T1.0**

SHEET LIST		
TITLE SHEETS		
T1.0	TITLE SHEET & SITE PLAN	12/18/15
ARCHITECTURAL		
A1.0	SITE SURVEY	12/18/15
A2.0	FLOOR PLANS	12/18/15
A3.0	ELEVATIONS	12/18/15
LANDSCAPE		
L1.0	CONCEPTUAL LANDSCAPE PLAN	12/18/15

**PROJECT SCOPE**

830 S.F. ADDITION TO EXISTING SINGLE FAMILY RESIDENCE IN MORRO BAY INCLUDING NEW SECOND STORY WITH BED AND FAMILY ROOM.

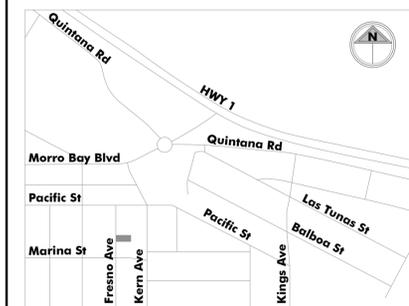
**PROJECT DATA**

OWNER: JOE INGRAFFIA & JUDY MAY  
 OWNER ADDRESS: 1774 TONINI DRIVE, UNIT 7, MORRO BAY, CA 93405  
 PROJ. ADDRESS: 636 FRESNO AVE., MORRO BAY, CA 93442  
 APN: 066-157-008  
 LEGAL: BLOCK LOT 11, TRACT NO. 1259, CITY OF MORRO BAY, COUNTY OF SAN LUIS OBISPO, STATE OF CA  
 ZONING: R-1 (LOW DENSITY RESIDENTIAL)  
 OCCUPANCY CLASSIFICATIONS: GROUP R-3, GROUP U  
 TYPE OF CONSTRUCTION: V-B  
 LOT AREA: 5,500 SF (0.13 ACRE)  
 EXISTING CONDITIONED: 1,133 S.F.  
 EXISTING UNCONDITIONED: 470 S.F.  
 TOTAL EXISTING: 1,603 S.F.  
 PROPOSED NEW CONDITIONED: 794 S.F.  
 PROPOSED TOTAL CONDITIONED: 2,397 S.F.  
 COVERED PORCH: 104 S.F.  
 STORIES: 2  
 BEDROOMS: 3  
 PROPOSED HEIGHT: 21'-10 1/2" (+1010.98)  
 ALLOWABLE HEIGHT: 22'-4" (+1011.5) (+25' AVG NAT. GRADE)  
 SPRINKLERED: YES

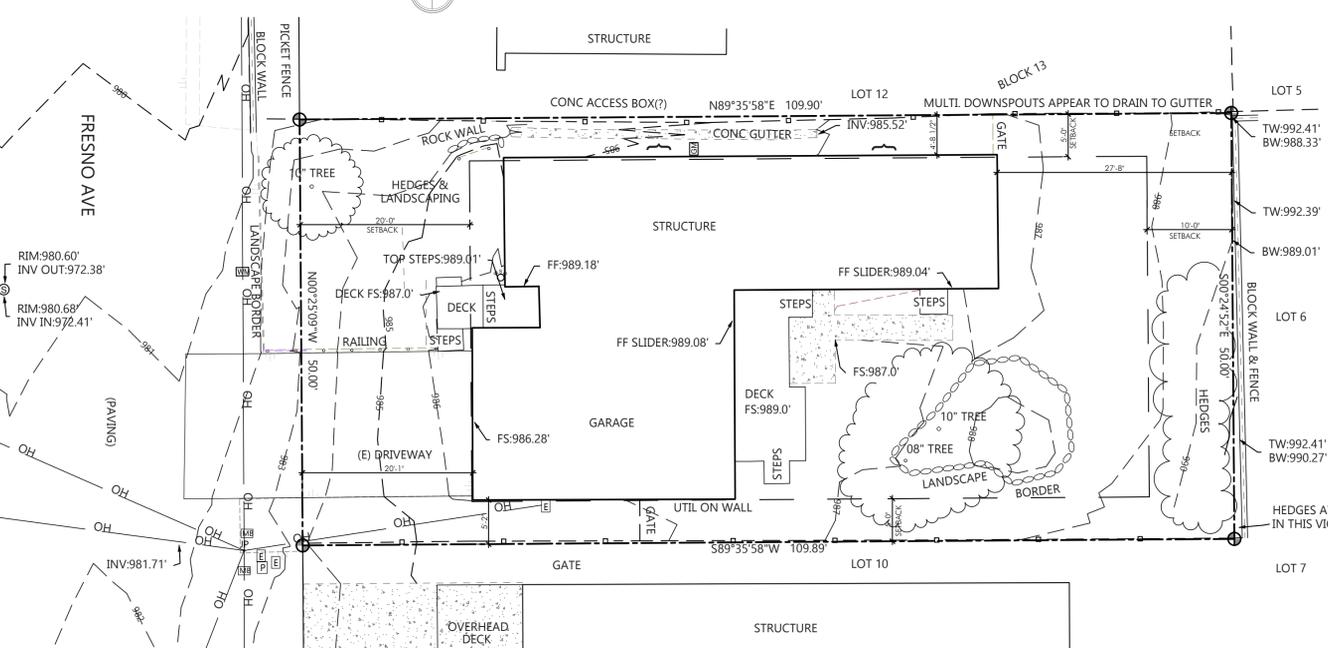
**PROJECT DIRECTORY**

**OWNER:** JOE INGRAFFIA & JUDY MAY  
 ADDRESS: 636 FRESNO AVE., MORRO BAY, CA 93442 (818) 268-4466 JLMAY31@GMAIL.COM  
**PROJECT DESIGNER:** FERREIRA INC.  
 CONTACT: JOHN BELLISARIO 4420 BROAD ST. STE. D SAN LUIS OBISPO, CA 93401 (805) 242-1281 JOHN@FERREIRAINC.COM  
**SURVEYOR:** MBS LAND SURVEYS  
 CONTACT: MICHAEL B. STANTON, PLS 5702 3563 SUELDO STREET, UNIT Q. SAN LUIS OBISPO, CA 93401 (805) 594-1960 MIKE@MBSLANDSURVEYS.COM

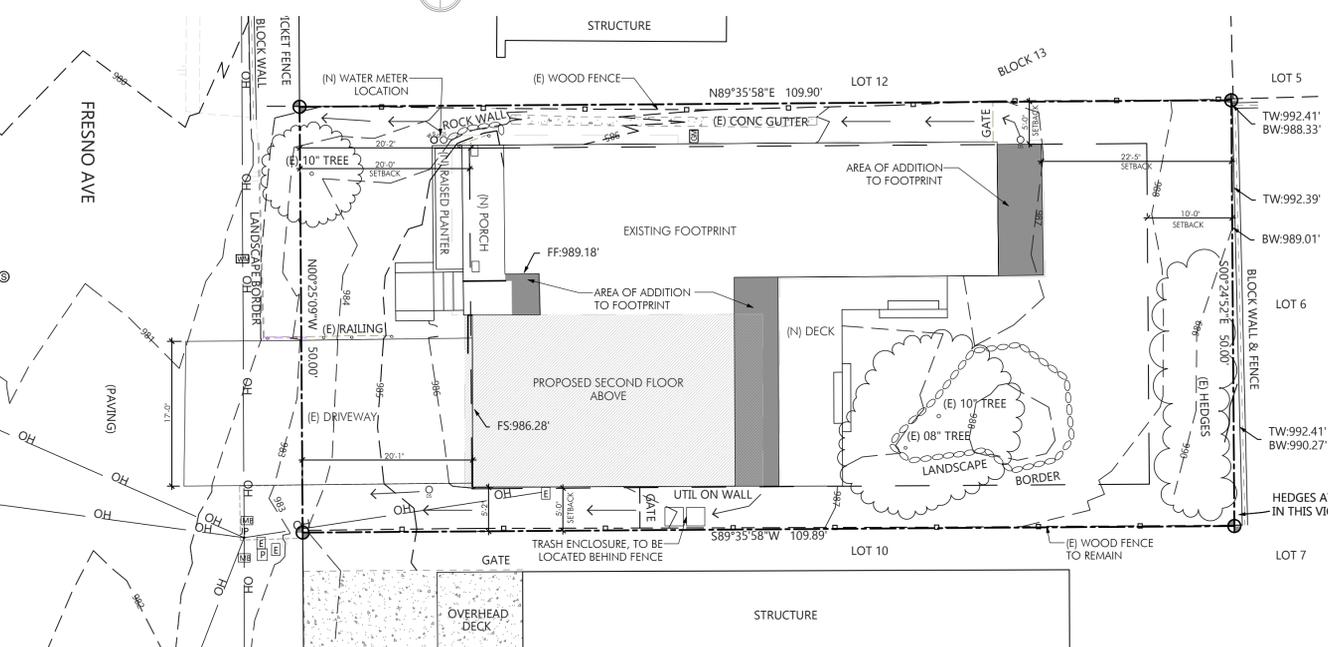
**VICINITY MAP**



**EXISTING SITE PLAN: 1" = 20'**



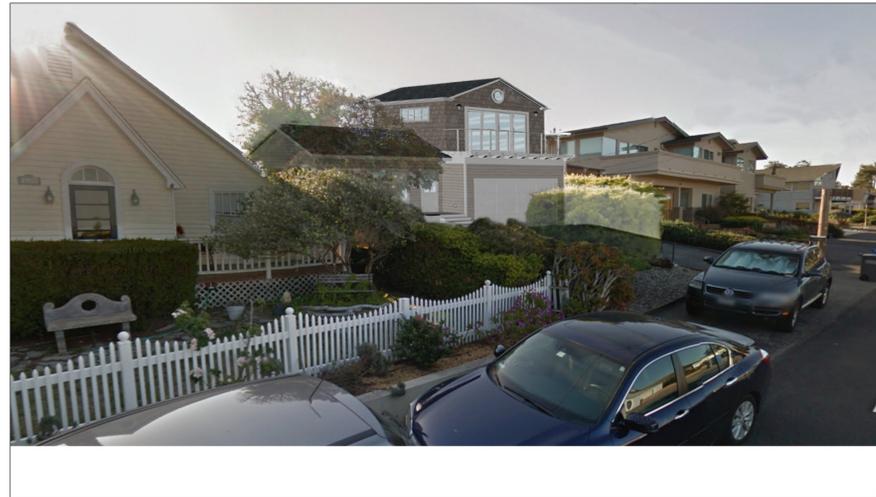
**PROPOSED SITE PLAN: 1" = 20'**



**SITE PLAN NOTES**

- A SEPARATE ENCROACHMENT PERMIT IS REQUIRED FOR ANY WORK IN THE PUBLIC RIGHT-OF-WAY OR WITHIN CITY EASEMENTS FOR CONNECTIONS TO PUBLIC UTILITIES. WORK REQUIRING AN ENCROACHMENT PERMIT INCLUDES BUT IS NOT LIMITED TO DEMOLITIONS, UTILITIES, WATER, SEWER, AND FIRE SERVICE LATERALS, CURB, GUTTER, AND SIDEWALK, DRIVEWAY APPROACHES, SIDEWALK UNDERDRAINS, STORM DRAIN IMPROVEMENTS, STREET TREE PLANTING OR PRUNING, CURB RAMPS, STREET PAVING, AND PEDESTRIAN PROTECTION OR CONSTRUCTION STAGING IN THE RIGHT-OF-WAY.
- CURRENT CITY ENGINEERING STANDARDS AND SPECIFICATIONS DATED FEBRUARY 2014 ARE AVAILABLE ONLINE AT [HTTP://WWW.SLOCITY.ORG/PUBLICWORKS/SLOSTANDARDS.ASP](http://www.slocity.org/publicworks/slostandards.asp) OR FOR SALE AT THE PUBLIC WORKS COUNTER LOCATED AT 919 PALM ST.
- ALL WORK LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY OR WITHIN THE JURISDICTION OF THE CITY UTILITIES AND PUBLIC WORKS DEPARTMENTS SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE ENGINEERING STANDARDS AND STANDARDS SPECIFICATIONS. THE CURRENT ADOPTED STANDARDS ARE DATED FEBRUARY 2014.
- CONTACT THE PUBLIC WORKS INSPECTION HOTLINE AT 781-7554 WITH AT LEAST A 48 HOUR NOTICE FOR ANY REQUIRED ENCROACHMENT PERMIT INSPECTION OR FINAL INSPECTION.
- ANY SECTIONS OF DAMAGED OR DISPLACED CURB, GUTTER & SIDEWALK, OR DRIVEWAY APPROACH SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR.
- A TRAFFIC AND PEDESTRIAN CONTROL PLAN SHALL BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO ENCROACHMENT PERMIT ISSUANCE.
- THE ADJOINING STREET AND SIDEWALK SHALL BE CLEANED BY SWEEPING TO REMOVE DIRT, DUST, MUD, AND CONSTRUCTION DEBRIS AT THE END OF EACH WORKING DAY.

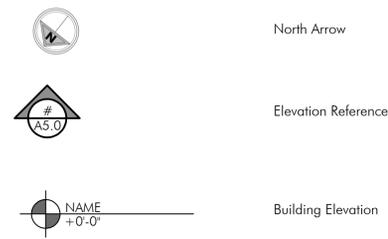
**CONCEPT RENDERING**



**GENERAL NOTES**

- APPLICABLE CODES AND STANDARDS:  
 2013 CALIFORNIA BUILDING CODE AND ITS APPENDICES AND STANDARDS.  
 2013 CALIFORNIA PLUMBING CODE AND ITS APPENDICES AND STANDARDS.  
 2013 CALIFORNIA MECHANICAL CODE AND ITS APPENDICES AND STANDARDS.  
 2013 CALIFORNIA FIRE CODE AND ITS APPENDICES AND STANDARDS.  
 2013 CALIFORNIA ELECTRICAL CODE AND ITS APPENDICES AND STANDARDS.  
 2013 CALIFORNIA BUILDING ENERGY EFFICIENCY STANDARDS.  
 2013 TITLE 24
- ALL WORK DESCRIBED IN THE DRAWINGS SHALL BE VERIFIED FOR DIMENSION, GRADE, EXTENT AND COMPATIBILITY WITH EXISTING SITE CONDITIONS. ANY DISCREPANCIES AND UNEXPECTED CONDITIONS THAT AFFECT OR CHANGE THE WORK DESCRIBED IN THE CONTRACT DOCUMENTS SHALL BE BROUGHT TO THE ARCHITECT'S ATTENTION IMMEDIATELY. DO NOT PROCEED WITH THE WORK IN THE AREA OF DISCREPANCIES UNTIL ALL SUCH DISCREPANCIES ARE RESOLVED. IF THE CONTRACTOR CHOOSES TO DO SO, HE/SHE SHALL BE PRECEDING AT HIS/HER OWN RISK. OMISSIONS MADE IN THESE DRAWINGS AND SPECIFICATIONS OR THE MIS-DESCRIPTION OF THE WORK WHICH IS MANIFESTLY NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS AND SPECIFICATIONS, OR WHICH IS CUSTOMARILY PERFORMED SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING SUCH OMITTED OR DESCRIBED DETAILS OF THE WORK AS IF FULLY AND COMPLETELY SET FORTH AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS.
- DIMENSIONS SHOWN SHALL TAKE PRECEDENCE OVER DRAWING SCALE OR PROPORTION. LARGER SCALE DRAWINGS SHALL TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS.
- GRADING PLANS, DRAINAGE IMPROVEMENTS, ROAD AND ACCESS REQUIREMENTS AND ENVIRONMENTAL HEALTH CONSIDERATIONS SHALL COMPLY WITH ALL LOCAL ORDINANCES.
- CONTRACTOR IS TO BE RESPONSIBLE FOR BEING FAMILIAR WITH THESE DOCUMENTS INCLUDING ALL CONTRACT REQUIREMENTS.
- CONTRACTOR TO REVIEW TITLE 24 DOCUMENTATION TO PROVIDE A BUILDING THAT MEETS AND EXCEEDS THE BUILDING ENERGY AND EFFICIENCY AND PERFORMANCE AS REQUIRED BY ASHRAE/IESNA 90.1-1999 OR THE LOCAL ENERGY CODE, WHICHEVER IS MORE STRINGENT. THE BUILDING IS TO MEET THE ENERGY AND ATMOSPHERE, MINIMUM ENERGY PERFORMANCE PREREQUISITE POINT 2 PER THE USGBC LEED GREEN BUILDING RATING SYSTEM, VERSION 2.1.

**SYMBOLS**



**CALCULATIONS**

LOT COVERAGE -	
EXISTING LOT COVERAGE:	1,638 S.F. (29.8%)
NEW LOT COVERAGE:	1,834 S.F. (33.3%)
FLOOR AREA -	
(N) CONDITIONED SPACE:	2,397 S.F.
(E) GARAGE:	470 S.F.
(N) DECKS:	401 S.F.
(N) COVERED PORCH:	104 S.F.
IMPERVIOUS SURFACE AREA -	
(E) TOTAL FOOTPRINT:	1,603 S.F. (29.1%)
(E) DRIVEWAY:	576 S.F.
(N) ADDED FOOTPRINT:	245 S.F.
(N) COVERED PORCH:	104 S.F.
(N) TOTAL NET ADDED:	350 S.F. (4.7%)
(N) TOTAL GROSS:	2,529 S.F. (46%)
HEIGHT CALCULATION -	
NATURAL GRADE HIGH:	987'
NATURAL GRADE LOW:	986'
AVG NATURAL GRADE:	986.5'
MAX ALLOWABLE HEIGHT:	986.5' + 25' = 1011.5'
AVG SLOPE OF SITE:	990' - 982' = 8' 8' / 110' = 7.2%

**DRAINAGE NOTES**

- EXISTING SHEET FLOW FROM SITE TO STREET IS TO BE MAINTAINED, WITH NO POINT DISCHARGE ALLOWED.
- WATER POLLUTION CONTROL MUST COMPLY WITH THE CITY ORDINANCE.
- GC IS TO VERIFY THAT ENOUGH GRAVEL BAGS, SAND BAGS, FILTER BAGS, AND FILTERING MATERIAL IS LOCATED AT THE SITE AT ALL TIMES TO PROTECT ALL DRAINAGE INLETS WITHIN THE WORK AREA.
- CLEAN RAINWATER IS THE ONLY WATER PERMITTED TO FLOW INTO THE DRAINAGE INLETS, THEREFORE ALL DRAINAGE INLETS ARE TO BE COVERED.
- MONITORING IS REQUIRED TO VERIFY THAT THE WATER POLLUTION CONTROL SYSTEM REMAINS ADEQUATE, ALTERATIONS ARE TO BE MADE AS NEEDED.
- EXISTING NON-EROSIVE SHEET FLOW DRAINAGE IS TO BE MAINTAINED, AND POINT DISCHARGE IS TO BE AVOIDED.
- DOWNSPOUTS ARE TO BE EMPTY INTO THE NEW NATIVE VEGETATED PLANTER BEDS. PLANTINGS SHOULD BE INSTALLED SLIGHTLY ABOVE PONDING WATER ELEVATION. GRASSES ARE TO BE USED IN PONDING AREAS.

**PROPOSED LID / GREEN PRACTICES**

- LIMIT DISTURBANCE OF NATURAL DRAINAGE FEATURES.
- MINIMIZE COMPACTION OF HIGHLY PERMEABLE SOILS.
- MINIMIZE STORM WATER RUNOFF BY DIRECTING ROOF RUNOFF ONTO VEGETATED AREAS SAFELY AWAY FROM BUILDING FOUNDATIONS AND FOOTINGS.



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Joe Ingrassia & Judy May  
636 Fresno Ave.  
Morro Bay, CA 93442

**MAY / INGRAFFIA  
RESIDENCE**

636 Fresno Ave.  
Morro Bay, CA 93442

FLOOR PLANS

DESIGN BY: JOHN J. BELLISARIO, LEED AP  
SIGNATURE:

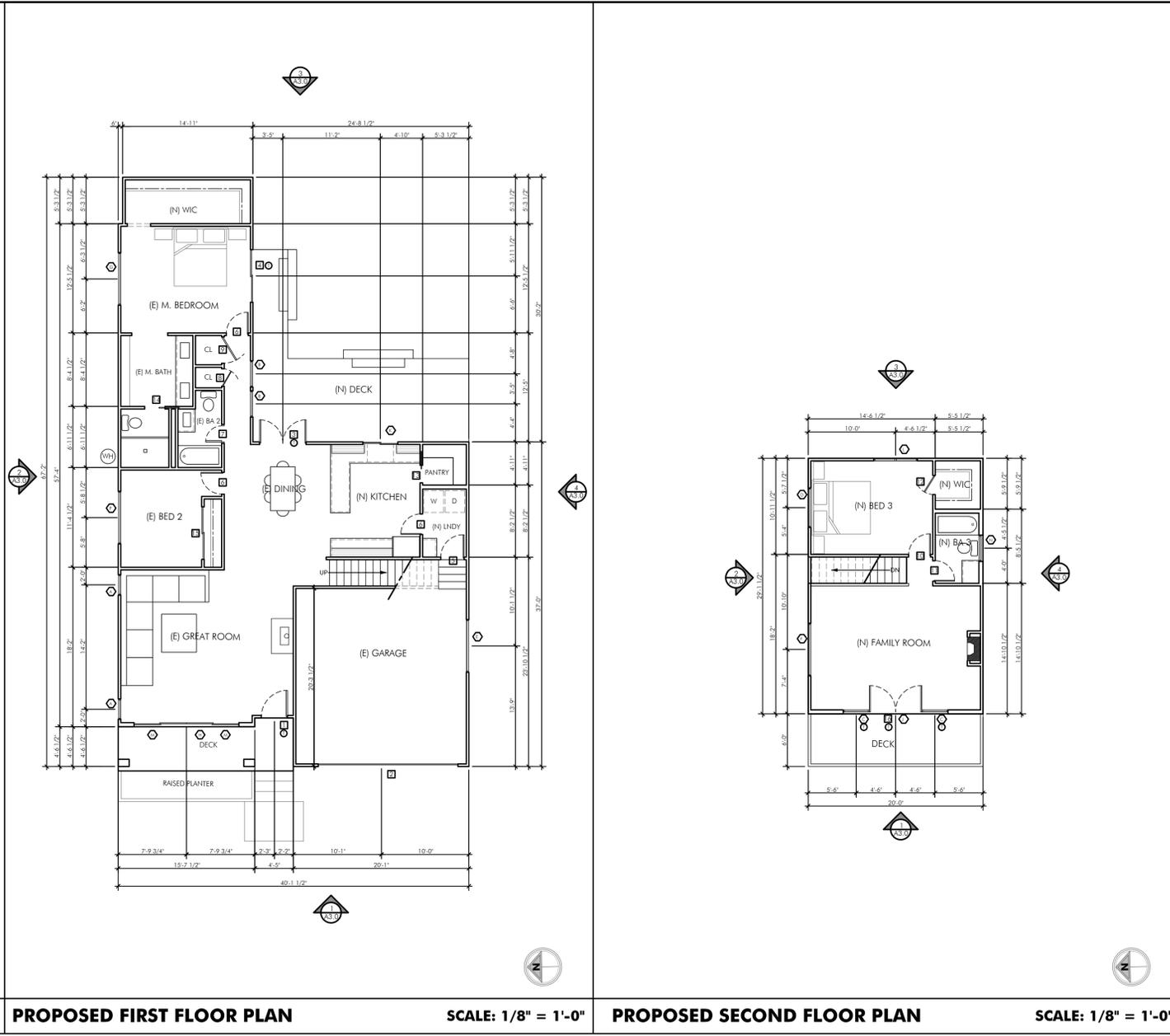
ISSUE RECORD

DATE	TITLE
1 12/18/15	1st PLANNING SUBMITTAL
2 02/08/16	2nd PLANNING SUBMITTAL
3	
4	

**A2.0**

**GENERAL NOTES**

- IF SIDEWALKS, CURB AND GUTTER ARE TO BE INSTALLED, THEN WORK IS TO BE PERFORMED PER CURRENT CITY ENGINEERING STANDARDS.
- GRADING IS TO BE PERFORMED ONLY AS REQUIRED TO CONSTRUCT THE BUILDING FOOTPRINT, DRIVEWAY, WALKWAYS, AND COURTYARD SPACES.
- MATERIALS, PLANTS AND LANDSCAPING USED IS TO MEET THE CITY FIRE PREVENTION STANDARDS.
- STREET TREES ARE TO BE INSTALLED PER CITY STANDARDS, AND APPROVED SPECIES ARE TO BE USED AS APPROVED BY THE CITY ARBORIST.
- ALL FENCING IS TO BE WOOD BETWEEN THE ADJACENT PROPERTIES.
- THE FENCE SEPARATING THE GARAGE FROM LIVING SPACE IS TO BE AN OPEN PICKET CONFIGURATION PER HILLSIDE DEVELOPMENT STANDARDS.
- TRASH AND RECYCLING CURBSIDE PICKUP CONTAINERS ARE TO BE STORED IN THE GARAGE, OUT OF VIEW FROM CITY STREETS (SEE SITE PLAN LABELS T & R).
- DRIVEWAY APPROACH IS TO BE CONSTRUCTED PER CITY STANDARD 2110, AND IS TO BE A MAX. 20% SLOPE, SEE STANDARD 2130.
- ATTIC ACCESS IS TO BE A MIN. OF 22"x30", AND PROVIDE A MIN. OF 30" HEADROOM.
- ALL GLASS IN DOORS IS TO BE TEMPERED, AND ALL GLASS LABELED WITH (T).
- ALL WINDOW AND DOOR STYLES, FINISHES, AND BRANDS ARE TO BE APPROVED BY OWNER.
- ALL DIMENSIONS ARE TO INSIDE FACE OF INTERIOR WALLS.
- ATTIC ACCESS IS TO BE A MIN. OF 22"x30", AND PROVIDE FOR A MIN. OF 30" HEADROOM.
- AIR EXHAUST AND INTAKE OPENINGS THAT TERMINATE OUTDOORS SHALL BE PROTECTED WITH CORROSION-RESISTANT SCREENS, LOUVERS OR GRILLES HAVING A MINIMUM OPENING OF 1/4"-1/2" IN ANY DIMENSION (CRC R303.6).
- GC IS TO VERIFY THAT EGRESS DOORS INSTALLED ARE OPENABLE FROM INSIDE THE DWELLING WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT (R311.2 CRC).
- EGRESS DOORS SHALL BE OPENABLE FROM INSIDE THE DWELLING WITHOUT THE USE OF KEY OR SPECIAL KNOWLEDGE OR EFFORT (R311.2 CRC).
- ATTIC VENTS ARE REQUIRED TO BE PROTECTED WITH CORROSION RESISTANT WIRE CLOTH SCREENING, HARDWARE CLOTH, PERFORATED VINYL OR SIMILAR MATERIAL. THE OPENINGS SHALL BE A MIN. 1/16" AND SHALL NOT EXCEED 1/4" (R806.1 CRC).
- LANDINGS WITH DOORS THAT DO NOT SWING OVER THE LANDING MAY HAVE A DIFFERENCE IN ELEVATION OF 7 3/4" MAX. BELOW THE TOP OF THE THRESHOLD (R311.3.1 CRC).
- ALL EXTERIOR DOORS ARE TO HAVE A LANDING EQUAL TO THE WIDTH OF THE DOOR AND 36" DEEP IN THE DIRECTION OF TRAVEL. SLOPE OF EXTERIOR LANDINGS SHALL NOT EXCEED 1/4" PER FOOT (2%). (R311.3 CRC)
- EMERGENCY ESCAPE AND RESCUE: BASEMENTS, HABITABLE ATTICS, AND EVERY SLEEPING ROOM SHALL HAVE A DOOR DIRECTLY INTO A PUBLIC WAY, OR TO A YARD OR COURT THAT LEADS TO A PUBLIC WAY. (R310 CRC)
- THE CLEAR SPACE IN FRONT OF ANY WATER CLOSET OR BIDET SHALL NOT BE LESS THAN 24" DEEP BY 30" WIDE CENTERED ON THE TOILET. (402.5 CPC)
- TANKLESS WATER HEATERS ARE TO BE GAS FOR THIS PROJECT. TANKLESS WATER HEATERS SHALL BE NATIONALLY LISTED AND BE INSTALLED IN ACCORDANCE WITH THE INSTALLATION INSTRUCTIONS THAT WERE APPROVED AS PART OF THEIR LISTING. THE GAS PIPING SERVING THIS APPLIANCE MUST BE SIZED IN COMPLIANCE WITH THE WATER HEATERS LISTED INSTALLATION INSTRUCTIONS AND THE 2013 CPC. (R106.1 CRC)
- GAS SUPPLY SERVING THE WATER HEATER SHALL BE SIZED FOR AT LEAST 200,000 BTU/HR. (150.0(n) CEnC)



**EXISTING FLOOR PLAN** SCALE: 1/8" = 1'-0" **PROPOSED FIRST FLOOR PLAN** SCALE: 1/8" = 1'-0" **PROPOSED SECOND FLOOR PLAN** SCALE: 1/8" = 1'-0"

**DOOR & WINDOW SCHEDULE**

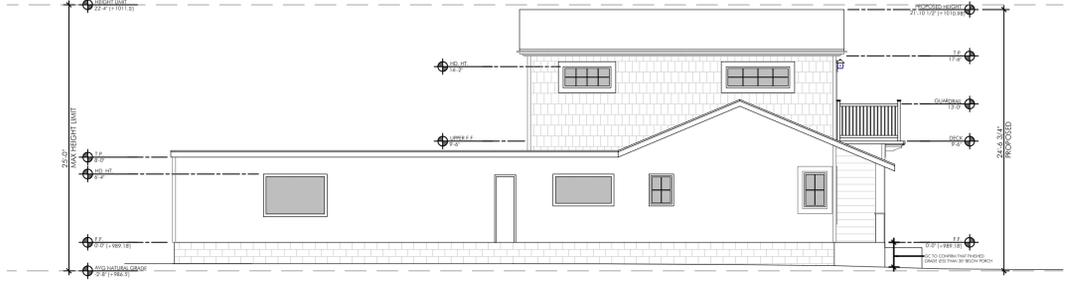
**X DOORS**  
ALL INTERIOR & EXTERIOR DOORS ARE TO BE SOLID-CORE, MINUS POCKET DOOR TO PANTRY. ALL TO BE APPROVED BY DESIGNER.  
ALL-WEATHER EXTERIOR DOOR SYS. DOWNSTAIRS, FINISH TO BE CLEAR ANODIZED ALUMINUM.  
ALL EXTERIOR DOORS TO BE OF NON-COMBUSTIBLE CONSTRUCTION -OR- OF SOLID CORE WOOD NOT LESS THAN 1 3/4" THK. -OR- 20 MIN. RATED OR BETTER.

DOOR SCHEDULE							
KEY	QTY	SIZE	THICK	STYLE	FRAME	FINISH	REMARKS
1	1	3068	1 3/8"	ENTRY	WOOD	PAINTED	FULL WEATHER-STRIPPING & THRESHOLD
2	1	16080	1 3/8"	GARAGE	WOOD	PAINTED	
3	1	5464	1 3/8"	DOUBLE PANEL FRENCH	WOOD	PAINTED	
4	1	6064	1 3/8"	DOUBLE PANEL SLIDER	WOOD	PAINTED	
5	1	2864	1 3/8"	SINGLE HINGED	WOOD	PAINTED	FULL WEATHER-STRIPPING & THRESHOLD, SELF-CLOSING HINGDES
6	3	2464	1 3/8"	SINGLE HINGED	WOOD	PAINTED	
7	1	2264	1 3/8"	SINGLE HINGED	WOOD	PAINTED	
8	1	2064	1 3/8"	SINGLE HINGED	WOOD	PAINTED	
9	1	3064	1 3/4"	SINGLE HINGED	WOOD	PAINTED	
10	1	2668	1 3/4"	SINGLE HINGED	WOOD	PAINTED	
11	1	2468	1 3/4"	SINGLE HINGED	WOOD	PAINTED	
12	1	2268	1 3/4"	SINGLE HINGED	WOOD	PAINTED	
13	1	2464	1 3/4"	POCKET SLIDER	WOOD	PAINTED	
14	1	2064	1 3/4"	POCKET SLIDER	WOOD	PAINTED	
15	1	6064	1 3/4"	SLIDING CLOSET	WOOD	PAINTED	
16	1	6070	1 3/4"	DOUBLE PANEL FRENCH	WOOD	PAINTED	

**X WINDOWS**  
MILGUARD ALUM. SERIES WINDOWS, CLEAR ANODIZED WITH DBL GLAZING (SECOND STORY)  
ALL WEATHER ARCHITECTURAL ALUM. WINDOWS, SERIES 5000, STC RATING-42, QITC 33 (FIRST STORY)  
ALL WINDOW EXTERIOR PANES SHALL BE TEMPERED TO MEET HIGH FIRE HAZARD SEVERITY ZONE REQUIREMENTS. INTERIOR PANES SHALL BE TEMPERED WHERE REQUIRED TO SATISFY USER HAZARDOUS LOCATION CODE REQUIREMENTS.  
TEMPERED GLAZING REPRESENTED WITH THIS SYMBOL (T)

WINDOW SCHEDULE										
KEY	QTY	SIZE	HD. HT.	STYLE	FRAME	GLAZING	FINISH	REMARKS		
A	2	2028	6'-4"	FIXED	ALUM.	DUAL	CLR. ANO.			
B	2	3050	6'-4"	FIXED	ALUM.	DUAL	CLR. ANO.			
C	2	3070	6'-8"	FIXED	ALUM.	DUAL	CLR. ANO.			
D	1	4620	6'-8"	FIXED	ALUM.	DUAL	CLR. ANO.			
E	1	6020	6'-4"	FIXED	ALUM.	DUAL	CLR. ANO.			
F	1	6020	6'-8"	FIXED	ALUM.	DUAL	CLR. ANO.			
G	1	6040	6'-4"	FIXED	ALUM.	DUAL	CLR. ANO.			
H	1	6046	6'-8"	FIXED	ALUM.	DUAL	CLR. ANO.			
J	1	2020	10'-8"	FIXED ROUND	ALUM.	DUAL	CLR. ANO.			
K	1	4030	6'-4"	SLIDING	ALUM.	DUAL	CLR. ANO.			
L	1	5050	6'-8"	SLIDING	ALUM.	DUAL	CLR. ANO.			
M	2	2046	6'-8"	CASEMENT	ALUM.	DUAL	CLR. ANO.			
N	1	3020	6'-8"	CASEMENT	ALUM.	DUAL	CLR. ANO.			
P	1	5930	6'-4"	CASEMENT	ALUM.	DUAL	CLR. ANO.			

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**1 FRONT (WEST) ELEVATION**

SCALE: 1/8" = 1'-0"

**2 LEFT (NORTH) ELEVATION**

SCALE: 1/8" = 1'-0"



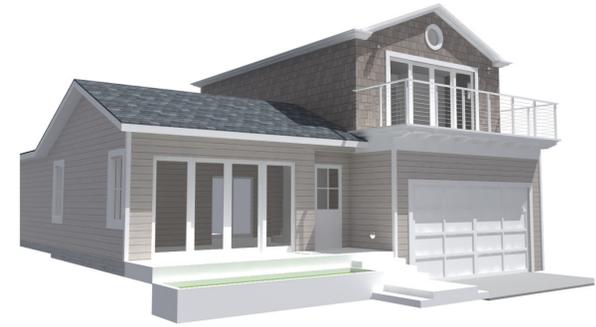
**3 REAR (EAST) ELEVATION**

SCALE: 1/8" = 1'-0"

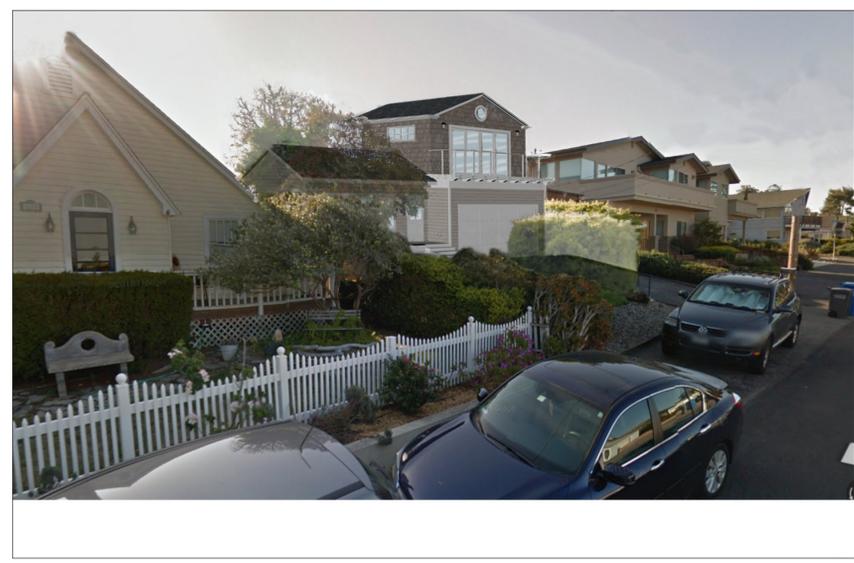


**4 RIGHT (SOUTH) ELEVATION**

SCALE: 1/8" = 1'-0"



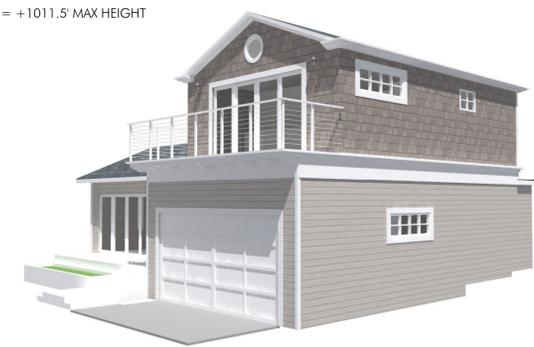
**STREET VIEW**



**STREET VIEW**

**HEIGHT CALCULATION**

MAXIMUM BUILDING HEIGHT = 25' ABOVE AVERAGE NATURAL GRADE  
AVERAGE NATURAL GRADE = (HIGHEST POINT AT BUILDING FOOTPRINT) + (LOWEST POINT AT BUILDING FOOTPRINT) / 2  
987 (HIGH) + 986 (LOW) = 1973 / 2 = 986.5 AVERAGE NATURAL GRADE  
986.5 + 25 = +1011.5' MAX HEIGHT



**MAY / INGRAFFIA**  
**RESIDENCE**

Joe Ingrassia & Judy May  
636 Fresno Ave.  
Morro Bay, CA 93442

636 Fresno Ave.  
Morro Bay, CA 93442

**ELEVATIONS**

DESIGN BY: JOHN J. BELLISARIO, LEED AP  
SIGNATURE:

ISSUE RECORD	
DATE	TITLE
1 12/18/15	1st PLANNING SUBMITTAL
2 02/08/16	2nd PLANNING SUBMITTAL
3	
4	

**A3.0**



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RESIDENCE**

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Morro Bay, CA 93442

**CONCEPTUAL  
LANDSCAPE  
PLAN**

DESIGN BY: JOHN J. BELLISARIO, LEED AP

SIGNATURE:

ISSUE RECORD	
DATE	TITLE
1 12/18/15	1st PLANNING SUBMITTAL
2 02/08/16	2nd PLANNING SUBMITTAL
3	
4	

**L1.0**

**LANDSCAPE NOTES**

- ROOF RUNOFF IS TO BE DIRECTED TO RAIN GARDENS PLANTED WITH LOW-LYING DROUGHT-TOLERANT PLANTINGS.
- OWNER RESERVES THE RIGHT TO DEFINE WHAT LOW-LYING DROUGHT-TOLERANT PLANTING TO BE USED. AT A MIN. THE PROPOSED PLANTER AREAS THAT ARE TO BE USED FOR ROOF RUNOFF EROSION CONTROL ARE TO CONTAIN WILD GRASSES FOR BETTER ABSORPTION RATES.

**IRRIGATION**

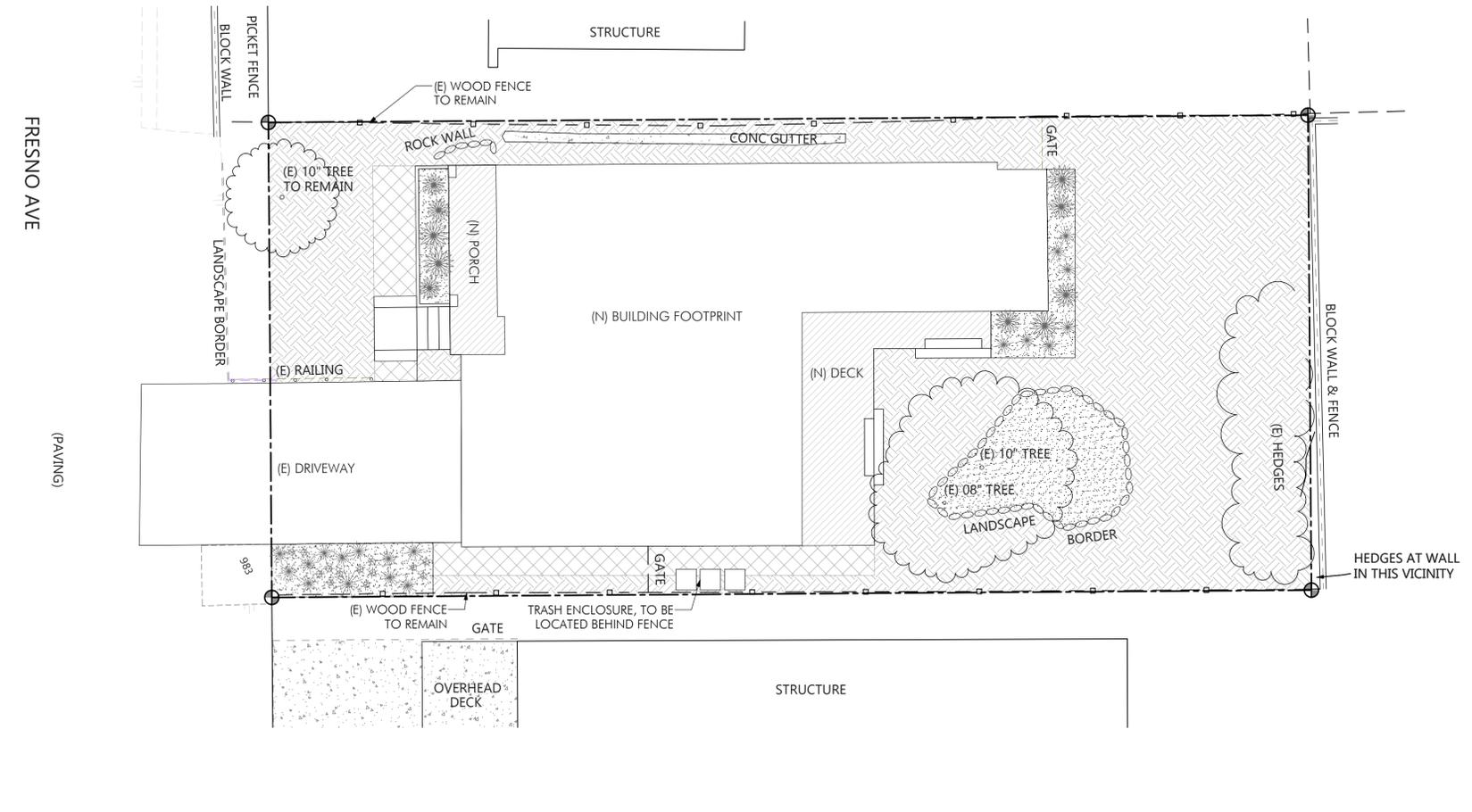
- ALL PLANTINGS ARE TO BE WATERED THROUGH DRIP IRRIGATION. A TIMER WILL BE INSTALLED IN GARAGE, AND SET TO WATER AT NIGHT.

**LANDSCAPE LEGEND**

- EXISTING NATIVE AND OTHER LOW-LYING PLANTING TO REMAIN
- PERVIOUS PAVER WALKWAY, OWNER SELECTED
- PLANTING AREA
- DECKING MATERIAL, OWNER SELECTED
- ECHEVERIA 'PERLE VON NURNBERG' / PINK ECHEVERIA, 4" POTS
- HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS, 1 GAL
- AGAVE ATTENUATA / FOX TAIL GAVE, 1 GAL

**LANDSCAPE CALCULATIONS**

TOTAL LOT SIZE:	5,500 SF
LANDSCAPE AREA -	
HARDSCAPE / DRIVEWAY:	
PAVER WALKWAYS:	215 SF (3.9%)
PLANTER AREA:	433 SF (7.9%)
DECKS:	399 SF (7.3%)
(E) LANDSCAPING TO REMAIN:	2,285 SF (41.5%)
<b>TOTAL LANDSCAPE AREA:</b>	<b>3,332 SF (60.6%)</b>
IMPERVIOUS SURFACE -	
BUILDING FOOTPRINT:	1,851 SF (33.7%)
DRIVEWAY:	576 SF (10.5%)
COVERED PORCH:	104 SF (1.9%)
<b>TOTAL IMPERVIOUS SURFACE AREA:</b>	<b>2,531 SF (46%)</b>



**CONCEPTUAL LANDSCAPE PLAN**

SCALE: 1/8" = 1'-0"



AGENDA NO: B-2

MEETING DATE: March 15, 2016

## Staff Report

**TO:** Planning Commissioners

**DATE:** March 9, 2016

**FROM:** Cindy Jacinth, Associate Planner

**SUBJECT:** Modification of Precise Plan approvals to CUP/VTTM #UP0-070/S00-038 (case #CP0-110/UP0-070/S00-038) for Planned Unit Development previously approved in 2006. Project amendment to include changes as a result of Coastal Commission-issued CDP #A-3-MRB-06-064) on February 11, 2015 with changes to project's City-issued permit (CP0-110, UP0-070, S00-038). Included in the modification is an updated traffic study with recommendation to modify traffic conditions, including removal of unwarranted traffic improvements including 4 way traffic signal, signalized pedestrian crossing and turn lanes at the intersection of South Bay Blvd and Quintana Road.

**RECOMMENDATION:**

*Forward a favorable recommendation to the City Council to approve amendment of the project to incorporate Coastal Commission changes and remove unwarranted 4 way traffic signal and turn lanes at the intersection of South Bay Boulevard and Quintana Road through adoption of*

- A. Adopt Planning Commission Resolution 09-15 which includes the Findings and Conditions of Approval for the project depicted on Coastal Commission CDP#A-3-MRB-06-064 and plans received March 7, 2016.

**APPLICANT/AGENT:** Black Hill Villas, L.P. / Wayne Colmer

**LEGAL DESCRIPTION/APN:** 066-371-003 / A resubdivision of Parcels A & B into Tract 2739 at 485 & 495 S. Bay Blvd.

**PROJECT DESCRIPTION:**

Modification of Precise Plan to Conditional Use Permit and Vesting Tentative Tract Map approvals (case numbers: CP0-110/UP0-070/S00-038) for Planned Unit Development previously approved in 2006. Project includes subdivision of 3.17 acre parcel to include 16 new single family detached homes (two to be designated as affordable units) and the onsite demolition of two existing single family detached homes along with an Open Space Riparian Enhancement

Prepared By:    CJ    Department Review:    SG

Area, a Raptor Habitat Preservation Area, a State Park Buffer Area, removal of 43 trees, construction of a new access road and related utility infrastructure, offsite road and traffic improvements, restoration and enhancement and replanting of trees, and related grading and other development. California Coastal Commission issued a coastal development permit (CDP #A-3-MRB-06-064) on February 11, 2015 with changes to project’s City-issued permit (CP0-110, UP0-070, S00-038). Included in the modification is an updated traffic study with recommendation to modify traffic conditions, including removal of unwarranted traffic improvements including 4 way traffic signal and turn lanes at the intersection of South Bay Blvd and Quintana Road. This east portion of the property is located inside the Coastal Commission appeals jurisdiction

**PROJECT SETTING:**

**ZONING / LAND USE:** Property is located in the R-2 zoning district with designated land use of medium density.

<b><u>Adjacent Zoning/Land Use</u></b>			
North:	OA-2/PD / Open Area, State Park	South	R-2 / Blue Heron Mobile Home Park; Southeast: C-VS/Visitor-serving Bay Pines RV Park
East:	C-1 / District Commercial (across Quintana – Rock Harbor Church)	West:	OA-2/PD / Open Area, State Park

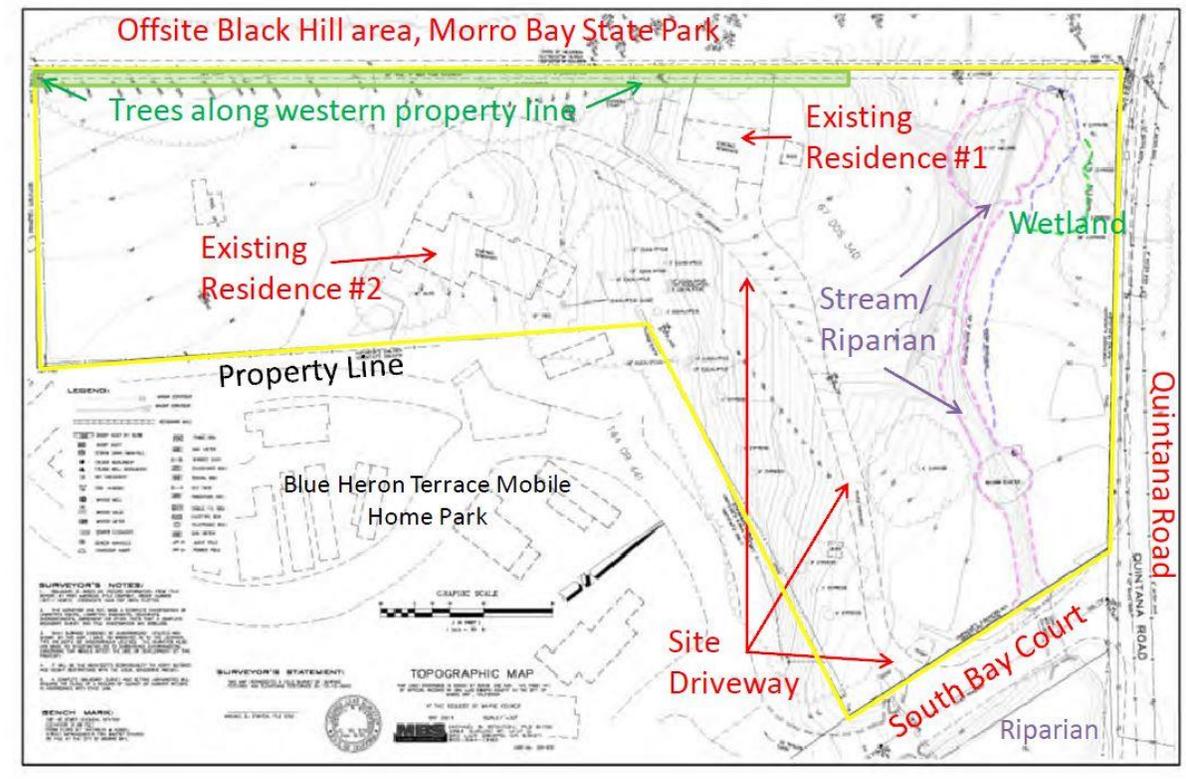
<b><u>Site Characteristics</u></b>	
Overall Site Area	3.17 acres
Existing Use	2 existing single family homes
Terrain	Sloping towards the east
Vegetation/Wildlife	Various
Access	South Bay Court & Quintana Road
Archaeological Resources	Known resources

<b><u>General Plan, Zoning Ordinance &amp; Local Coastal Plan Designations</u></b>	
General Plan/Coastal Plan Land Use Designation	Medium density
Base Zone District	R-2
Zoning Overlay District	N/A
Special Treatment Area	None
Combining District	N/A
Specific Plan Area	N/A

Coastal Zone	An east portion of the property is located within Coastal appeals jurisdiction
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**PROJECT EXISTING LAYOUT:** The below image is an exhibit included in the Coastal Commission staff report and depicts existing layout:

## Existing Layout



### **PROJECT DISCUSSION:**

#### *Background:*

The proposed Black Hill Villas development has a long history. The coastal development permit, conditional use permit and vesting tentative tract map (Tract 2739) was first reviewed by the Planning Commission on August 21, 2006 with several hearings after that. A synopsis of the timeline is stated in table format below:

Project Timeline:

Hearing Date	Hearing Body:	Action:
8-21-2006	Planning Commission	Vote 3-1-1 – non-action
11-13-2006	City Council	Appealed to Council. Appeal granted/ Project concept plan approved with conditions.
11-16-2007	Coastal Commission	CDP appealed. Substantial issue found.
3-6-2008	Coastal Commission	Approved with conditions.
4-11-2008	Coastal Commission	CCC adopted revised finding and added special conditions.
12-10-2008	Coastal Commission	CCC denied appeal of its CDP action
<b>*Lawsuit filed against Coastal Commission in 2008 over the approval of a Coastal Development Permit alleging that the development would disrupt and disturb the ESHA located on the property specifically wetlands and riparian areas. The City was not a party to this lawsuit.</b>		
2-16-2009	Planning Commission	Review Precise Plan approval for CUP & Vesting Tentative Tract map. Continued.
2-17-2010	Planning Commission	Precise Plan approved
<b>*On 6-21-2010, San Luis Obispo County Superior Court ruled in favor of plaintiff; remanding the matter to the Coastal Commission to re-hear the item consistent with the Court's decision. The remand required the Applicant to provide additional biological information, including identification of all ESHA and consult with the Calif. Dept. of Fish &amp; Wildlife (CDFW) regarding potential reduced ESHA setbacks consistent with the LCP.</b>		
2-11-2015	Coastal Commission	Approved revised project. CDP #A-3-MRB-06-064

As noted in the above table, the City's last approval of the project was on February 17, 2010 when the Planning Commission approved a precise plan conditional use permit and vesting tentative tract map for a 17 lot planned unit development of single family homes. Based on City legal guidance at the time, this approval was allowed because the City was not a party to pending legal action against the Coastal Commission which was still pending at the time of City precise plan approval. The Coastal Commission had taken jurisdiction over the coastal development permit on appeal and after several continuances and hearings, has since approved (on 2-11-2015) a CDP for the project. However, as of the February 11, 2015 permit approval, the project now has inconsistencies between the CDP and the CUP/VTTM. The City's Planned Development requirements are structured with the expectation that Precise Plan approval is the last entitlement step necessary to finalize land use approvals. Once legal action was filed against the Coastal Commission, staff believes, and current City legal advice is, that it should have stayed the City's action until the court process was resolved. However, with the Coastal Commission action now final, an amendment of the 2010 Precise Plan approval is now necessary to incorporate the

changes brought about as a result of the 2015 Coastal Commission permit.

**SITE PLAN / MAP LAYOUT CHANGES:**

The Applicant has provided an updated grading and tract map (Exhibit I) which shows the layout of the 16 residential lots and 1 protected open space lot. This 17<sup>th</sup> lot consists of the Raptor Habitat Preservation Area (RHPA) and the Open Space Riparian Enhancement Area (OSREA). Both of these preservation areas have been increased in size with increased buffer setbacks from the original City approvals in 2006.

This includes a portion of lot 3 where RHPA extends across approximately 50% of the lot. The RHPA line is denoted on both the revised grading and vesting tentative tract map which outline the development footprint with the proposed home within. In addition, Exhibit E is a color exhibit which shows an overlay of the ESHA, other habitat and the Black Hills Natural Area buffers along with an enlarged site plan which shows the available building envelope on lot 3 which is included in the Raptor Tree Preservation Area. On the next page is a comparison table of the approved entitlements between the City and the Coastal Commission. This includes highlights of the changes that have occurred. The images on page 7 show the 2006 map compared to the Coastal-approved map. Exhibit L shows the 2010 City precise plan map.

With the revisions to the project required by the Coastal Commission, there are now 16 single family homes, versus 17. Two of the 16 homes will be deed restricted as affordable units. The ESHA protection has been increased with a portion of the former 17<sup>th</sup> lot now included in the area of raptor tree preservation. The setback area from the State Park has been increased from 5 feet (as proposed to the City originally) to 40 feet. The open space riparian enhancement area has been increased as well from 39,743sf to 41,030sf with a 100 foot riparian ESHA setback.

No changes have been made to the size of the homes, map changes include an increase in ESHA open space area (from 35% to 40%), housing square footage is reduced from 37% to 34% with the loss of one developable lot and paved area is also reduced from 28% to 26%. The square footage of the common access roadways have been reduced with a previous interior road eliminated as a result of the increased ESHA buffer areas which also reconfigured the order of some of the lots as shown on the before and after map images identified on the following pages. The number of guest parking spaces has been decreased from 17 uncovered to 11 uncovered. This is due to spaces that were removed along the entry drive, in front of former lots 1-3 (new lots 1 and 2) and spaces were removed with the realignment and elimination of the interior road near former lot 4.

With the increase to ESHA, the majority of trees proposed for removal will be along the property line with the State Park, under the power poles south of the restoration open space, and in addition there are three trees to be removed behind the existing large house on the property. No tree removals will be done in the expanded raptor habitat area or riparian open space.

Summary Table:

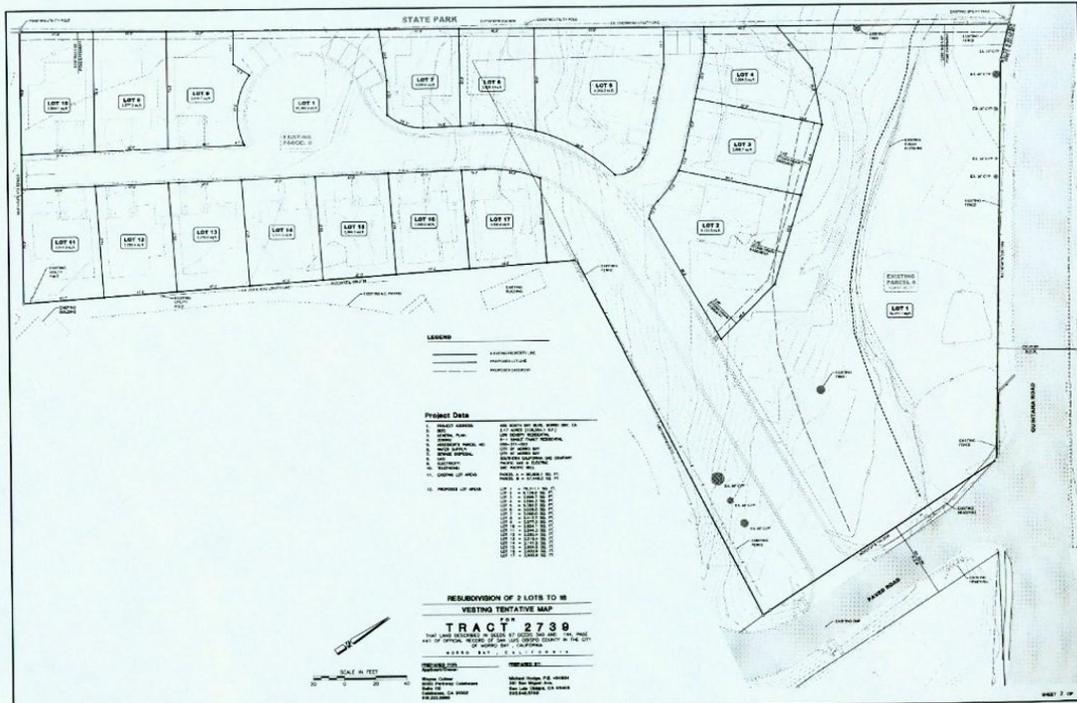
	2010 City Approved Design	Coastal Commission Approval
<b>Unit Mix</b>	17 single-family homes	16 single-family homes
<b>Affordable Units</b>	2 single-family homes	2 single-family homes
<b>Open Space Area</b>	48,342 (35%)	54,630 (40% of site area)
<b>On-site Parking</b>	34 covered & 17 uncovered	32 covered & 11 uncovered
<b>Single-Family Lot Size</b>	1,792 - 4,444 square feet	1,981 – 4,444 square feet
<b>Private Road &amp; Home Locations</b>	Along the perimeter of the site, creating a buffer between the homes and riparian/natural areas	Along the perimeter of the site, creating a buffer between the homes and riparian/natural areas

Comparison Table Received from Applicant:

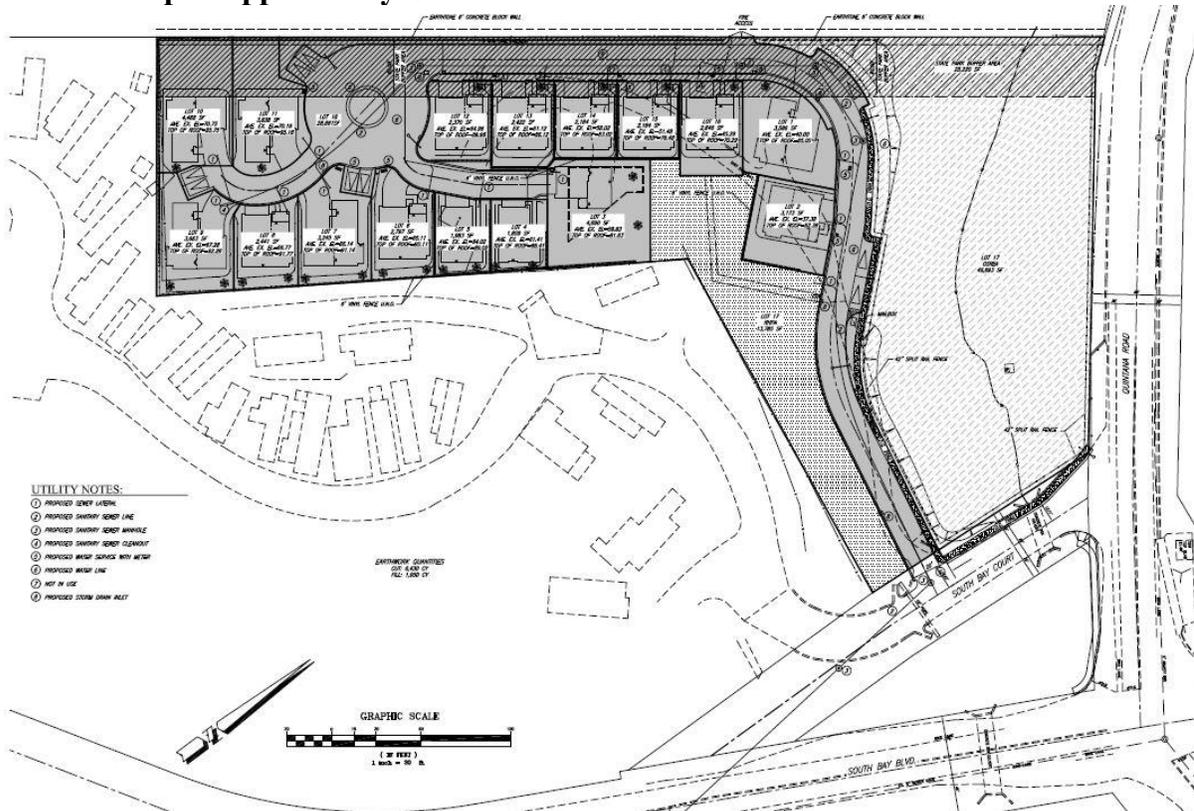
Black Hill Approved Entitlement Comparison

	City Approved Tentative Map CUP Nov. 13, 2006	City Approved Precise Plan Feb. 16, 2010	Coastal Commission CDP Feb. 11, 2015
<b>Project Description</b>			
<b>Unit Mix</b>	17 single family homes*	17 single family homes*	16 single family homes
<b>Affordable Units</b>	2 single family homes*	2 single family homes*	2 single family homes
<b>Open Space Area</b>	41,412 sf*	48,342 sf (39,743+9,598)*	54,630 s.f.(36,730+17,900)
<b>Onsite Parking</b>	34 covered & 6 uncovered*	34 covered & 17 uncovered*	32 covered & 11 uncovered
<b>Private Road &amp; Home Location</b>	Along the center of the site with homes located on either side.*	Along the perimeter of the site, creating a buffer between the homes and riparian/natural area.*	Along the perimeter of the site, creating a buffer between the homes and riparian/natural area.*
<b>Housing Lot Area</b>	2,849-4,430 sf*	1,792-4,444 sf*	1,981-4,444 sf*
<b>House Size</b>	1150, 1704, 1895 s.f.	1232, 1461,1715 s.f.	1232, 1461,1715 s.f.
<b>Open Space area (Riparian+Raptor)</b>	41,412 sf-30%	48,342 sf (39,743+9,598)-35%	54,271 s.f.(40,486+13,785)-39%
<b>Housing Area</b>	58,938 sf-43%	51,392 sf-37%	48,217 sf-35%
<b>Paved Area</b>	37,912 sf-27%	38,528 sf-28%	36,374 sf-26%
<b>Lot Area in sf</b>			CC approved lot order renumbered
1	79,324 Open space & street	3,109	3,586
2	6,123	2,869	3,173
3	3,806	2,831	4,890
4	3,694	3,260	1,809
5	3,080	3,355	1,983
6	3,302	3,376	2,797
7	3,026	1,792	3,245
8	3,000	2,895	2,441
9	3,412	3,247	3,663
10	3,577	2,443	4,468
11	3,654	3,606	3,838
12	3,544	4,444	2,370
13	3,295	3,838	2,422
14	3,218	2,593	2,184
15	3,141	2,436	2,184
16	3,064	2,436	2,646
17	3,001	2,862	61,702 Riparian & Raptor Open Spaces
18	3,001	86,870 Open space and streets	28,861 Streets
<b>Total</b>	<b>138,262</b>	<b>138,262</b>	<b>138,262</b>
<b>Trees removed</b>	50	48	43
<b>Trees Planted</b>	100	96	107
<b>Riparian restoration</b>	No	Yes	Yes
<b>Fire/State Park Buffer</b>	5'	40'	40'
<b>Riparian ESHA setback</b>	50' foot setback	100' foot setback	100' foot setback

**Original Vesting Tentative Tract Map layout approved by City:**



**Revised Map as approved by Coastal:**



## **OFF-SITE IMPROVEMENTS/ TRAFFIC CONDITIONS:**

With the City's approval in 2006, several offsite improvements were conditioned as part of this project. In the Coastal Commission staff report, these four conditions were discussed: 1.) the 4-way traffic signal at Quintana and South Bay Blvd 2.) a dedicated left turn lane (from South Bay Boulevard onto Quintana Road), 3.) two new bus turn-outs (one located on the south side of Quintana Road, and one located on the west side of South Bay Boulevard), and 4.) a decomposed granite (DG) trail along Quintana Road and south Bay Boulevard extending into and onto the site. As Coastal Commission noted in their staff report, the offsite public DG pedestrian trail or "community path" is allowed within the required ESHA setbacks for the same reasons that the onsite trails and public amenities are allowed, pursuant to LCP Policy 11.06, and was found consistent with the LCP. Staff is recommending a condition that the pedestrian trail be maintained by Black Hill Villas. The bus-turnouts are proposed to remain as conditions and are depicted on Exhibit F, Off-Site Traffic Exhibits.

During City Council review of the project, concerns arose regarding traffic at the intersection of Quintana and South Bay Blvd. The City received numerous requests including a petition by neighbors for a signal at this intersection. A traffic study by TPG Consulting was performed for the project in 2006 and updated in 2010 during the Precise Plan review by Planning Commission. Both in 2006 and in 2010, the traffic study determined that only a very small incremental amount of traffic would be generated by the project and therefore the project did not satisfy warrants for a traffic signal. However, a condition was added to the project by the City Council to require a four-way signalized traffic light. The Applicant would be required to pay its pro-rata fair share, which is minor compared to the balance of the signal cost, estimated in 2010 at over \$200,000, to be paid by the City.

During the processing of the Precise Plan amendment application, an updated traffic study was performed by Omni-Means to re-evaluate "Existing Conditions" and "Existing Plus Project Conditions" consistent with traffic scenarios studied in the 2010 TPG Consulting traffic study. Also, the traffic study evaluated the South Bay Boulevard/Quintana Road intersection to determine the warranted intersection control type. This intersection is currently stop sign controlled only on the Quintana Road approaches.

The traffic study update received by Omni-Means and reviewed with Cal-Trans staff found the results consistent with the previous traffic studies. It concluded that a four way signal, signalized pedestrian crossing, and dedicated left turn lanes do not meet established warrants and therefore no nexus to the project can be established to justify these improvements. The only degradation to existing conditions is at the Northbound On/Off Ramp where 2 new project trips increase delay by 1.4 secs resulting in a decline in the PM Peak level of service (LOS) from E to F. Consultation with Cal-Trans determined that this level of service delay from E to F is an existing operational issue more appropriately addressed by Cal-Trans as much of the through traffic is generated from existing sources outside City limits.

In addition to the traffic study update, City Council resolution 67-15 (Exhibit D) was adopted on October 27, 2015 establishing a policy where the City only installs warranted traffic control devices. Given the 2006 and 2010 traffic studies concluded a signal was not warranted, and the 2016 Omni peer review traffic study confirms that neither the 4 way traffic signal, signalized pedestrian crossing, or dedicated left turn lane are warranted, staff is recommending that these conditions be removed from the project. Since the condition was added by City Council in 2006, only the City Council can remove the condition and therefore, staff recommends that Planning Commission forward a favorable recommendation to the City Council for removal. The other off-site conditions such as the bus turn outs and the pedestrian decomposed granite trail are proposed to remain as conditions on the project and are shown on the proposed off-site traffic exhibits (Exhibit F).

**ENVIRONMENTAL DETERMINATION:**

A mitigated negative declaration was previously adopted for this project (SCH#2006061099). No further environmental review is required under the California Environmental Quality Act. Mitigations have been incorporated as conditions of approval on the project.

**PUBLIC NOTICE:**

Notice of a public hearing on this item was posted at the site and published in the Tribune newspaper on March 4, 2016, and mailed directly to all property owners of record within 500 feet of the subject site and occupants within 500 feet of the site. The notices invited the public to attend the hearing and express any concerns they may have regarding the proposed project.

**CONCLUSION:**

Since the Planning Commission and Council's review of the project, California Coastal Commission (CCC) direction has resulted in rearrangement of the site plan to better address site constraints and natural resources. The request before the Planning Commission is to amend the Precise Plan approval for the Black Hill Villas planned unit development previously approved by Planning Commission on February 16, 2010. Pursuant to Concept/Precise Plan requirements of the City's Zoning Ordinance, in order to approve the Precise Plan, the Planning Commission must determine that the Precise Plans is in substantial conformity with the Concept Plan. City regulations allow the Planning Commission to consider revisions from the approved Concept Plan, provided that any changes would not raise new substantial issues with respect to the project's consistency with the General Plan, Local Coastal Plan, and/or original CEQA review.

As shown in the project plans and as discussed in detail in the 2015 Coastal Commission staff report (direct link to report on page 10 of this report), the Applicant's revised plans now reflect one less lot, increased ESH buffers to protect natural resources including a Raptor Tree Preservation Area, a Riparian Habitat Preservation Area, a 40 foot Black Hill Natural Area buffer setback from homes. Proposed home design, lot sizes and square footage are substantially the

same as the 2010 approved City project.

In addition to the map changes and increased ESHA buffers, the 2016 updated traffic study concluded that the project condition of a 4-way traffic signal, signalized pedestrian crossing, and dedicated left turn lane are not warranted. In considering City Council resolution 67-15 which adopts a policy against installation of unwarranted traffic devices, staff is recommending that these 3 off-site traffic conditions be removed. Upon review of the staff report and all presented revisions and supporting reports, the Planning Commission should discuss the revisions to the project. Staff recommends that the Planning Commission forward a favorable recommendation to the City Council to approve the requested amendments to the Precise Plan approvals for CUP/VTTM #UP0-070/S00-038- (CP0-110/UP0-070/S00-038) for the Black Hill Villas Planned Unit Development previously approved in 2006 by adoption of Planning Commission Resolution 09-16 attached herein.

**EXHIBITS:**

- Exhibit A – Planning Commission Resolution 09-16
- Exhibit B – Concept Plan Permit, approved 11-13-2006
- Exhibit C – Precise Plan permit, approved 2-16-2010
- Exhibit D – City Council resolution 67-15 regarding unwarranted traffic signals
- Exhibit E – ESHA, Other Habitats & BHNA Buffer Site Plan / Enlarged Site Plan
- Exhibit F – Proposed off-site Traffic Exhibits
- Exhibit G – 2016 Traffic Study update prepared by Omni-Means
- Exhibit H – Coastal Development Permit, NOI issue date, June 4, 2015
- Exhibit I – Revised Grading and Vesting Tentative Tract Map Plans/Plan Reductions received  
March 7, 2016
- Exhibit J – 2010 City-approved plan reductions
- Exhibit K – Visual Simulations
- Exhibit L – 2010 Precise Plan VTTM Map

**ONLINE LINKS FOR SUPPLEMENTAL INFORMATION:**

Coastal Commission Staff Report plus attachments for 2-11-2015 meeting:

<http://www.morro-bay.ca.us/DocumentCenter/View/9396>

*Previous City staff reports & meeting minutes are available at the following link:*

<http://www.morro-bay.ca.us/842/Current-Planning-Projects>

Planning Commission Staff Report for 2006, 2009 and 2010 meetings

City Council Staff Report for 10/9/06 and 11/13/06 meetings

City Council and Planning Commission meeting minutes

# ATTACHMENT A

## RESOLUTION NO. PC 09-16

A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL FOR MODIFICATION OF PRECISE PLAN APPROVALS TO CUP/VTTM #UP0-070/S00-038 (CASE #CP0-110/UP0-070/S00-038) FOR PLANNED UNIT DEVELOPMENT LOCATED AT 485 & 495 SOUTH BAY BLVD PREVIOUSLY APPROVED IN 2006. PROJECT AMENDMENT INCLUDES CHANGES AS A RESULT OF COASTAL COMMISSION CDP #A-3-MRB-06-064 APPROVED ON FEBRUARY 11, 2015 WITH CHANGES TO PROJECT'S CITY-ISSUED PERMIT (CP0-110, UP0-070, S00-038). INCLUDED IN THE MODIFICATION IS AN UPDATED TRAFFIC STUDY WITH RECOMMENDATION TO MODIFY TRAFFIC CONDITIONS, INCLUDING REMOVAL OF UNWARRANTED TRAFFIC IMPROVEMENTS INCLUDING 4 WAY TRAFFIC SIGNAL, SIGNALIZED PEDESTRIAN CROSSING AND TURN LANES AT THE INTERSECTION OF SOUTH BAY BLVD AND QUINTANA ROAD.

**WHEREAS**, the Planning Commission of the City of Morro Bay (the "City") conducted a public hearing at the Morro Bay Veteran's Hall, 209 Surf Street, Morro Bay, California, on March 15, 2016, for the purpose of considering a modification (#A00-027) of the Precise Plan approvals for Conditional Use Permit and Vesting Tentative Tract Map #UP0-070/S00-038 (case #CP0-110/UP0-070/S00-038) for Planned Unit Development previously approved in 2006. Project amendment includes changes as a result of Coastal Commission-issued CDP #A-3-MRB-06-064) on February 11, 2015 with changes to project's City-issued permit (CP0-110, UP0-070, S00-038). Included in the modification is an updated traffic study with recommendation to modify traffic conditions, including removal of unwarranted traffic improvements including 4 way traffic signal, signalized pedestrian crossing, and turn lanes at the intersection of South Bay Blvd and Quintana Road. and adopted Resolution 09-16; and

**WHEREAS**, the City Council of the City of Morro Bay previously adopted a Mitigated Negative Declaration and approved a Concept Plan approval for Coastal Development Permit, Conditional Use Permit and Vesting Tentative Tract Map #UP0-070/S00-038 (case #CP0-110/UP0-070/S00-038) on November 13, 2006; and

**WHEREAS**, the Planning Commission of the City of Morro Bay (the "City") previously approved a Precise Plan on February 17, 2010 for Conditional Use Permit and Vesting Tentative Tract Map #UP0-070/S00-038 (case #CP0-110/UP0-070/S00-038); and

**WHEREAS**, the California Coastal Commission ("CCC") conditionally approved a coastal development permit on February 11, 2015 known as CDP A-3-MRB-06-064 and issued a Notice of Intent to Issue a Coastal Development Permit on June 4, 2015; and

**WHEREAS**, the Applicant has filed for an application to amend the Precise Plan approval to incorporate CCC changes to the City-approved project; and

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**WHEREAS**, the City Council of the City of Morro Bay adopted Resolution 67-15 on October 27, 2015 which adopts of policy of only installing warranted traffic devices; and

**WHEREAS**, an updated traffic study dated February 24, 2016 was prepared which concluded that a four way signal at the intersection of Quintana Road and South Bay Boulevard was not warranted as well as dedicated left turn lane from South Bay Boulevard onto Quintana Road; and

**WHEREAS**, notice of the public hearing was provided at the time and in the manner required by law; and

**WHEREAS**, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

**NOW, THEREFORE, BE IT RESOLVED** by the Planning Commission of the City of Morro Bay as follows:

**Section 1: Findings.** Based upon all the evidence, the Commission makes the following findings:

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS**

- A. That for purposes of the California Environmental Quality Act, Case No. S00-038/UP0-070/AD0-027 is subject to a Mitigated Negative Declaration based on hazards issues. Any impacts associated with the proposed development will be brought to a less than significant level through the Mitigations required as conditions of approval. The Mitigated Negative Declaration (SCH#2006061009) was adopted by the City Council on November 13, 2006.
- B. Additionally, for purposes of CEQA and its review of the 2015 revised project, the California Coastal Commission's review and analysis of land use proposals has been certified by the Secretary of Resources as being the functional equivalent review under CEQA.

## **CONDITIONAL USE PERMIT FINDINGS**

- A. The project is an allowable use in its zoning district and is consistent with the General Plan / Local Coastal Program for the City of Morro Bay.
- B. The establishment, maintenance, or operation of the residential development will not be detrimental to the health, safety, comfort or general welfare of the persons residing or working in the neighborhood, as the project is consistent with all applicable zoning and plan requirements; and the proposed development has made modifications to the original proposals including by moving the entrance driveway and several homes farther away from the on-site stream/riparian corridor, reducing the width of the entrance driveway to

# ATTACHMENT A

20 feet, and by proposing split-rail fence and permeable public pedestrian trail between the entrance road and the riparian enhancement area all of which serve to protect environmentally sensitive habitat (ESH). In addition, three traffic studies prepared for both the original and the revised project from 2006, 2010 and 2016 all conclude that the proposed planned unit development of single family homes does not meet traffic warrants to support installation of a four way signalized traffic device at the intersection of Quintana and South Bay Boulevard.

- C. As conditioned, the project will comply with all applicable City regulations and will not be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the City.

## **SUBDIVISION MAP ACT FINDINGS:**

- D. As conditioned, the proposed map to create sixteen residential lots and a common open space lot is consistent with the General Plan and Coastal Land Use Plan because residential development is allowed under the land use designation and zoning & subdivision ordinance, and as designed will not impact sensitive resources on the site.
- E. As conditioned, the design and improvements to create Black Hill Villas subdivision is consistent with the General Plan and Coastal Land Use Plan because public and private improvements will be constructed to meet the needs of the development, while respecting and enhancing sensitive resource areas.
- F. As conditioned, the site is physically suitable for the type and density of development proposed because the residential uses and associated improvements have been designed in consideration of the environmental constraints on the site.
- G. As conditioned, the design of the subdivision and related improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because sensitive resource areas will be avoided and enhanced.
- H. The design of the subdivision and improvements will not cause serious public health problems.
- I. The design of the subdivision and related improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision because all such easements shall be retained with the proposed project.

# ATTACHMENT A

- J. As conditioned, the design, architectural treatment, and general appearance of the homes, associated improvements, and open space areas are in keeping with the character of the surrounding area, and will not be incompatible with the uses permitted in the surrounding areas and zoning district.
- K. The City has available adequate water to serve the proposed subdivision enforced at the time of approval of the Vesting Tentative Parcel Map pursuant to the certified Water Management Plan and General Plan LU-22.1.
- L. The project represents innovative design in protecting existing resources on the site while providing housing at the density allowed for the site by the General Plan.
- M. The proposed project will provide a more desirable and livable community than the minimum requirements; Create a better community environment in keeping with the single-family residential nature of the area; Reduce the danger of erosion.
- N. The deviations from typical property development standards allow for an innovative project design and provision of a quality residential community and preservation of environmental resources which could not otherwise have been provided for on the site.

## **Architectural Consideration**

- O. The architectural treatment and general appearance of all proposed buildings, improvements, and open areas are in keeping with the character of the surrounding areas, are compatible with surrounding natural features, and are not detrimental to the orderly and harmonious development of the city or the desirability of investment in the area.

## **Precise Plan**

- P. As conditioned, the precise plan approval is consistent with the General Plan and requirements of the Zoning Ordinance.

**Section 2. Action.** The Planning Commission does hereby forward a favorable recommendation to the City Council for modification to Precise Plan approval of Conditional Use Permit / Vesting Tentative Tract Map #UP0-070/S00-038 (case #CP0-110/UP0-070/S00-038) for a 16 lot planned unit development, known as Black Hill Villas, located at 485 & 495 South Bay Blvd subject to the following conditions:

## **STANDARD CONDITIONS**

1. This permit is granted for the land described in the staff reports dated March 9, 2016 and Coastal Commission staff report prepared for the February 11, 2015 meeting for the project at 485 & 495 S. Bay Blvd depicted on plans received March 7, 2016, on file with the Community Development Department, as modified by these conditions of approval, and more specifically

# ATTACHMENT A

described as follows: Site development, including all buildings and other features, shall be located and designed substantially as shown on plans, unless otherwise specified herein.

2. Inaugurate Within Two Years: Unless the construction or operation of the structure, facility, or use is commenced not later than two (2) years after the effective date of this Resolution and is diligently pursued, thereafter, this approval will automatically become null and void; provided, however, that upon the written request of the applicant, prior to the expiration of this approval, the applicant may request up to two extensions for not more than one (1) additional year each. Any extension may be granted by the City's Community Development Manager (the "CDM"), upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the "MBMC"), General Plan and certified Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.
3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Community Development Manager. Any changes to this approved permit determined, by the CDM, not to be minor shall require the filing of an application for a permit amendment subject to Planning Commission review.
4. Compliance with the Law: (a) All requirements of any law, ordinance or regulation of the State of California, the City, and any other governmental entity shall be complied with in the exercise of this approval, (b) This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.
5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicants failure to comply with conditions of approval. Applicant understands and acknowledges the City is under no obligation to defend any legal actions challenging the City's actions with respect to the project. This condition and agreement shall be binding on all successors and assigns.
6. Compliance with Conditions: The applicant's establishment of the use or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the MBMC and is a misdemeanor.
7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

## **PLANNING CONDITIONS:**

1. Conditions of Approval on Building Plans: Prior to the issuance of a Building Permit, the final Conditions of Approval shall be attached to the set of approved plans. The sheet containing Conditions of Approval shall be the same size as other plan sheets and shall be the last sheet in the set of Building Plans.
2. Architecture: Building color and materials shall be as shown on plans approved by the Planning Commission and specifically called out on the plans submitted for a Building Permit to the satisfaction of the Community Development Manager.
3. Boundaries and Setbacks: The property owner is responsible for verification of lot boundaries. Prior to requesting foundation inspection, a licensed land surveyor shall verify lot boundaries and building setbacks to the satisfaction of the Community Development Manager. A copy of the surveyor's *Form Certification* based on a boundary survey shall be submitted with the request for foundation inspection.
4. Building Height Verification: Prior to foundation inspection, a licensed land surveyor shall measure and inspect the forms and submit a letter to the Community Development Manager certifying that the tops of the forms are in compliance with the finish floor elevations as shown on approved plans. Prior to either roof nail or framing inspection, a licensed surveyor shall submit a letter to the building inspector certifying that the height of the structures is in accordance with the approved plans and complies with the maximum height requirements of 14 for flat roofs or 17 feet (for 4 in 12 or greater pitch), maximum above the average natural grade of the building footprint.
5. Inspection: The applicant shall comply with all Planning conditions listed above and obtain a final inspection from the Planning Division at the necessary time in order to ensure all conditions have been met.
6. Conditions of Approval: All other Conditions of Approval for Conditional Use Permit / Vesting Tentative Tract Map UP0-070/S00-038 (Case#CP0-110/UP0-070/S00-038 including previous amendment conditions shall remain in full force and effect except as amended with this approval.

## **PUBLIC WORKS CONDITIONS:**

1. Pedestrian Trail: Applicant shall be responsible for the repair and maintenance of the decomposed granite pedestrian trail.

# ATTACHMENT A

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on this 15<sup>th</sup> day of March, 2016 on the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

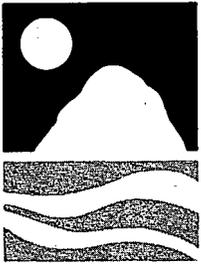
Chairperson Robert Tefft

ATTEST

---

Scot Graham, Community Development Manager

The foregoing resolution was passed and adopted this 15<sup>th</sup> day of March, 2016.



# City of Morro Bay

Morro Bay, CA 93442 • 805-772-6200  
www.morro-bay.ca.us

EXHIBIT B  
Concept Plan Permit

November 14, 2006

Wayne Colmer  
5000 Parkway Clabassas, Ste 110  
Calabassas, CA 91302

Subject: APPEAL OF THE PLANNING COMMISSIONS NO ACTION DECISION FOR A VESTING TENTATIVE TRACT MAP, VARIANCE, CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT FOR PROPOSED CLUSTER SUBDIVISION OF 17 RESIDENTIAL LOTS, & 1 OPEN SPACE LOT. (S00-038/UP0-070/CP0-110/AD0-027)

Dear Mr. Colmer,

At its regular meeting on November 13, 2006 the City Council approved Tentative Tract Map, Variance, Conditional Use Permit and Coastal Development Permit to subdivide the site into seventeen (17) residential parcels with one (1) open space parcel under the cluster design concept. The project will also provide affordable housing onsite at the moderate-income level for two units. The next step would be preparing the final map for recordation and then scheduling a consent action for the City Council to accept the Final Tract Map. The applicant is required to pay the posting fee of \$1275 to the County Clerk's Office for filing the Notice of Determination. The funds shall be made payable to the "County of San Luis Obispo" and delivered to the Public Services Department within five days of this letter for forwarding along with the Environmental Determination to the County Clerk in accordance with California Code of Regulation Title 14, Division 1, Subdivision 3, Chapter 4, Section 753.5. Filing the Notice of Determination along with the fee is required within 10 days of the project approval and has the effect of starting a 30-day statute of limitations period for challenges to the decision in place of 180-day period otherwise in effect.

This action does not constitute a building permit. Any further processing of this project must be initiated by you, the applicant, and is subject to the applicable rules and regulations of the Morro Bay Municipal Code.

Please contact me if you have any questions at 772-6211.

Sincerely,

Mike Prater  
Senior Planner

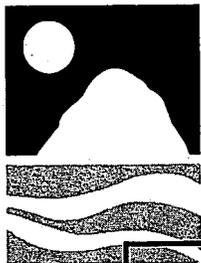
Enclosures: Permits, Findings & Conditions of Approval, Notice of Final Action

FINANCE  
595 Harbor Street  
HARBOR DEPARTMENT  
1275 Embarcadero Road

ADMINISTRATION  
595 Harbor Street  
CITY ATTORNEY  
955 Shasta Avenue

FIRE DEPARTMENT  
715 Harbor Street  
POLICE DEPARTMENT  
850 Morro Bay Boulevard

PUBLIC SERVICES  
955 Shasta Street  
RECREATION AND PARKS  
1001 Kennedy Way



# City of Morro Bay

Morro Bay, CA 93442 • 805-772-6200  
www.morro-bay.ca.us

EXHIBIT B  
Concept Plan Permit

## REGULAR COASTAL DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, VARIANCE AND TENTATIVE TRACT MAP

CASE NO: S00-038/UP0-070/CP0-110/AD0-027

THIS PERMIT IS HEREBY APPROVED AND ISSUED FOR:

SITE ADDRESS: 485 S. Bay Blvd

APPLICANT: Wayne Colmer

APN: 066-371-003

LEGAL: A resubdivision of Parcels A & B into Tract 2739

DATE APPROVED: August 8, 2005

APPROVED BY: CITY COUNCIL

**APPROVED BASED UPON ATTACHED FINDINGS (Findings and Conditions of Approval Attached)**

CEQA DETERMINATION: NEGATIVE DECLARATION

**DESCRIPTION OF APPROVAL:** Subdivide the site into seventeen (17) residential parcels with one (1) open space parcel under the cluster design concept.

THIS APPROVAL IS CONDITIONAL AND IS VALID *ONLY IF CONDITIONS (ATTACHED) ARE MET AND ONLY AFTER THE APPLICABLE APPEAL PERIOD. Failure to comply with the conditions of this permit shall, at the discretion of the Public Services Director pursuant to Municipal Code Section 17.60.150, render this entitlement null and void.*

**PERMIT EFFECTIVE DATE & INFORMATION APPLICABLE TO YOUR PROJECT IS OUTLINED FOLLOWING THE BOX CHECKED BELOW:** ENABLE THE APPLICABLE CHECK BOX BELOW.

YOUR PROPERTY IS LOCATED IN THE CITY OF MORRO BAY JURISDICTION, THERE IS AN APPEAL PERIOD OF TEN (10) Calendar days, WITHIN WHICH TIME YOUR PERMIT IS APPEALABLE TO THE CITY COUNCIL

YOUR PROPERTY IS LOCATED IN THE COASTAL COMMISSION APPEALS JURISDICTION. This City decision is appealable to the California Coastal Commission pursuant to the California Public Resource Code, Section 30603. The applicant or any aggrieved person may appeal this decision to the Coastal Commission within TEN (10) Working days following Commission receipt of this notice. Appeals must be in writing and should be addressed to: California Coastal Commission, 725 Front Street, Ste. 300, Santa Cruz, CA 95060, Phone: 408-427-863. If you have any questions, please call the City of Morro Bay Public Services Department, 772-6261.

IF THIS BOX IS CHECKED, SEND CERTIFIED/RETURN RECEIPT TO CALIF. COASTAL COMMISSION

**IF NOT APPEALED, YOUR PERMIT WILL BE EFFECTIVE: November 28, 2006**

ATTEST:

DATE: November 14, 2006

Mike Prater, Senior Planner

FOR: Bruce Ambo, Public Services Director

**THIS IS A DISCRETIONARY APPROVAL AND DOES NOT CONSTITUTE A BUILDING PERMIT**

FINANCE  
595 Harbor Street  
HARBOR DEPARTMENT  
1275 Embarcadero Road

ADMINISTRATION  
595 Harbor Street  
CITY ATTORNEY  
955 Shasta Avenue

FIRE DEPARTMENT  
715 Harbor Street  
POLICE DEPARTMENT  
850 Morro Bay Boulevard

PUBLIC SERVICES  
955 Shasta Street  
RECREATION AND PARKS  
1001 Kennedy Way

**EXHIBIT A**  
**FINDINGS FOR APPROVAL**  
S00-038/UP0-070/CP0-110/ AD0-027

**California Environmental Quality Act (CEQA)**

- A. That for purposes of the California Environmental Quality Act, Case No. S00-038/UP0-070/CP0-110/ AD0-027 is subject to a Mitigated Negative Declaration based on hazards issues. Any impacts associated with the proposed development will be brought to a less than significant level through the Mitigations required as conditions of approval.

**Subdivision Map Act Findings**

- B. The proposed map to create seventeen residential lot and an open space parcel project, where the new parcels will have single-family residences that are consistent with the General Plan and Coastal Land Use Plan because residential development and the given parcel sizes are allowed under the land use designation and zoning & subdivision ordinance.
- C. The design and improvements to create Black Hill Villas subdivision is consistent with the General Plan and Coastal Land Use Plan because all public improvements will be constructed.
- D. The site is physically suitable for the type and density of development proposed because the site is zoned for multi-family but after considering the environmental constraints eighteen residential units better fit the site and still complies with the land use designation.
- E. The design of the subdivision and related improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because all precautions will be implemented to catch and direct all runoff.
- F. The design of the subdivision and improvements will not cause serious public health problems.
- G. The design of the subdivision and related improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision because no easements are required for the public.
- H. As conditioned, the design, architectural treatment, and general appearance of all buildings and open space areas are in keeping with the character of the surrounding area pursuant to 17.48.200, and will not be incompatible with the uses permitted in the surrounding areas and zoning district; and
- I. The City has available adequate water to serve the proposed subdivision based upon the water regulations and water equivalency table Exhibit A, enforced at the time of approval of the Vesting Tentative Parcel Map pursuant to the certified Water Management Plan and General Plan LU-22.1.
- J. Improved design based on density control and better community environment. The standards set out in Section 16.12.020 to 16.12.050 may be varied because the gross density of the area is not increased
- K. In the Planning Commission opinion said deviation will:

1. Produce a more desirable and livable community than the minimum requirements;
  2. Create better community environment in keeping with the single-family residential nature and style of the area;
  3. Reduce the danger of erosion.
- L. The variation as authorized will result in a community which is a substantial improvement over a community which could have been developed in that this allows the opportunity to provide residential units for ownership rather than apartment which is a greater need in the City.

**Conditional Use & Coastal Development Permit Findings**

- M. That the project is an allowable use in its zoning district and is also in accordance with the certified Local Coastal Program and the General Plan for the City of Morro Bay based on the analysis and discussion in the attached staff report; and
- N. The establishment, maintenance, or operation of the use applied for will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use as the project is consistent with all applicable zoning and plan requirements as indicated in the attached staff report; and
- O. The use will not be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the City since the project, as conditioned, will be conducted consistent with all applicable City regulations, as indicated in the attached staff report.

**Variance Findings**

- P. This variance granted, as conditioned, will not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and Zoning District in which the subject property is situated. The slope of the property is a limitation on the development of the site and the applicant has proposed a density less than permitted to accommodate development of the site; and
- Q. Because of special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, as discussed in the staff report, the strict application of the Municipal Code is found to deprive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification and strict application of Municipal Code would result in practical difficulties and unnecessary hardship; and
- R. The variance is consistent with the Local Coastal Land Use Plan and the General Plan since a variance to setbacks are zoning requirements and there are no policies that effect these standards were no public view is impacted.

**Architectural Consideration**

- S. As required by Ordinance Section 17.48.200 the Planning Commission find that the architectural treatment and general appearance of all proposed building, structures and open areas are in keeping with the character of the surrounding areas, are compatible with any design themes adopted by the city, and are not detrimental to the orderly and harmonious development ;of the city or to the desirability of investment of occupation in the neighborhood.

EXHIBIT B

CONDITIONS OF APPROVAL  
S00-038/UP0-070/CP0-110/ AD0-027

STANDARD CONDITIONS

1. This permit is granted for the use as described in the staff report and the on plans received by the Public Services Department on September 7, 2006 ("Exhibit C" of the staff report). The approval is modified, however, by the following Conditions of Approval:
2. Inaugurate Within Two Years: If the approved use is not established within two (2) years of the effective date of this approval, this approval will automatically become null and void. However, upon written request by the applicant prior to the expiration date of this approval, up to two (2) one-year time extensions may be granted. Said extensions may be granted by the Public Services Director, upon finding that the project complies with all applicable provisions of the Morro Bay Municipal Code, General Plan and Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.
3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Public Services Director. Any changes to this approved permit determined not to be minor by the Director shall require the filing of an amendment subject to Planning Commission review.
4. Compliance with the Law: All requirements of any law, ordinance or regulation of the State of California, City of Morro Bay, and any other governmental entity shall be complied with in the exercise of this approval. This project shall meet all applicable requirements under the Morro Bay Municipal Code, and shall be consistent with all programs and policies contained in the certified Coastal Land Use Plan and General Plan for the City of Morro Bay.
5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicants failure to comply with conditions of approval. This condition and agreement shall be binding on all successors and assigns.
7. Compliance with Conditions: The applicant's establishment of the use and/or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Public Services Director and/or as authorized by the Planning Commission. Failure to comply with these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the Morro Bay Municipal Code and is a misdemeanor.
8. Water Saving Devices: Prior to final occupancy clearance, water saving devices shall be installed in the project in accordance with the policies of the Morro Bay Coastal Land Use Plan and as approved by the Building Official.

# EXHIBIT B

## Concept Plan Permit

9. Screening of Equipment/Utility Meters/Fencing: All roof-mounted air conditioning, or heating equipment, vents, ducts and/or utility meters shall be screened from view from adjoining public streets in a manner approved by the Director of Public Services. Prior to building permit issuance, the approved method of screening shall be shown on the project plans.
10. Construction Hours: Pursuant to MBMC Section 9.28.030 (I), noise-generating construction related activities shall be limited to the hours of seven a.m. to seven p.m. daily, unless an exception is granted by the Director of Planning & Building pursuant to the terms of this regulation.
11. Utility Services: All water and sewer impact fees shall be paid at the time the building permit is issued.
12. Property Line Verification. It is owner's responsibility to verify lot lines. Prior to foundation inspection the lot corners shall be staked and setbacks marked by a licensed professional.
13. CBC & UBC Compliance. The entire project, including all setbacks and openings in exterior walls, shall comply with the Building Code, as determined by the Building Official.
14. Zoning Compliance. Proposed fencing on the site shall be shown on plans submitted for a building permit and shall comply with zoning regulations including Chapter 17.49 Community Housing Project Regulations, Residential Conversions and Demolitions.
15. Park In-lieu Fee. Prior to recordation of the Final Map requirements of the City of Morro Bay for dedication of land for park purposes and/or payment of fee-in-lieu thereof shall be met (MBMC Section 16.16.030).

### PUBLIC WORKS CONDITIONS

16. Sewer Master Plan Impact Fee: Prior to the issuance of a building permit, the Applicant/Developer shall pay to the City an impact fee toward the construction of municipal sewer improvements as determined by the Engineering Division in accordance with the Sewer System Master Plan.
17. Tract Map: \$1,100 fee. The City Master Fee Schedule requires the Applicant/Developer pay a Tract Map Fee of \$1,100 + direct costs for checking, inspection, and other provided work performed by contracted engineering services. The final map shall be furnished on Mylar and in electric format. The files need to be in the format of .dwg or .dxf. PDFs are not required but may be submitted in addition to confirm record of original drawings. The Applicant/Developer shall submit a current title report.
18. Traffic Engineering Study Report: A fee shall be paid proportionate to the project impacts. Applicant/Developer shall submit a traffic engineering report analyzing the increased traffic volumes resulting from this project. The report shall also include circulation within the tract: an analysis of the proposed project entrance considering sight distance, the proposed driveway slope, lighting and turn lane requirements; street striping on Quintana and on South Bay Blvd.'s; and a recommendation for the location of a public transit waiting facility.
19. Public Improvements: \$404 Plan Check Fee + additional costs. Public Improvements are required as set forth in MBMC Section 14.44. Pursuant to Chapter 12.04 all improvement work shall

# EXHIBIT B Concept Plan Permit

conform to the City's Standard Drawings and Specifications. Prior to map recordation the Applicant/Developer shall: (1) submit \$404 Plan Fee with public improvement plans designed by a civil engineer registered in California. Existing improvements may remain except for portions in need of repair, or which do not meet City standards. (2) include the City's general notes on the improvement plans. (3) submit cost estimates calculated on the City's Engineering Estimate Worksheet. (4) complete the City's Reimbursement Agreement, the City's Improvement Agreement and its insurance requirements. (5) deposit a financial security with the City in the amount of 150% of the estimated construction cost of the public improvements. (6) acquire encroachment permits. Prior to project completion sign off by Public Works, asbuilt drawings shall be furnished on Mylar and in electronic format CD. The files need to be in the format of .dwg or .dxf. PDFs are not required but may be submitted in addition to confirm record of original drawings. The Applicant/Developer shall pay any additional costs incurred for Public Works staff services, which exceed two site visits/inspections, and four total hours for plan check, office/counter meetings, telephone, copies, email, etc. The City will prepare an invoice for additional costs, which shall be paid prior to final occupancy sign-off of the project.

20. Public Improvement & Grading Plans Submittal: The Public Improvement Plans shall be titled as such shall and submitted to the Engineering Division of the Public Services Department. The Improvement plans shall be separate of the Grading Plans. The Grading, Drainage, and Retaining Wall Plans shall be submitted to the Building Department for their approval and issuance of a "Grading or Building Permit". It is acceptable to provide the Grading and Drainage plans for the City Engineer's information only, but they will be reviewed and approved by the Building Department.
21. Water Pressure Reducer: Applicant/Developer shall install a pressure reducer on private property for each proposed home.
  1. 22. Street Tree: A street tree(s) planting area shall be installed at the back of sidewalk in a semi circle (3' radius) formed into back of sidewalk. The circle shall extend 1' into the back of sidewalk and there shall be at least a 5' wide sidewalk width from there to the curb. Install per B-12 Planting Detail, but precast cover and support structure shall be omitted and the planter location to be at back of sidewalk.
23. Oil-Water Separator: To reduce pollution to creek, bay and ocean waters, the Applicant/Developer shall install an oil-water separator/isolator on site between all drainage water inlets and the street gutter. Inlet and/or outlet structure design shall address silt and hydrocarbon containment and be approved by the City.
24. Sewer Lateral For New Structures: A dedicated sewer lateral is required for each proposed single-family unit.
25. Sewer Backwater Valve: A sewer backwater valve shall be installed into each lateral on site to prevent a blockage or maintenance of the private or municipal sewer main from causing damage. (MBMC 14.24.070)
26. Repair & Replacement of Public Improvements: Prior to project completion the Applicant/Developer shall repair curb, street, sewer line, water line, or any public improvements which were damaged as a result of construction operations for this project.

27. Erosion and Sedimentation Control Plan: The Tentative Map shall make reference to control measures for protection against erosion of adjacent property and prevent sediment or debris from entering adjacent properties, waterway, or ecologically sensitive area. Such control also serves as an aid in meeting the National Pollutant Discharge Elimination System (NPDES) Permit Program as Authorized by the Clean Water Act and administered by the State of California. The Plan shall be approved by the City prior to building permit issuance.

28. Flood Hazard Permit and Development:

The National Flood Insurance Program Rate Map for the City of Morro Bay, prepared by FEMA, identifies a portion of the Applicant/Developer's project as being in a Special Flood Hazard Area 100 year flood Zone.

Prior to Public Works approval of the Grading Plan, the following below shall be met:

A FEMA approved Conditional Letter of Map Amendment.

Submit the required fee, which is currently \$171, for Flood Hazard Development (Morro Bay Municipal Code Section 14.72, Flood Damage Protection)

Other permits and approvals required for projects with a creek may include State Department of Fish and Game #1601, and Federal Corps of Engineers #404, Water Quality Control Board Certification and State Coastal Zone Management Act compliance. It is the Applicant/Developer's responsibility to obtain all necessary permits.

### PLANNING CONDITIONS

29. Archaeology: In the event of the unforeseen encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading or excavation shall immediately cease in the immediate area, and the find should be left untouched until a qualified professional archaeologist or paleontologist, whichever is appropriate, is contacted and called in to evaluate and make recommendations as to disposition, mitigation and/or salvage. The developer shall be liable for costs associated with the professional investigation and implementation of any protective measures as determined by the Director of Public Services.
30. Covenants, Codes and Restrictions (CC&Rs) or maintenance agreements shall be submitted with the final Tract Map for review and approval by planning staff and the City Attorney. An easement over each lot will also be provided for the common open space area. The Tract Map, easement and CC&Rs shall clearly indicate the common open space area. The CC&Rs shall include clear provisions for the continued maintenance of the common open space area and shall include provisions for the City to force maintenance of common area if the owners of the parcels fail to do so voluntarily. CC&Rs shall also restrict all landscaping, fencing and buildings throughout the project to continued consistency with plans hereby approved, unless otherwise approved by the Planning Commission or staff.
31. Colors and Materials: Prior to issuance of a building permit, the Planning and Building Director shall ensure compliance of all exterior colors and materials, including fencing materials as approved on the attached Exhibit(s). All other colors and materials not so specifically approved may be approved by the Director according to the following objectives: achieve compatibility

# EXHIBIT B

## Concept Plan Permit

with colors and materials used in the on-site improvements; achieve compatibility with the architectural design of the improvements; achieve compatibility with surrounding land uses and properties; preserve the character and integrity of the zone.

32. Undergrounding of Utilities: Pursuant to MBMC Section 17.48.050, prior to final occupancy clearance, all on-site utilities including electrical, telephone and cable television shall be installed underground.
33. Common Driveway Access and Maintenance: An easement or covenant consistent with Section 17.44.030 E shall be recorded for all parcels to have access to the common driveway and backing areas over parcels to allow for access to the parking provided. The easement or covenant shall include the responsibilities of maintaining the roadway.
34. Exterior Lighting: Pursuant to MBMC Section 17.52.080, prior to building permit issuance, complete details of all exterior lighting shall be shown on the project plans for review and approval by the Director of Public Services. All exterior lighting shall be low level with a height of fixture not to exceed a maximum of 20 feet and shall achieve the following objectives; avoid interference with reasonable use of adjoining properties; shielded to minimize on-site and off-site glare; provide adequate on-site lighting; limit fixture height to avoid excessive illumination; provide structures which are compatible with the total design of the proposed facility.
35. Landscape and Irrigation Plan: Prior to the issuance of a building permit, a landscaping plan, prepared and stamped by a licensed Landscape Professional, (i.e., Landscape Architect, Architect, or Landscape Contractor) shall be submitted for review and approval by the Director of Public Services in accordance with all requirements of Section 17.48.290 of the MBMC. Said plan shall include a planting plan showing the species, number, size, and location of all plant materials. An irrigation plan shall include the proposed method and location of irrigation. Native and/or drought tolerant plant and tree species shall be used to the maximum extent feasible. Trees shall be selected from the Master City Street Tree List prepared by the Public Works Department. The landscape plans shall also include fencing details, utility meter screening, and screening of the trash enclosure.
36. Timing of Landscaping: Prior to issuance of a final Certificate of Occupancy, all required plantings, groundcover and irrigation systems shall be in place to the satisfaction of the Director of Public Services. The landscape consultant shall provide a watering schedule and certify that all plantings and irrigation systems have been installed pursuant to the approved plans prior to issuance of the final Certificate of Occupancy.
37. Maintenance of Landscaping: All required plant materials shall be maintained in accordance with the watering schedule as specified in the approved landscape plan notes. All landscaping shall be cared for, maintained, watered, fertilized, fumigated, pruned and kept in a healthy growing condition for the life of the project. Where required plant(s) have not survived, it shall be promptly replaced with new plant materials of similar species, functional, size, and characteristics as specified in the approved landscape plant notes.
38. Conditions of Approval on Building Plans: Prior to the issuance of a Building Permit, the final Conditions of Approval shall be attached to the set of approved plans. The sheet containing Conditions of Approval shall be the same size as other plan sheets and shall be the last sheet in the set of Building Plans.

39. The applicant is required to pay the Department Fish and Game fee for a Negative Declaration filing of De minimus Impact Finding along with a fee of \$1,275 to the County Clerk. The funds shall be made payable to the "County of San Luis Obispo" and delivered to the Public Services Department within five days of the approval. The funds will be forwarded along with the Environmental Determination to the County Clerk in accordance with California Code of Regulation Title 14, Division 1, Subdivision 3, Chapter 4, Section 753.5. Filing the Notice of Determination along with the fee is required within 10 days of the project approval and has the effect of starting a 30-day statute of limitations period for challenges to the decision in place of 180-day period otherwise in effect.

**ENVIRONMENTAL CONDITIONS**

40. **BIOLOGICAL:**

- a. A habitat enhancement plan for area within the floodplain shall be required. The five existing cypress trees located along Quintana Road shall be left in place to create a stand of trees of mixed height and age class. Details of the enhancement plan should be coordinated among the developer, the project landscape architect, City staff and a raptor biologist.
- b. Future tree removal and commencement of construction activities should be withheld until a field survey has been performed and a determination is made the completion of fledging period has ended, if fledging birds are present.
- c. A survey of the site by a qualified biologist prior to tree removal to determine if active nests are present shall be required.
- d. A concurrence authorization is obtained from the USFWS stating that the project will not result in the take of the regulated variety of the MSS. If USFWS concurrence is not granted then a Habitat Conservation Plan (HCP) will be required prior to construction.
- e. A concurrence authorization is obtained from the USFWS stating that the project will not result in the take of the California red-legged frog. Otherwise the following mitigations are required, the mitigation measures are suggested even if the concurrence determination is granted.
  1. Grading and grubbing activities should occur only during the dry season (generally June 15 to October 15).
  2. Applicant should retain a qualified biologist to conduct a pre-activity survey for California red-legged frogs and/or MSS prior to the initiation of site work.
  3. The applicant and contractors should employ Best Management Practices (BMPs) during grading and construction.
  4. The applicant should provide restoration of the small floodplain and drainage channel on the lower section of the parcel using native riparian plants and trees. This should be coordinated with the habitat enhancement plan.
- f. If on-site refueling is necessary then it should be conducted at the upland location way from the drainage channel and floodplain.

**Monitoring:** Public Services staff shall ensure that the applicant has obtained a qualified biologist and review the habitat enhancement plan. PS staff will review the concurrence determination by USFWS and/or the HCP.

41. **CULTURAL RESOURCES:**

- a. Archaeological monitoring of all grubbing, demolition, and excavation activities in the development area by a qualified archaeologist and Native American. Collection of historic and prehistoric cultural remains deemed significant and if necessary, analysis of any features encountered including but not limited to historic refuse dumps and diagnostic prehistoric habitation deposits.
- b. Selection and processing of prehistoric marine shell for radiocarbon dating.
- c. The applicant/property owner shall provide an archaeological monitoring evaluation plan prepared by a qualified archaeologist for all construction excavations associated with grading activity. The plan shall identify all the ground disturbance activity monitored including dates the archaeologist and culturally affiliated, indigenous individual recognized by the Native American Heritage Commission were present. The evaluation report shall describe all the densities or features of artifacts associated with a particular activity encountered. Any isolated human remains encountered during construction shall be protected and their disposition be undertaken consistent with Public Resources Code 5097.98.

**Monitoring:** The applicant in the event of a discovery of human remains shall notify planning & Building staff. P&B staff shall ensure that any finds are evaluated by an approved cultural resource professional and that any required mitigation is completed.

42. **GEOLOGY/SOILS:**

- a. The applicant shall provide project-specific soils and geotechnical reports required by the Building Official. Project design and construction shall be consistent with recommendations contained in soils and geology reports, as required by the Building Official.

**Monitoring:** Public Services staff shall ensure that plans are consistent with the soils and geology reports prior to the issuance of a building permit and during subsequent site inspections.

43. **HAZARDS/ HAZARDOUS MATERIALS:**

- a. The applicant shall install fire sprinklers and fire hydrants to the satisfaction of the Fire Chief.
- b. The applicant shall work with the Fire Department to meet the intent of the code requirement to buffer around the structures.

**Monitoring:** Public Services and Fire Department staff shall ensure that plans are consistent with the building and fire codes prior to the issuance of a building permit and during subsequent site inspections.

44. **HYDROLOGY/WATER QUALITY:**

- a. The applicant shall file the paperwork for a conditional letter of map revision (CLOMR-F and LOMA) with FEMA to register the detail study conditions to determine the 100-year flood level.
- b. Prior to the issuance of building or grading permits, the applicant shall submit an erosion control plan. The Plan shall show control measures to provide protection against erosion of adjacent property and prevent sediment or debris from entering the City right of way, adjacent properties, any harbor, waterway, or ecologically sensitive area. Such control also serves as an aid in meeting the National Pollutant Discharge Elimination System (NPDES) Permit Program as Authorized by the Clean Water Act and administered by the State of California.
- c. To reduce pollution to creek, bay and ocean waters, the Applicant/Developer shall install an oil-water separator/isolator on site between all drainage water inlets and the street gutter.

Inlet and/or outlet structure design shall address silt and hydrocarbon containment and be approved by the City.

- d. The applicant and development team shall utilize best management practices and include low impact development techniques to the maximum extent possible.

**Monitoring:** Public Services staff along with FEMA shall concur with analysis prior to grading permit issuance. PS staff shall review the erosion control plan and ensure compliance with all NPDES requirements.

45. **NOISE:**

- a. Project construction within 500 feet of any existing residences shall be limited to the hours of 7 a.m. to 7 p.m. on Monday through Sunday and all large construction equipment will be equipped with "critical" grade noise mufflers. Engines will be tuned to insure lowest possible noise levels. Back up "beepers" will also be tuned to insure lowest possible noise levels. All necessary measures to muffle, shield or enclose construction equipment shall be implemented in order to insure that noise levels at the property line of the nearest parcels do not exceed 75 dBA.

**Monitoring:** Planning & Building staff will make periodic site visits to ensure construction hours are adhered too and noise levels are within the allowable limits during construction.

46. **TRANSPORTATION/CIRCULATION:**

- a. Traffic impact fees shall be paid proportionate to the net percentage increase in peak hour traffic flows generated by the proposed project.
- b. Roadway improvements shall be made at the intersection of Quintana and South Bay Blvd. Particular attention shall be made to widening South Bay Blvd for turning lanes including all striping, signing, and delineations as required and approved by the City Engineer.
- c. Improvements for site distance along eastbound Quintana.
- d. Two Bus turn-outs; one located south of existing turnout on Quintana and one relocated on South Bay Blvd. where the school district currently drops off and picks up.
- e. A pedestrian path shall be installed that allows pedestrians to cross the narrow box culvert along South Bay Court that links to the new bus turnout.
- f. A D/G community path shall be installed that runs along Quintana from the driveway of South Bay Court to the intersection of South Bay Blvd.
- g. In order to maintain a safe condition while construction activity occurs the applicant shall work with the City Engineer to determine what specific improvements shall be completed before grading and construction activity begins.

**Monitoring:** Public Services staff shall ensure all improvements and traffic impact fees are paid prior to the issuance of a building permit.

**FIRE CONDITIONS**

47. Provide approved numbers (addresses) in such a position as to be plainly visible and legible from the street fronting the property. Lettering shall be a minimum of 5" high on a contrasting background. [UFC, Sec. 901.4.4] *Add note on plans.*
48. Provide NFPA 13-D automatic fire sprinklers. Submit all plans and specification sheets for the fire sprinkler system to the Building Department for review and approval prior to installation.

# EXHIBIT B Concept Plan Permit

The sprinkler system shall be in accordance with NFPA Standard 13-D, including garage coverage. Please provide the following standard information on the plans:

- A. Owners name, north arrow, occupancy of each room and make of fire sprinklers proposed.
  - B. Provide manufacturers literature/cut-sheets indicating UL approval for all valves, hangers, sprinkler heads, alarm devices, gauges, etc.
  - C. The fire sprinkler contractor shall do their own static water pressure test and show the information on the plans.
  - D. Please indicate on the plans where proposed utilities/appliances are located. Will these appliances effect the location or temperature rating of any fire sprinklers?
  - E. Provide a symbol index on the plan for future reference.
  - F. Please include a 10% water pressure reduction in the hydraulic design of the fire sprinkler system.
  - G. Show location of inspector's test on the plans.
  - H. Comply with manufactures maximum and minimum clearances from walls to sprinkler heads.
49. The project shall conform to all applicable requirements of the Uniform Building Code and Uniform Fire Code, including fire hydrants and any additional requirements deemed necessary, to the satisfaction of the Fire Chief. The Fire Chief shall be satisfied prior to the issuance of a building permit and prior to occupancy of the building.

## **PLANNING COMMISSION/CITY COUNCIL CONDITIONS:**

50. The following additions conditions shall be part of the approved project.
- a. Add a sidewalk in front of units 2, 3, and 4.
  - b. Add two parallel parking spaces near pathway to the common area, (Victory garden).
  - c. Add a pathway on the landscape plan to parallel the creek.
  - d. Provide a note on the plans along the property line between the State Park and the Cul de sac "no fencing."
  - e. Provide a 2 to 1 replacement of removed trees that are alive on the landscape plan and determine if any additional trees can be saved. 20% of the replacement trees must be species that provide the appropriate height for raptors approx. 60 feet high.
  - f. Provide a schedule re-evaluating the health of all trees on the property.
  - g. Add a signalized pedestrian crosswalk across South Bay Blvd.
  - h. Minimize street lighting glare to maximum extent possible.
  - i. 4 way Signalization at Quintana and South Bay Blvd intersection



CITY OF MORRO BAY  
PUBLIC SERVICES DEPARTMENT  
PLANNING DIVISION

**ENVIRONMENTAL DOCUMENT FILING FEE FORM**

**NOTICE:** During environmental review, this project required consultation, review or development of mitigation measures by the California Department of Fish and Game. Therefore, the applicants will be assessed user fees pursuant to section 711.4 of the California Fish and Game Code. The California Environmental Quality Act (Section 21089) provides that this project is not operative, vested or final until the filing fees are paid.

Lead Agency: City of Morro Bay Date: November 14, 2006  
County: San Luis Obispo Project No. S00-038/UP0-070/CP0-110/AD0-027  
Project Title: eighteen lot residential subdivision (Black Hill Villas)  
Project Applicant: Name: Wayne Colmer  
Address: 5000 Parkway Clabastas, Ste 110  
City: Calabasas, CA 91302  
Phone #: (818) 222-5666

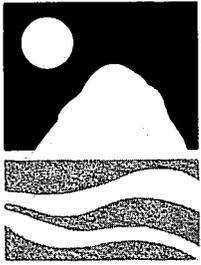
Please remit the following amount to the County Clerk-Recorder:

<input type="checkbox"/> Environmental Impact Report	\$ 850.00
<input checked="" type="checkbox"/> Negative Declaration	\$ 1250.00
<input checked="" type="checkbox"/> County Clerk's Fee	\$ 25.00
<b>Total amount due:</b>	<b>\$ 1275</b>

**AMOUNT ENCLOSED:**

Checks should be made out to the County of San Luis Obispo. Payment must be received by the County Clerk, 1055 Monterey Street, RM D120, San Luis Obispo, CA 93408-2040, within ten days of project approval.

**NOTE:** Filing of the Notice of Determination for the attached environmental document requires a filing fee in the amount specified above. If the fee is not paid, the Notice of Determination cannot be filed.



# City of Morro Bay

Morro Bay, CA 93442 • 805-772-6200  
www.morro-bay.ca.us

EXHIBIT B  
Concept Plan Permit

## PUBLIC SERVICES DEPARTMENT

### NOTICE OF FINAL ACTION ON COASTAL DEVELOPMENT PERMIT

NOTICE OF FINAL CITY ACTION on Coastal Development Permit No. CP0-110

THE FOLLOWING PROJECT IS LOCATED IN THE MORRO BAY COASTAL ZONE AND A COASTAL PERMIT APPLICATION HAS BEEN ACTED ON BY THE CITY.

Applicant: Wayne Colmer

Address: 5000 Parkway Clabaras, Ste 110, Calabasas, CA 91302

**Project Description:** Subdivide the site into seventeen (17) residential parcels with one (1) open space parcel under the cluster design concept.

Project Location: 485 S. Bay Blvd

APN/Legal: 066-371-003

Lot Area 3.17 acres

Zoning: R-2

LUP/General Plan: Low/Medium Density Residential

Filing Date: April 28, 2005

Action Date: November 13, 2006

Action By: City Council

Action Taken: Approved with Conditions

### Attachments: Permit, Findings, if any, and Conditions of Approval



THIS SITE IS OUTSIDE OF THE COASTAL COMMISSION APPEAL JURISDICTION



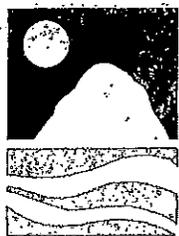
This City decision is appealable to the California Coastal Commission pursuant to the California Public Resource Code, Section 30603. The applicant or any aggrieved person may appeal this decision to the Coastal Commission within TEN (10) working days following Commission receipt of this notice. Appeals must be in writing and should be addressed to: California Coastal Commission, 725 Front Street, #300, Santa Cruz, CA 95060, 415-427-4863

FINANCE  
595 Harbor Street  
HARBOR DEPARTMENT  
1275 Embarcadero Road

ADMINISTRATION  
595 Harbor Street  
CITY ATTORNEY  
955 Shasta Avenue

FIRE DEPARTMENT  
715 Harbor Street  
POLICE DEPARTMENT  
850 Morro Bay Boulevard

PUBLIC SERVICES  
955 Shasta Street  
RECREATION AND PARKS  
1001 Kennedy Way



# City of Morro Bay

Morro Bay, CA 93442 • 805-772-6200  
www.morro-bay.ca.us

February 17, 2010

Black Hill Villas, L.P.  
Wayne Colmer  
23679 Calabasas Road #333  
Calabasas, CA 91302

SUBJECT: Case No.: CP0-110, UP0-070, S00-038      SITE: 066-371-003  
485 South Bay Blvd.

Dear Mr. Colmer,

At its regular meeting on February 16, 2010 the City of Morro Bay Planning Commission conditionally approved your request for a Planned Unit Development. This action does not constitute a building permit. Any further processing of this project must be initiated by the applicant, subject to the applicable rules and regulations of the Morro Bay Municipal Code.

The Morro Bay Municipal Code provides for an appeal of the action by the Planning Commission within ten (10) days of adoption and anyone wishing to appeal may do so in writing by delivering such letter to the office of the City Clerk. There is a fee for processing appeals which are not coastal permits.

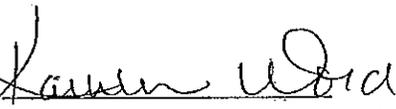
Please also find enclosed the Notice of Exemption for your project. The City of Morro Bay no longer files notices of exemptions. You may file the Notice of Exemption with the County Clerk's office located in the County Government Building in San Luis Obispo. The filing Fee is \$25.00.

Section 15062 (d) of The California Environmental Quality Act (CEQA) provides:

"The filing of a Notice of Exemption and the posting on the list of notices start a 35 day statute of limitations period on legal challenges to the agency's decision that the project is exempt from CEQA. If a Notice of Exemption is not filed, a 180 day statute of limitations will apply."

Sincerely,

Bruce Ambo  
Director Public Services Department

By:   
Kameron Wood

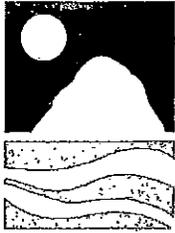
enc: Permit, Findings, Conditions of Approval, and Acceptance of Conditions Form

FINANCE  
595 Harbor Street  
HARBOR DEPARTMENT  
1275 Embarcadero Road

ADMINISTRATION  
595 Harbor Street  
CITY ATTORNEY  
955 Shasta Avenue

FIRE DEPARTMENT  
715 Harbor Street  
POLICE DEPARTMENT  
850 Morro Bay Boulevard

PUBLIC SERVICES  
955 Shasta Street  
RECREATION AND PARKS  
1001 Kennedy Way



# City of Morro Bay

Morro Bay, CA 93442 • 805-772-6200  
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## COASTAL DEVELOPMENT PERMIT AND CONDITIONAL USE PERMIT

CASE NO: CP0-110, UP0-070, S00-038

### THIS PERMIT IS HEREBY APPROVED AND ISSUED FOR:

SITE ADDRESS: 485 South Bay Blvd.

APPLICANT: Wayne Colmer, Black Hill Villas, L.P.

APN/LEGAL: 066-371-003, Resubdivision of Parcels A & B Tract 2739

DATE APPROVED: February 16, 2010 APPROVED BY Planning Commission

CEQA DETERMINATION: The project qualifies for a Mitigated Negative Declaration in accordance with the applicable provision for the California Environmental Quality Act (Public Resources Code 21000 et. Seq.) that was circulated on June 23, 2006 with a review period that ended July 25, 2006. The environmental document concludes that there would not be a significant impact with the recommended conditions as a result of this project.

DESCRIPTION OF APPROVAL: Planned Unit Development including 17 detached single-family homes, two of which would be affordable units. Open space areas totaling approximately 48,342 square feet or 35% of the site, is proposed for preservation. Access and utilities will be provided via a private roadway.

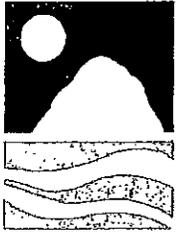
THIS APPROVAL IS BASED UPON THE ATTACHED FINDINGS AND IS VALID ONLY IF CONDITIONS (ATTACHED) ARE MET AND ONLY AFTER THE APPLICABLE APPEAL PERIOD. Failure to comply with the conditions of this permit shall, at the discretion of the Public Services Director pursuant to Municipal Code Section 17.60.150, render this entitlement null and void.

YOUR PROPERTY IS LOCATED IN THE CITY OF MORRO BAY JURISDICTION, THERE IS AN APPEAL PERIOD OF TEN (10) *Calendar days*, WITHIN WHICH TIME YOUR PERMIT IS APPEALABLE TO THE CITY COUNCIL/PLANNING COMMISSION

YOUR PROPERTY IS LOCATED IN THE COASTAL COMMISSION APPEALS JURISDICTION: THE FOLLOWING COASTAL COMMISSION APPEAL PERIOD APPLIES TO YOUR PROJECT: This City decision is appealable to the California Coastal Commission pursuant to the California Public Resource Code, Section 30603. The applicant or any aggrieved person may appeal this decision to the Coastal Commission within TEN (10) *Working days* following Commission receipt of this notice. Appeals must be in writing and should be addressed to: California Coastal Commission, 725 Front Street, Ste. 300, Santa Cruz, CA 95060, Phone: 415-427-4863. If you have any questions, please call the City of Morro Bay Public Services Department, 772-6261.

**IF NOT APPEALED, YOUR PERMIT WILL BE EFFECTIVE: February 26, 2010**

FINANCE 595 Harbor Street	ADMINISTRATION 595 Harbor Street	FIRE DEPARTMENT 715 Harbor Street	PUBLIC SERVICES 955 Shasta Street
HARBOR DEPARTMENT 1275 Embarcadero Road	CITY ATTORNEY 955 Shasta Avenue	POLICE DEPARTMENT 850 Morro Bay Boulevard	RECREATION AND PARKS 1001 Kennedy Way



# City of Morro Bay

Morro Bay, CA 93442 • 805-772-6200  
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ATTEST: *Kathleen Wood* DATE: 01/22/10

**THIS IS A DISCRETIONARY APPROVAL AND DOES NOT CONSTITUTE A BUILDING PERMIT**

FINANCE  
595 Harbor Street  
HARBOR DEPARTMENT  
1275 Embarcadero Road

ADMINISTRATION  
595 Harbor Street  
CITY ATTORNEY  
955 Shasta Avenue

FIRE DEPARTMENT  
715 Harbor Street  
POLICE DEPARTMENT  
850 Morro Bay Boulevard

PUBLIC SERVICES  
955 Shasta Street  
RECREATION AND PARKS  
1001 Kennedy Way

EXHIBIT C  
2010 Precise Plan permit

PUBLIC SERVICES DEPARTMENT

NOTICE OF FINAL ACTION ON COASTAL DEVELOPMENT PERMIT

NOTICE OF FINAL CITY ACTION on Coastal Development Permit No. CP0-110

THE FOLLOWING PROJECT IS LOCATED IN THE MORRO BAY COASTAL ZONE AND A COASTAL PERMIT APPLICATION HAS BEEN ACTED ON BY THE CITY.

Applicant: Wayne Colmer, Black Hill Villas L.P.

Address: 485 South Bay Blvd.

**Project Description:** Planned Unit Development including 17 detached single-family homes, two of which would be affordable units. Open space areas totaling approximately 48,342 square feet or 35% of the site, is proposed for preservation. Access and utilities will be provided via a private roadway.

Project Location: 485 South Bay Blvd.

APN/Legal: 066-371-003, Resubdivision of Parcels A& B Lot Area 3.17 acres  
Tract 2739

Zoning: Duplex Residential (R-2) LUP/General Plan: Medium Residential

Filing Date: April 28, 2005 Action Date: February 17, 2010

Action By: Planning Commission Action Taken: Approved

**Attachments: Permit, Findings, if any, and Conditions of Approval**

- THIS SITE IS OUTSIDE OF THE COASTAL COMMISSION APPEAL JURISDICTION
- This City decision is appealable to the California Coastal Commission pursuant to the California Public Resource Code, Section 30603. The applicant or any aggrieved person may appeal this decision to the Coastal Commission within TEN (10) working days following Commission receipt of this notice. Appeals must be in writing and should be addressed to: California Coastal Commission, 725 Front Street, #300, Santa Cruz, CA 95060, 415-427-4863

EXHIBIT C  
2010 Precise Plan permit

APPLICANT'S ACCEPTANCE  
OF  
CONDITIONS OF APPROVAL

CASE NO. CP0-110, UP0-070, S00-038

SITE LOCATION: 485 SOUTH BAY BLVD.

APPLICANT NAME: WAYNE COLMER, BLACK HILL VILLAS L.P.

APPROVAL BODY:  Public Services Director  
 Zoning Administrator  
 Planning Commission  
 City Council

DATE OF ACTION: FEBRUARY 17, 2010

I, \_\_\_\_\_ the undersigned, have read and  
(APPLICANT'S NAME - PLEASE PRINT)

reviewed the conditions of approval imposed by the Approval Body in its action

approving Case Number: CP0-110, UP0-070, S00-038

I UNDERSTAND AND ACCEPT SAID CONDITIONS AND AGREE TO FULLY COMPLY WITH THEM.

\_\_\_\_\_  
APPLICANT'S SIGNATURE

\_\_\_\_\_  
DATE:

# EXHIBIT C

## 2010 Precise Plan permit

COASTAL DEVELOPMENT PERMIT AND CONDITIONAL USE PERMIT  
CASE NO. CP0-110, UP0-070, S00-038  
SITE LOCATION: 485 SOUTH BAY BLVD.

### I. FINDINGS OF APPROVAL

The Director has reviewed this Temporary Use Permit application and finds the following:

1. That the project will not cause any health and safety concerns, and will not impact neighboring uses, environmentally sensitive habitat areas, or otherwise create significant impacts;
2. The project qualifies for a Mitigated Negative Declaration in accordance with the applicable provision for the California Environmental Quality Act (Public Resources Code 21000 et. Seq.) that was circulated on June 23, 2006 with a review period that ended July 25, 2006. The environmental document concludes that there would not be a significant impact with the recommended conditions as a result of this project.

### SUBDIVISION MAP ACT FINDINGS

- A. As conditioned, the proposed map to create seventeen residential lots and a common open space lot is consistent with the General Plan and Coastal Land Use Plan because residential development is allowed under the land use designation and zoning & subdivision ordinance, and as designed will not impact sensitive resources on the site.
- B. As conditioned, the design and improvements to create Black Hill Villas subdivision is consistent with the General Plan and Coastal Land Use Plan because public and private improvements will be constructed to meet the needs of the development, while respecting and enhancing sensitive resource areas.
- C. As conditioned, the site is physically suitable for the type and density of development proposed because the residential uses and associated improvements have been designed in consideration of the environmental constraints on the site.
- D. As conditioned, the design of the subdivision and related improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because sensitive resource areas will be avoided and enhanced.
- E. The design of the subdivision and improvements will not cause serious public health problems.
- F. The design of the subdivision and related improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision because all such easements shall be retained with the proposed project.
- G. As conditioned, the design, architectural treatment, and general appearance of the homes, associated improvements, and open space areas are in keeping with the

# EXHIBIT C

## 2010 Precise Plan permit

character of the surrounding area, and will not be incompatible with the uses permitted in the surrounding areas and zoning district.

- H. The City has available adequate water to serve the proposed subdivision enforced at the time of approval of the Vesting Tentative Parcel Map pursuant to the certified Water Management Plan and General Plan LU-22.1.
- I. The project represents innovative design in protecting existing resources on the site while providing housing at the density allowed for the site by the General Plan.
- J. The proposed project will provide a more desirable and livable community than the minimum requirements; Create a better community environment in keeping with the single-family residential nature of the area; Reduce the danger of erosion.
- K. The deviations from typical property development standards allow for an innovative project design and provision of a quality residential community and preservation of environmental resources which could not otherwise have been provided for on the site.

### CONDITIONAL USE PERMIT FINDINGS

- L. The project is an allowable use in its zoning district and is consistent with the General Plan for the City of Morro Bay.
- M. The establishment, maintenance, or operation of the residential development will not be detrimental to the health, safety, comfort or general welfare of the persons residing or working in the neighborhood, as the project is consistent with all applicable zoning and plan requirements.
- N. As conditioned, the project will comply with all applicable City regulations and will not be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the City.

### PRECISE PLAN FINDINGS

- O. As conditioned, the precise plan approval is consistent with the General Plan and requirements of the Zoning Ordinance.

## II. CONDITIONS OF APPROVAL

### STANDARD CONDITIONS

1. This permit is granted for the residential development and associated improvements described in the staff report and the on plans received by the Public Services Department on November 19, 2009 ("Exhibit C" of the staff report). The approval is modified, however, by the following Conditions of Approval:
2. Inaugurate Within Two Years: If the approved use is not established within two (2) years of the effective date of this approval, this approval will automatically become null and void. However, upon written request by the applicant prior to the expiration date of this approval, up to two (2) one-

# EXHIBIT C

## 2010 Precise Plan permit

year time extensions may be granted. Said extensions may be granted by the Public Services Director, upon finding that the project complies with all applicable provisions of the Morro Bay Municipal Code, General Plan and Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.

3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Public Services Director. Any changes to this approved permit determined not to be minor by the Director shall require the filing of an amendment subject to Planning Commission review.
4. Compliance with the Law: All requirements of any law, ordinance or regulation of the State of California, City of Morro Bay, and any other governmental entity shall be complied with in the exercise of this approval. This project shall meet all applicable requirements under the Morro Bay Municipal Code, and shall be consistent with all programs and policies contained in the certified Coastal Land Use Plan and General Plan for the City of Morro Bay.
5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicant's failure to comply with conditions of approval. This condition and agreement shall be binding on all successors and assigns.
6. Compliance with Conditions: The applicant's establishment of the use and/or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Public Services Director and/or as authorized by the Planning Commission. Failure to comply with these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the Morro Bay Municipal Code and is a misdemeanor.
7. Water Saving Devices: Prior to final occupancy clearance, water saving devices shall be installed in the project in accordance with the policies of the Morro Bay Coastal Land Use Plan and as approved by the Building Official.
8. Screening of Equipment/Utility Meters/Fencing: All roof-mounted air conditioning, or heating equipment, vents, ducts and/or utility meters shall be screened from view from adjoining public streets in a manner approved by the Director of Public Services. Prior to building permit issuance, the approved method of screening shall be shown on the project plans.
9. Construction Hours: Pursuant to MBMC Section 9.28.030 (I), noise-generating construction related activities shall be limited to the hours of seven a.m. to seven p.m. daily, unless an exception is granted by the Director of Planning & Building pursuant to the terms of this regulation.
10. Utility Services: All water and sewer impact fees shall be paid at the time the building permit is issued.
11. Property Line Verification. It is owner's responsibility to verify lot lines. Prior to foundation inspection the lot corners shall be staked and setbacks marked by a licensed professional.

# EXHIBIT C

## 2010 Precise Plan permit

12. CBC & UBC Compliance. The entire project, including all setbacks and openings in exterior walls, shall comply with the Building Code, as determined by the Building Official.
13. Zoning Compliance. Proposed fencing on the site shall be shown on plans submitted for a building permit and shall comply with zoning regulations including Chapter 17.49 Community Housing Project Regulations, Residential Conversions and Demolitions.
14. Park In-lieu Fee. Prior to recordation of the Final Map requirements of the City of Morro Bay for dedication of land for park purposes and/or payment of fee-in-lieu thereof shall be met (MBMC Section 16.16.030).

### PUBLIC WORKS CONDITIONS

15. Sewer Master Plan Impact Fee: Prior to the issuance of a building permit, the Applicant/Developer shall pay to the City an impact fee toward the construction of municipal sewer improvements as determined by the Engineering Division in accordance with the Sewer System Master Plan.
16. Tract Map: \$1,100 fee. The City Master Fee Schedule requires the Applicant/Developer pay a Tract Map Fee of \$1,100 + direct costs for checking, inspection, and other provided work performed by contracted engineering services. The final map shall be furnished on Mylar and in electric format. The files need to be in the format of .dwg or .dxf. PDFs are not required but may be submitted in addition to confirm record of original drawings. The Applicant/Developer shall submit a current title report.
17. Traffic Engineering Study Report: A fee shall be paid proportionate to the project impacts. Applicant/Developer shall submit a traffic engineering report analyzing the increased traffic volumes resulting from this project. The report shall also include circulation within the tract: an analysis of the proposed project entrance considering sight distance, the proposed driveway slope, lighting and turn lane requirements; street striping on Quintana and on South Bay Blvd.'s; and a recommendation for the location of a public transit waiting facility.
18. Public Improvements: \$404 Plan Check Fee + additional costs. Public Improvements are required as set forth in MBMC Section 14.44. Pursuant to Chapter 12.04 all improvement work shall conform to the City's Standard Drawings and Specifications. Prior to map recordation the Applicant/Developer shall: (1) submit \$404 Plan Fee with public improvement plans designed by a civil engineer registered in California. Existing improvements may remain except for portions in need of repair, or which do not meet City standards. (2) Include the City's general notes on the improvement plans. (3) Submit cost estimates calculated on the City's Engineering Estimate Worksheet. (4) Complete the City's Reimbursement Agreement, the City's Improvement Agreement and its insurance requirements. (5) Deposit a financial security with the City in the amount of 150% of the estimated construction cost of the public improvements. (6) Acquire encroachment permits. Prior to project completion sign off by Public Works, as built drawings shall be furnished on Mylar and in electronic format CD. The files need to be in the format of .dwg or .dxf. PDFs are not required but may be submitted in addition to confirm record of original drawings. The Applicant/Developer shall pay any additional costs incurred for Public Works staff services, which exceed two site visits/inspections, and four total hours for plan check, office/counter meetings, telephone, copies, email, etc. The City will prepare an invoice for additional costs, which shall be paid prior to final occupancy sign-off of the project.

# EXHIBIT C

## 2010 Precise Plan permit

19. Public Improvement & Grading Plans Submittal: The Public Improvement Plans shall be titled as such and submitted to the Engineering Division of the Public Services Department. The Improvement plans shall be separate of the Grading Plans. The Grading, Drainage, and Retaining Wall Plans shall be submitted to the Building Department for their approval and issuance of a "Grading or Building Permit". It is acceptable to provide the Grading and Drainage plans for the City Engineer's information only, but they will be reviewed and approved by the Building Department.
20. Water Pressure Reducer: Applicant/Developer shall install a pressure reducer on private property for each proposed home.
21. Street Tree: A street tree(s) planting area shall be installed at the back of sidewalk in a semi circle (3' radius) formed into back of sidewalk. The circle shall extend 1' into the back of sidewalk and there shall be at least a 5' wide sidewalk width from there to the curb. Install per B-12 Planting Detail, but precast cover and support structure shall be omitted and the planter location to be at back of sidewalk.
22. Oil-Water Separator: To reduce pollution to creek, bay and ocean waters, the Applicant/Developer shall install oil-water separator/isolators on site between all drainage water inlets and the street gutter. Inlet and/or outlet structure design shall address silt and hydrocarbon containment and be approved by the City.
23. Sewer Lateral For New Structures: A dedicated sewer lateral is required for each proposed single-family unit.
24. Sewer Backwater Valve: A sewer backwater valve shall be installed into each lateral on site to prevent a blockage or maintenance of the private or municipal sewer main from causing damage. (MBMC 14.24.070)
25. Repair & Replacement of Public Improvements: Prior to project completion the Applicant/Developer shall repair curb, street, sewer line, water line, or any public improvements which were damaged as a result of construction operations for this project.
26. Erosion and Sedimentation Control Plan: The Tentative Map shall make reference to control measures for protection against erosion of adjacent property and prevent sediment or debris from entering adjacent properties, waterway, or ecologically sensitive area. Such control also serves as an aid in meeting the National Pollutant Discharge Elimination System (NPDES) Permit Program as Authorized by the Clean Water Act and administered by the State of California. The Plan shall be approved by the City prior to building permit issuance.
27. Flood Hazard Permit and Development: The National Flood Insurance Program Rate Map for the City of Morro Bay, prepared by FEMA, identifies a portion of the Applicant/Developer's project as being in a Special Flood Hazard Area 100 year flood Zone. Prior to Public Works approval of the Grading Plan, the following below shall be met:
  - a. A FEMA approved Conditional Letter of Map Amendment.
  - b. Submit the required fee, which is currently \$171, for Flood Hazard Development (Morro Bay Municipal Code Section 14.72, Flood Damage Protection)
  - c. Permits and approvals required for projects with a creek may include State Department of Fish and Game #1601, and Federal Corps of Engineers #404, Water Quality Control Board Certification and State Coastal Zone Management Act compliance. It is the Applicant/Developer's responsibility to obtain all necessary permits.

**PLANNING CONDITIONS**

28. **Covenants, Codes and Restrictions (CC&Rs)** or maintenance agreements shall be submitted with the final Tract Map for review and approval by planning staff and the City Attorney. An easement over each lot will also be provided for the common open space area. The Tract Map, easement and CC&Rs shall clearly indicate the common open space area. The CC&Rs shall include clear provisions for the continued maintenance of the common open space area and shall include provisions for the City to force maintenance of common area if the owners of the parcels fail to do so voluntarily. CC&Rs shall also restrict all landscaping, fencing and buildings throughout the project to continued consistency with plans hereby approved, unless otherwise approved by the Planning Commission or staff.
31. **Colors and Materials**: Construction documents submitted to the City for building permit review shall be reviewed by the Public Services Department to ensure compliance of all exterior colors, materials, and fencing materials as approved on the attached Exhibit(s). All other colors and materials not so specifically approved may be approved by the Director according to the following objectives: achieve compatibility with colors and materials used in the on-site improvements; achieve compatibility with the architectural design of the improvements; achieve compatibility with surrounding land uses and environmental features, and to preserve the character and integrity of the area.
32. **Undergrounding of Utilities**: Pursuant to MBMC Section 17.48.050, prior to final occupancy clearance, all on-site utilities including electrical, telephone and cable television shall be installed underground.
33. **Common Driveway Access and Maintenance**: An easement or covenant consistent with Section 17.44.030 E shall be recorded for all parcels to have access to the common driveway and backing areas over parcels to allow for access to the parking provided. The easement or covenant shall include the responsibilities of maintaining the roadway.
34. **Exterior Lighting**: Construction documents submitted to the City for building permit review shall include complete details of all exterior lighting for review and approval by the Public Services Department. All exterior lighting shall be minimum height and wattage necessary for safety purposes, but shall not unduly illuminate surrounding sensitive receptors, and shall be consistent with Coastal Development Permit conditions.
35. **Landscape and Irrigation Plan**: Prior to the issuance of a building permit, a landscaping plan, prepared and stamped by a licensed Landscape Professional, (i.e., Landscape Architect, Architect, or Landscape Contractor) consistent with Coastal Development Permit requirements shall be submitted for review and approval by the Public Services Department. Said plan shall include a planting plan showing the species, number, size, and location of all plant materials. An irrigation plan shall include the proposed method and location of irrigation.
36. **Timing of Landscaping**: Prior to issuance of a final Certificate of Occupancy, all required plantings, groundcover and irrigation systems required by the conditions of the Coastal Development Permit shall be installed to the satisfaction of the Public Services Department.
37. **Conditions of Approval on Building Plans**: Construction documents submitted to the City for building permit review shall include the final Conditions of Approval e attached to the set of approved plans. The sheet containing Conditions of Approval shall be the same size as other plan sheets and shall be the last sheet in the set of Building Plans.

EXHIBIT C  
2010 Precise Plan permit.

38. The applicant is required to pay the Department Fish and Game fee for a Negative Declaration filing of De minimus Impact Finding along with a fee of \$1,275 to the County Clerk. The funds shall be made payable to the "County of San Luis Obispo" and delivered to the Public Services Department within five days of the approval. The funds will be forwarded along with the Environmental Determination to the County Clerk in accordance with California Code of Regulation Title 14, Division 1, Subdivision 3, Chapter 4, Section 753.5. Filing the Notice of Determination along with the fee is required within 10 days of the project approval and has the effect of starting a 30-day statute of limitations period for challenges to the decision in place of 180-day period otherwise in effect.

**FIRE CONDITIONS**

40. The project shall conform to all applicable requirements of the Uniform Building Code and Uniform Fire Code, including fire hydrants and any additional requirements deemed necessary, to the satisfaction of the Fire Chief. The Fire Chief shall be satisfied prior to the issuance of a building permit and prior to occupancy of the building.
41. The project shall provide three fire hydrants, at Fire Department approved locations.
42. The project shall be marked for no parking in access ways, as required by the Fire Department.
43. The project proponent shall coordinate with the Fire Department to determine if additional access gates in the masonry wall are feasible. The developer shall add such walls as determined feasible and necessary for adequate fire protection.

**PLANNING COMMISSION**

44. The following additions conditions shall be incorporated in to the final design of the project:
- a. Provide a note on the plans along the property line between the State Park and the Cul de sac "no fencing."
  - b. Provide a schedule re-evaluating the health of all trees on the property.
  - c. Add a signalized pedestrian crosswalk across South Bay Blvd.
45. Trees: Excess trees within the two to one tree replacement program shall be first planted within the city limits and then the state park.
46. Tree Removal: CC&R's shall include language on the prohibition of tree removal of the rear and front yard trees planted by the developer on the homeowners property unless the trees become unhealthy and in such a case the tree must be removed and replaced with a new comparable tree by the homeowner.
47. Retaining Walls: Wire fence, preferably galvanized, shall be placed on all retaining walls with either vegetation that grows to 80% within the first three years. If vegetation is not allowed due to the invasive nature of it in the environmentally sensitive habitat, then the walls shall consist of a stone veneer consistent with the residences.
48. Mailboxes: Mailboxes shall be of an earth tone color consistent with the homes.
49. Mail Delivery Pull Out: Pull out for the mail delivery vehicle shall be provided if possible.
50. Windows: Window decorations and trim shall be on the side and back elevations of the homes shall be two color tones darker on all color schemes.

# EXHIBIT C

## 2010 Precise Plan permit

51. Deed Restriction for Affordable Housing: Timing of the recordation of the affordable housing shall be concurrent with the recordation of the final map. A deed restriction shall be recorded restricting two lots affordable pursuant to requirements in the housing element.

### CITY COUNCIL CONDITIONS:

52. Provide a 2 to 1 replacement of removed trees that are alive on the landscape plan and determine if any additional trees can be saved. 20% of the replacement trees must be species that provide the appropriate height for raptors approx. 60 feet high.

### ENVIRONMENTAL CONDITIONS

*On June 15, 2006, the City of Morro Bay acting as the lead CEQA agency completed an initial study for the project that concluded that, with the addition of mitigation measures, the project would not have significant environmental impacts. Subsequent to the City action, the California Coastal Commission (CCC) provided review and analysis of the land use proposal, which has been certified by the Secretary of Resources as being the function equivalent of environmental review under CEQA. The CCC reviewed relevant coastal resource issues with the proposal, and has adopted modifications to avoid and/or lessen any potential for adverse impacts to said resources. Said mitigation measures adopted by the City Council, and as modified by the CCC shall include:*

53. All California Coastal Commission Conditions of Approval adopted on April 11, 2008, and incorporated herein by reference and as enumerated in Attachment E, except as modified by the California Coastal Commission in their review and adoption of the Coastal Development Permit.

### BIOLOGICAL:

- a. A habitat enhancement plan for area within the floodplain shall be required. The five existing cypress trees located along Quintana Road shall be left in place to create a stand of trees of mixed height and age class. Details of the enhancement plan should be coordinated among the developer, the project landscape architect, City staff and a raptor biologist.
- b. Future tree removal and commencement of construction activities should be withheld until a field survey has been performed and a determination is made the completion of fledging period has ended, if fledging birds are present.
- c. A survey of the site by a qualified biologist prior to tree removal to determine if active nests are present shall be required.
- d. A concurrence authorization is obtained from the USFWS stating that the project will not result in the take of the regulated variety of the MSS. If USFWS concurrence is not granted then a Habitat Conservation Plan (HCP) will be required prior to construction.
- e. A concurrence authorization is obtained from the USFWS stating that the project will not result in the take of the California red-legged frog. Otherwise the following mitigations are required, the mitigation measures are suggested even if the concurrence determination is granted:
  1. Grading and grubbing activities should occur only during the dry season (generally June 15 to October 15).
  2. Applicant should retain a qualified biologist to conduct a pre-activity survey for California red-legged frogs and/or MSS prior to the initiation of site work.

# EXHIBIT C

## 2010 Precise Plan permit

3. The applicant and contractors should employ Best Management Practices (BMPs) during grading and construction.
  4. The applicant should provide restoration of the small floodplain and drainage channel on the lower section of the parcel using native riparian plants and trees. This should be coordinated with the habitat enhancement plan.
- f. If on-site refueling is necessary then it should be conducted at the upland location way from the drainage channel and floodplain.

**Monitoring:** Public Services staff shall ensure that the applicant has obtained a qualified biologist and review the habitat enhancement plan. PS staff will review the concurrence determination by USFWS and/or the HCP.

### **CULTURAL RESOURCES:**

- a. Archaeological monitoring of all grubbing, demolition, and excavation activities in the development area by a qualified archaeologist and Native American. Collection of historic and prehistoric cultural remains deemed significant and if necessary, analysis of any features encountered including but not limited to historic refuse dumps and diagnostic prehistoric habitation deposits.
- b. Selection and processing of prehistoric marine shell for radiocarbon dating.
- c. The applicant/property owner shall provide an archaeological monitoring evaluation plan prepared by a qualified archaeologist for all construction excavations associated with grading activity. The plan shall identify all the ground disturbance activity monitored including dates the archaeologist and culturally affiliated, indigenous individual recognized by the Native American Heritage Commission were present. The evaluation report shall describe all the densities or features of artifacts associated with a particular activity encountered. Any isolated human remains encountered during construction shall be protected and their disposition be undertaken consistent with Public Resources Code 5097.98.

**Monitoring:** The applicant in the event of a discovery of human remains shall notify planning & Building staff. P&B staff shall ensure that any finds are evaluated by an approved cultural resource professional and that any required mitigation is completed.

### **GEOLOGY/SOILS:**

- a. The applicant shall provide project-specific soils and geotechnical reports required by the Building Official. Project design and construction shall be consistent with recommendations contained in soils and geology reports, as required by the Building Official.

**Monitoring:** Public Services staff shall ensure that plans are consistent with the soils and geology reports prior to the issuance of a building permit and during subsequent site inspections.

### **HAZARDS/ HAZARDOUS MATERIALS:**

- a. The applicant shall install fire sprinklers and fire hydrants to the satisfaction of the Fire Chief.
- b. The applicant shall work with the Fire Department to meet the intent of the code requirement to buffer around the structures.

# EXHIBIT C

## 2010 Precise Plan permit

**Monitoring:** Public Services and Fire Department staff shall ensure that plans are consistent with the building and fire codes prior to the issuance of a building permit and during subsequent site inspections.

### **HYDROLOGY/WATER QUALITY:**

- a. The applicant shall file the paperwork for a conditional letter of map revision (CLOMR-F and LOMA) with FEMA to register the detail study conditions to determine the 100-year flood level.
- b. Prior to the issuance of building or grading permits, the applicant shall submit an erosion control plan. The Plan shall show control measures to provide protection against erosion of adjacent property and prevent sediment or debris from entering the City right of way, adjacent properties, any harbor, waterway, or ecologically sensitive area. Such control also serves as an aid in meeting the National Pollutant Discharge Elimination System (NPDES) Permit Program as Authorized by the Clean Water Act and administered by the State of California.
- c. To reduce pollution to creek, bay and ocean waters, the Applicant/Developer shall install an oil-water separator/isolator on site between all drainage water inlets and the street gutter. Inlet and/or outlet structure design shall address silt and hydrocarbon containment and be approved by the City.
- d. The applicant and development team shall utilize best management practices and include low impact development techniques to the maximum extent possible.

**Monitoring:** Public Services staff along with FEMA shall concur with analysis prior to grading permit issuance. PS staff shall review the erosion control plan and ensure compliance with all NPDES requirements.

### **NOISE:**

- a. Project construction within 500 feet of any existing residences shall be limited to the hours of 7 a.m. to 7 p.m. on Monday through Sunday and all large construction equipment will be equipped with "critical" grade noise mufflers. Engines will be tuned to insure lowest possible noise levels. Back up "beepers" will also be tuned to insure lowest possible noise levels. All necessary measures to muffle, shield or enclose construction equipment shall be implemented in order to insure that noise levels at the property line of the nearest parcels do not exceed 75 dBA.

**Monitoring:** Planning & Building staff will make periodic site visits to ensure construction hours are adhered to and noise levels are within the allowable limits during construction.

### **TRANSPORTATION/CIRCULATION:**

- a. Traffic impact fees shall be paid proportionate to the net percentage increase in peak hour traffic flows generated by the proposed project.
- b. Roadway improvements shall be made at the intersection of Quintana and South Bay Blvd. Particular attention shall be made to widening South Bay Blvd for turning lanes including all striping, signing, and delineations as required and approved by the City Engineer.
- c. Improvements for site distance along eastbound Quintana.
- d. Two Bus turn-outs; one located south of existing turnout on Quintana and one relocated on South Bay Blvd. where the school district currently drops off and picks up.
- e. A pedestrian path shall be installed that allows pedestrians to cross the narrow box culvert along South Bay Court that links to the new bus turnout.
- f. A D/G community path shall be installed that runs along Quintana from the driveway of South Bay Court to the intersection of South Bay Blvd.

# EXHIBIT C

## 2010 Precise Plan permit

- g. In order to maintain a safe condition while construction activity occurs the applicant shall work with the City Engineer to determine what specific improvements shall be completed before grading and construction activity begins.

**Monitoring:** Public Services staff shall ensure all improvements and traffic impact fees are paid prior to the issuance of a building permit.

### FIRE CONDITIONS:

- a. Provide approved numbers (addresses) in such a position as to be plainly visible and legible from the street fronting the property. Lettering shall be a minimum of 5" high on a contrasting background. [UFC, Sec. 901.4.4] *Add note on plans.*
- b. Provide NFPA 13-D automatic fire sprinklers. Submit all plans and specification sheets for the fire sprinkler system to the Building Department for review and approval prior to installation. The sprinkler system shall be in accordance with NFPA Standard 13-D, including garage coverage. Please provide the following standard information on the plans:
1. Owners name, north arrow, occupancy of each room and make of fire sprinklers proposed.
  2. Provide manufacturers literature/cut-sheets indicating UL approval for all valves, hangers, sprinkler heads, alarm devices, gauges, etc.
  3. The fire sprinkler contractor shall do their own static water pressure test and show the information on the plans.
  4. Please indicate on the plans where proposed utilities/appliances are located. Will these appliances effect the location or temperature rating of any fire sprinklers?
  5. Provide a symbol index on the plan for future reference.
  6. Please include a 10% water pressure reduction in the hydraulic design of the fire sprinkler system.
  7. Show location of inspector's test on the plans.
  8. Comply with manufactures maximum and minimum clearances from walls to sprinkler heads.
- c. The project shall conform to all applicable requirements of the Uniform Building Code and Uniform Fire Code, including fire hydrants and any additional requirements deemed necessary, to the satisfaction of the Fire Chief. The Fire Chief shall be satisfied prior to the issuance of a building permit and prior to occupancy of the building.

**Monitoring:** Public Services and Fire Department staff shall ensure that plans are consistent with the building and fire codes prior to the issuance of a building permit and during subsequent site inspections.

RESOLUTION NO. 67-15

**RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF MORRO BAY, CALIFORNIA  
RESCINDING CITY COUNCIL RESOLUTION 38-15 THAT AUTHORIZED  
AND DIRECTED THE INSTALLATION OF ALL-WAY STOP SIGNS ON  
MAIN STREET AT PACIFIC STREET AND ADOPTING A POLICY OF ONLY INSTALLING  
WARRANTED TRAFFIC CONTROL DEVICES**

**THE CITY COUNCIL  
City of Morro Bay, California**

**WHEREAS**, Morro Bay Municipal Code Section 10.08.020 states the City traffic engineer shall determine the installation of traffic-control devices, signs and signals based on engineering and traffic investigations of traffic conditions; and

**WHEREAS**, the City traffic engineer did perform such investigation at the intersection of Main Street and Pacific Street; and

**WHEREAS**, the investigation per the guidelines contained in the latest California edition of the Manual of Uniform Traffic Control Devices (MUTCD) indicated the installation of an all way stop at that intersection was not warranted; and

**WHEREAS**, Morro Bay Municipal Code Section 10.08.080 states, the City Council shall also have the power to place and maintain or cause to be placed or maintained official traffic- control devices when and as required as it deems necessary to regulate traffic under this chapter or under the state law, or to guide or warn traffic; and

**WHEREAS**, on June 9, 2015, lacking a study that indicated an all-way stop was warranted, the City Council determined it is appropriate to place all-way stops signs at the intersection of Main Street and Pacific Street, based on a petition of concerned citizens and other public testimony; and

**WHEREAS**, the City Council adopted Resolution 38-15 “A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORRO BAY, CALIFORNIA, AUTHORIZING AND DIRECTING THE INSTALLATION OF ALL WAY STOP SIGNS ON MAIN STREET AT PACIFIC STREET”.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Morro Bay that:

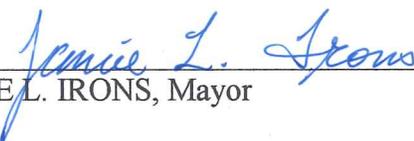
1. Resolution 38-18 is hereby rescinded.
2. The Public Works Department install the following traffic calming measures at the intersection:
  - a. Painted intersection bulb-outs that result in a narrowing of the Main Street traveled way and reduce the pedestrian crossing distance.
  - b. “High-Viz” or “Zebra Striped” crosswalks across Main Street at Pacific Street.
  - c. Continue to work toward other traffic calming measures identified in the City’s adopted goals and objectives.
3. No unwarranted traffic control devices shall be allowed within the rights-of-ways within the jurisdictional boundaries of the City, whether installed by the City forces or private parties.

**PASSED AND ADOPTED** by the City Council of the City of Morro Bay at a regular meeting thereof held on the 27th day of October, 2015 by the following vote:

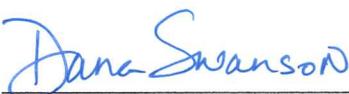
AYES: Irons, Headding, Johnson, Smukler

NOES: None

ABSENT: Makowetski

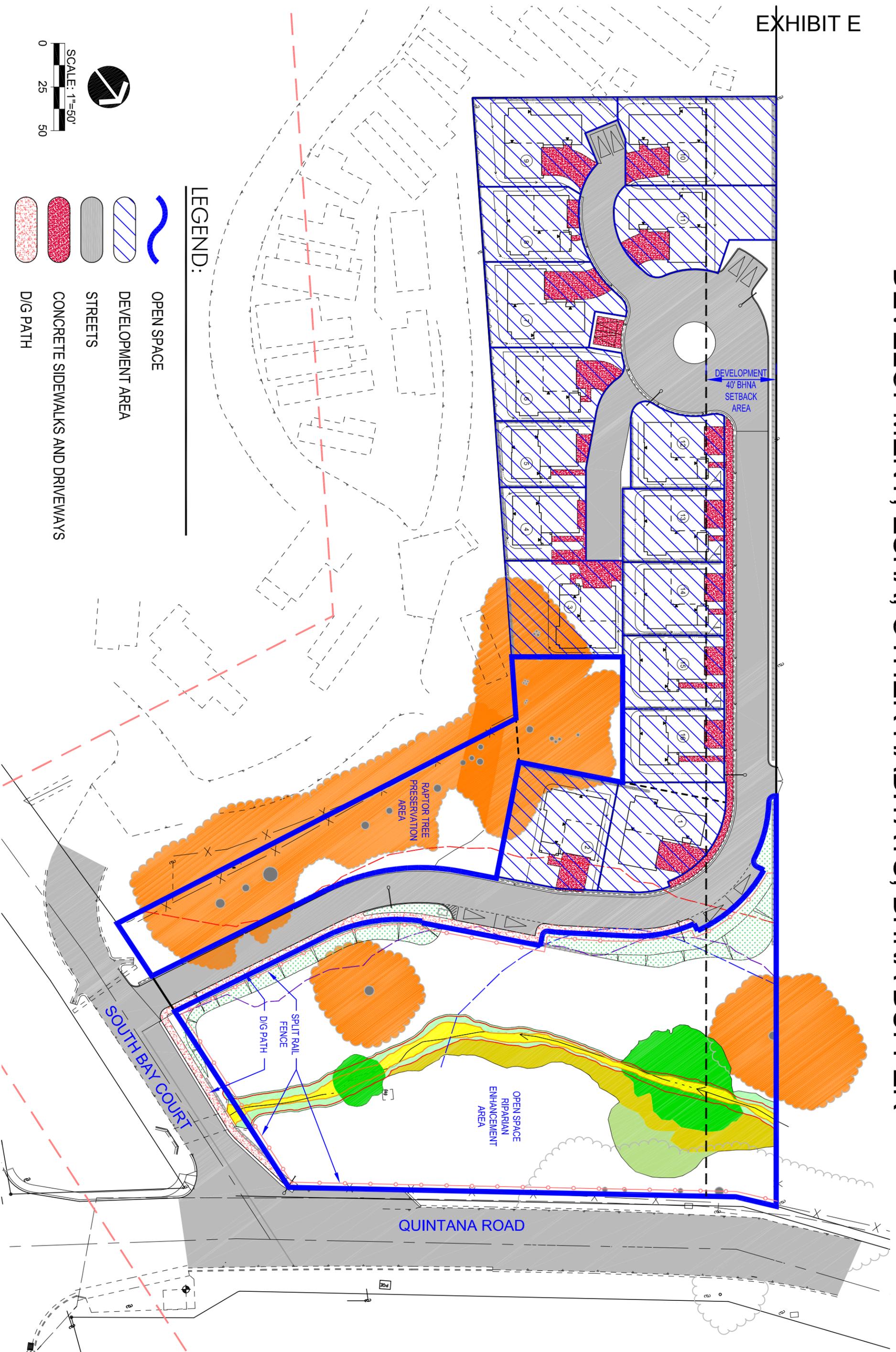
  
\_\_\_\_\_  
JAMIE L. IRONS, Mayor

ATTEST:

  
\_\_\_\_\_  
DANA SWANSON, City Clerk

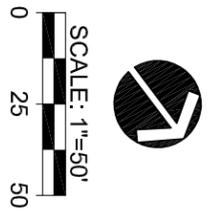
# DEVELOPMENT, ESHA, OTHER HABITATS, BHNA BUFFER

EXHIBIT E



## LEGEND:

- OPEN SPACE
- DEVELOPMENT AREA
- STREETS
- CONCRETE SIDEWALKS AND DRIVEWAYS
- D/G PATH



# ENLARGED SITE PLAN

EXHIBIT E



SCALE: 1"=20'



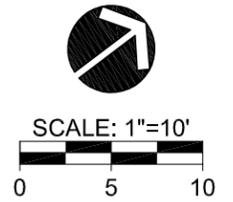
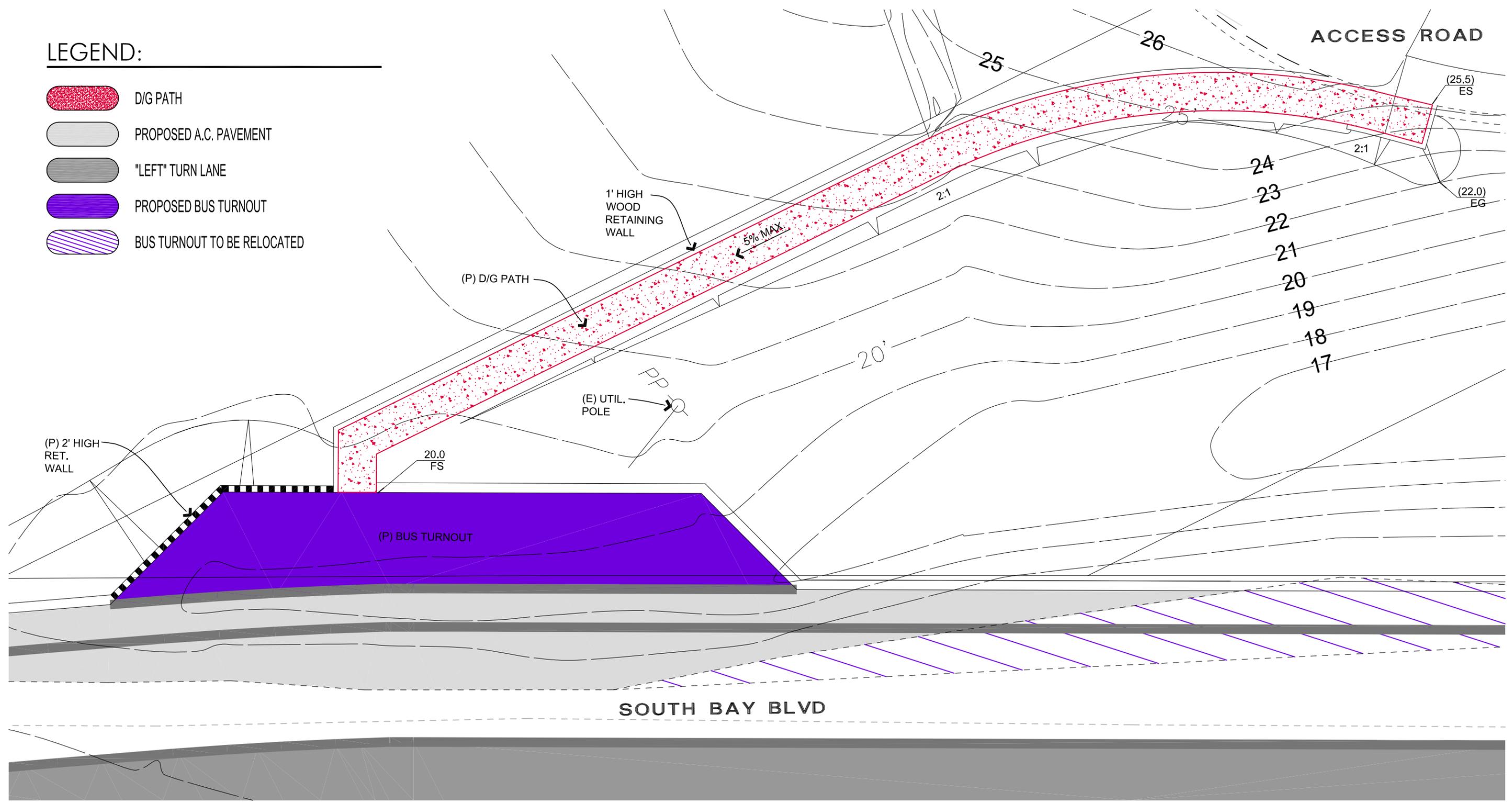




# ENLARGED PLAN AT D/G PATH

## LEGEND:

-  D/G PATH
-  PROPOSED A.C. PAVEMENT
-  "LEFT" TURN LANE
-  PROPOSED BUS TURNOUT
-  BUS TURNOUT TO BE RELOCATED





# Technical Memorandum

---

<b>To:</b> City of Morro Bay	<b>Date:</b> February 24, 2016
<b>Attn:</b> Rick Sauerwein	<b>Project:</b> Black Hill Villas Traffic Impact Study
<b>From:</b> Joe Weiland	Reevaluation
<b>Re:</b> Final Traffic Impact Study (TIS)	<b>Job No.:</b> 65-1783-03
Reevaluation and Engineering Study	<b>File No.:</b> C2108MEM002
<b>CC:</b> Rob Livick, City of Morro Bay	

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## 1. Introduction

This technical memorandum was prepared by Omni-Means to provide a reevaluation of the report *Traffic Impact Study for the Black Hill Villas* (January 2010). This report is referenced to as the "2010 TIS" in this report. A copy of the 2010 TIS is available from the City upon request. The proposed Black Hill Villas (Project) is now includes 16 new single-family homes located on approximately 3.0 acres south of Quintana Road and west of South Bay Boulevard in the City of Morro Bay. Project access will be provided via South Bay Court which connects to the south side of Quintana Road. The location of the proposed Project is shown on Figure 1.

One purpose of this study is to reevaluate both "Existing Conditions" and "Existing plus Project Conditions" consistent with the traffic scenarios studied in the 2010 TIS. Another purpose of this study is to provide an engineering evaluation for the South Bay Boulevard/Quintana Road intersection to determine the warranted intersection control type. This intersection is currently stop sign controlled only on the Quintana Road approaches. This evaluation reviewed applicable traffic signal and multi-way stop warrants provided in the *California Manual on Uniform Traffic Control Devices 2014 Edition (California MUTCD 2014 Edition)* to identify if a change in control at this intersection would be warranted.

## 2. Existing Conditions

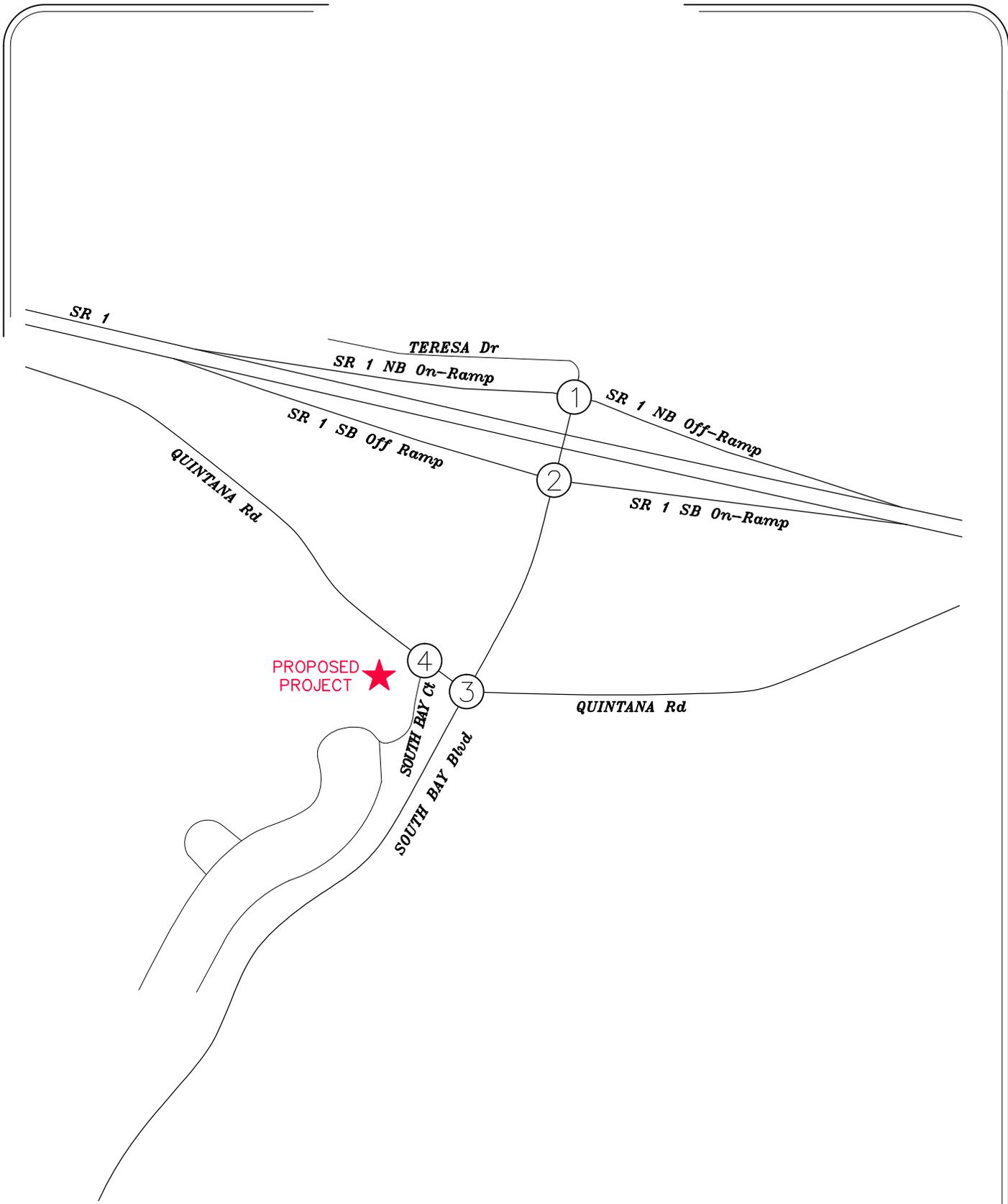
Transit, Bike Facilities and Roadways discussions are provided in the 2010 TIS.

### A. Intersection Traffic Volumes

New weekday AM and PM peak hour intersection traffic counts were conducted in December 2015 at the four (4) study intersections listed below:

1. South Bay Boulevard / SR 1 NB Ramps
2. South Bay Boulevard / SR 1 SB Ramps
3. South Bay Boulevard / Quintana Road
4. Quintana Road / South Bay Court

The resulting intersection turning movement volumes based on these counts are shown on Figure 2. Copies of the new intersection traffic counts have also been provided to the City.

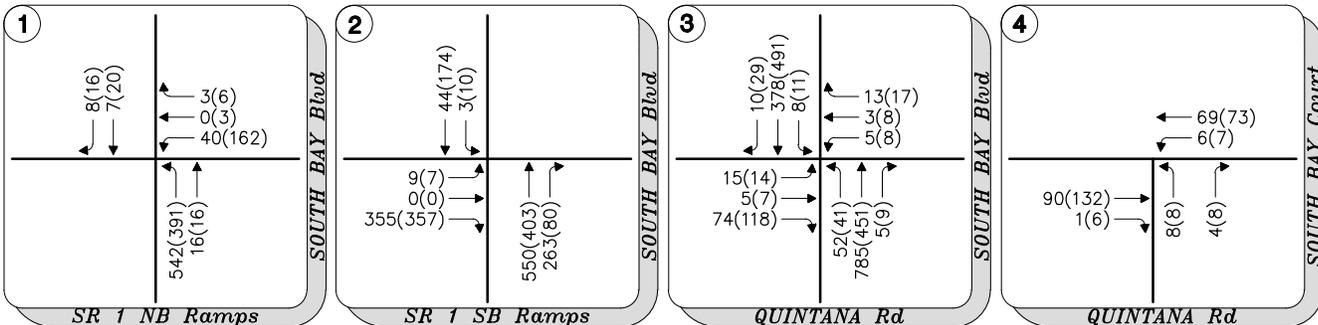


Black Hill Villas Traffic Impact Study

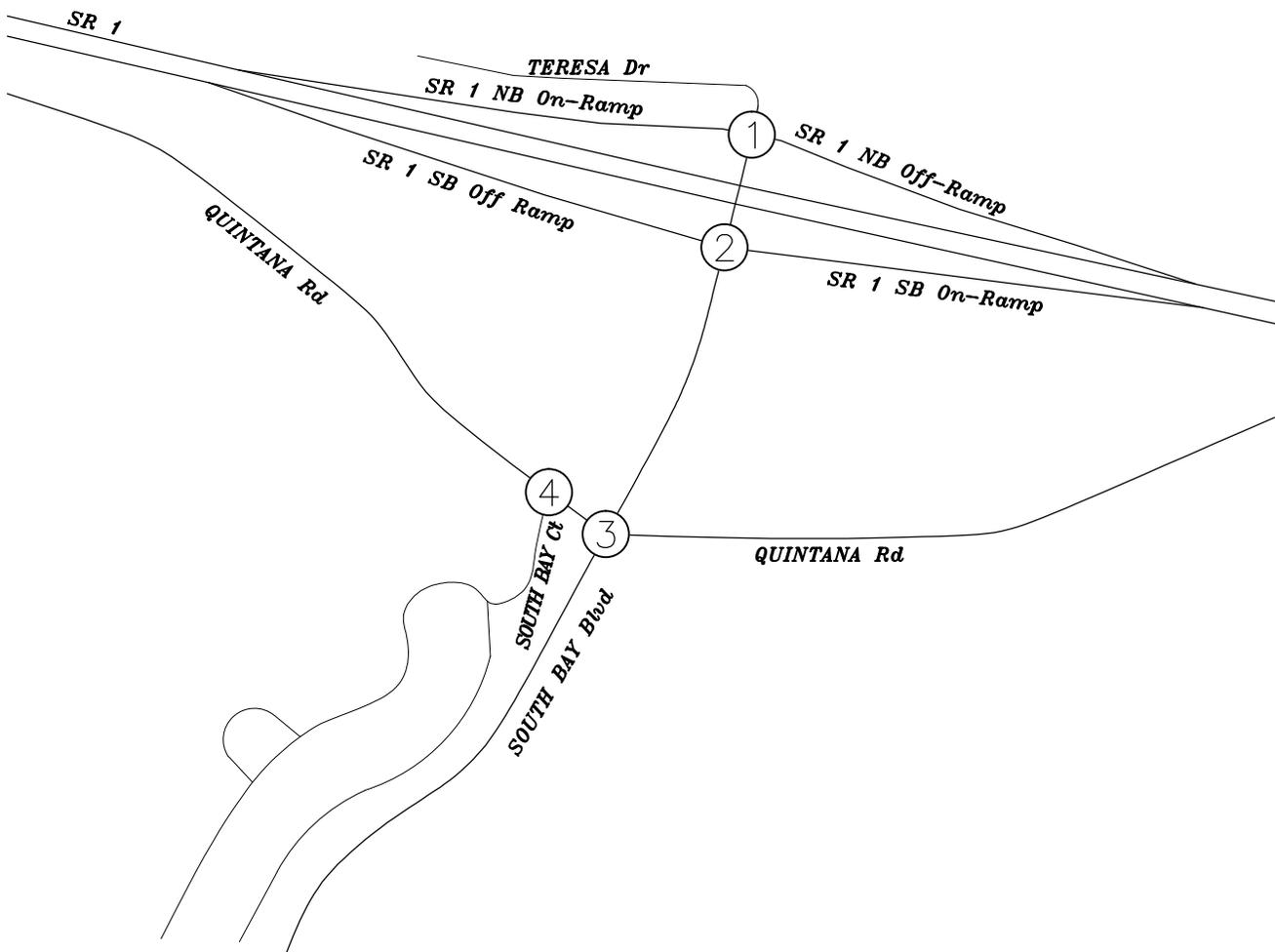
Figure No. 1

Vicinity Map





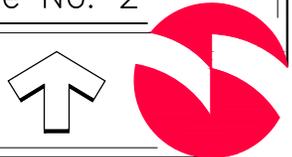
LEGEND:  
 xx - AM PEAK HOUR TRAFFIC VOLUMES  
 (xx) - PM PEAK HOUR TRAFFIC VOLUMES



Black Hill Villas Traffic Impact Study

Figure No. 2

Existing Peak Hour Traffic Volumes



## B. Level of Service (LOS) Methodology

Traffic operations at each of the study intersection have been quantified through the determination of Level of Service (LOS). LOS is a qualitative measure of traffic conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment representing progressively worsening traffic conditions. LOS definitions for different types of intersection controls are outlined in Table 1.

**TABLE 1  
LEVEL-OF-SERVICE (LOS) CRITERIA**

LOS	Type of Flow	Delay	Maneuverability	Stopped Delay/Vehicle	
				Signal/Rndbt	Unsignalized
A	Stable Flow	Very slight delay. Progression is very favorable, with most vehicles arriving during the green phase not stopping at all.	Turning movements are easily made, and nearly all drivers find freedom of operation.	< 10.0	< 10.0
B	Stable Flow	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles.	>10.0 and < 20.0	>10.0 and < 15.0
C	Stable Flow	Higher delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.	Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted	>20.0 and < 35.0	>15.0 and < 25.0
D	Approaching Unstable Flow	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Maneuverability is severely limited during short periods due to temporary back-ups.	>35.0 and < 55.0	>25.0 and < 35.0
E	Unstable Flow	Generally considered to be the limit of acceptable delay. Indicative of poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.	There are typically long queues of vehicles waiting upstream of the intersection.	>55.0 and < 80.0	>35.0 and < 50.0
F	Forced Flow	Generally considered to be unacceptable to most drivers. Often occurs with over saturation. May also occur at high volume-to-capacity ratios. There are many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.	Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions.	> 80.0	> 50.0



Although Caltrans has not designated a LOS standard, Caltrans' *Guide for the Preparation of Traffic Impact Studies* (December 2002) indicates that Caltrans endeavors to maintain a target LOS at the transition between "C" and "D". However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this study, LOS "C" is assumed to represent the appropriate target for each of the four study intersections.

## C. Intersection Traffic Operations

Existing traffic operations at the study intersections for both AM and PM peak hour conditions were analyzed using Synchro 9 and SimTraffic analysis software. Synchro 9 is a macroscopic analysis and optimization application that reports the Level of Service (LOS) and delay as per the Highway Capacity Manual (HCM) 2010 methodologies. SimTraffic is a traffic micro-simulation application that individually tracks and records each vehicle in the model simulating real world conditions. SimTraffic was used to record queuing characteristics at each intersection during the peak hours.

Table 2 provides the calculated AM and PM peak hour intersections Levels of Service (LOS). As shown in Table 2, LOS "F/E" during the AM and PM peak hours respectively was calculated for the SR 1 NB off-ramp approach at the intersection with South Bay Boulevard. As also shown in the table, LOS "D/D" during the AM and PM peak hours respectively was calculated for the westbound Quintana Road approach at the intersection with South Bay Boulevard. The calculated peak hour LOS at both intersections would be worse than the target LOS "C". Copies of the Synchro 9 intersection LOS worksheets are attached to this report.

**TABLE 2  
EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE (LOS)**

#	Intersection	Control Type <sup>1,2</sup>	Target LOS	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	<b>South Bay Blvd/Teresa Dr/SR 1 NB Ramps<sup>3</sup></b>	<b>TWSC</b>	<b>C</b>	254.5	F	49.5	E
2	South Bay Blvd/SR 1 SB Ramps <sup>4</sup>	TWSC	C	11.9	B	12.6	B
3	<b>South Bay Blvd/Quintana Rd<sup>5</sup></b>	<b>TWSC</b>	<b>C</b>	34.2	D	29.0	D
4	South Bay Court/Quintana Rd <sup>6</sup>	TWSC	C	9.3	A	9.6	A

*Notes:*

1. TWSC = Two Way Stop Control
2. LOS = Delay based on worst minor street approach for TWSC intersections
3. Worst minor street approach - SR 1 Off-Ramp
4. Worst minor street approach - SR 1 Off-Ramp
5. Worst minor street approach - WB Quintana Road
6. Worst minor street approach - NB South Bay Court

Table 3 provides the estimated peak hour 95<sup>th</sup> percentile queues at each of the four (4) study intersections. As shown in Table 3, sufficient storage currently exists at each of the study intersections to accommodate the estimated AM and PM peak hour queues. Copies of the Sim Traffic queuing worksheets are attached to this report.



**TABLE 3  
EXISTING PEAK HOUR INTERSECTION QUEUING ANALYSIS**

#	Intersection	Available Storage	95th Percentile Queue (ft)	
			AM Peak Hour	PM Peak Hour
1	South Bay Blvd/Teresa Dr/SR 1 NB Ramps			
	Westbound (NB Off-Ramp)	270	55	100
2	South Bay Blvd/SR 1 SB Ramps			
	Eastbound (SB Off-Ramp)	270	100	110
3	South Bay Blvd/Quintana Rd			
	Eastbound Shared Through/Left-Turn Lane	100	40	45
	Eastbound Right Turn Lane	100	55	60
	Westbound Shared Through/Left-Turn Lane	100	20	35
	Westbound Right Turn Lane	30	25	20
4	South Bay Court/Quintana Rd			
	Northbound South Bay Ct	120	30	35

The final existing conditions evaluation was to determine whether any of the study intersections currently meet traffic signal warrants. Specifically, the AM and PM peak hour intersection volumes shown on Figure 2 at the South Bay Boulevard/SR 1 NB Ramps, South Bay Boulevard/SR 1 SB Ramps and Quintana Road/South Bay Court intersections were analyzed based on the criteria provided in the *California MUTCD 2014 Edition*, Section 4C.04 Warrant 3, Peak Hour.

Assumptions include that the posted 40 mph speed limit represents the 85<sup>th</sup>-percentile approach speeds on South Bay Boulevard; South Bay Boulevard represents the major street; both the major and minor streets provide only single-lane approaches; and the urban condition applies for all applicable warrants (the critical speed is equal to 40 mph and the City has a population greater than 10,000). The results of this analysis indicates that the South Bay Boulevard/SR 1 NB Ramps and Quintana Road/South Bay Court intersections do not currently meet the peak hour criteria as provided in Warrant 3. This analysis also indicates that the South Bay Boulevard/ SR 1 SB Ramps does not meet Warrant 3 during the AM peak hour, but would be on the cusp of meeting this warrant during the PM peak hour. This intersection should be periodically monitored.

The intersection of South Bay Boulevard/Quintana Road is analyzed in more detail within an engineering evaluation provided later in this report.

### 3. Proposed Project

The proposed project as presented in the 2010 TIS included 15 single-family residences and one (1) duplex which, in total, was considered to represent 17 single-family residences for analysis purposes. As stated in the "Introduction" the proposed Black Hill Villas development (Project) now includes 16 new single-family homes. There are two (2) existing single-family homes currently located on the Project site. It is our understanding that, as part of the site development, both will be demolished. This action will result in a net increase of 14 single-family homes on the Project site.



## A. Project Trip Generation

Vehicular trips for the Project were estimated using trip generation rates for single-family detached housing published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual (9th Edition)*, (Code 210). Table 4 presents the ITE trip generation rates and estimates for the proposed Project.

**TABLE 4  
PROJECT TRIP GENERATION RATES AND ESTIMATES**

Land Use Category	Unit	Daily Trip Rate/Unit	Weekday AM Peak Hour Rate/Unit			Weekday PM Peak Hour Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Single-Family Detached Housing [ITE Code: 210]	Per Dwelling Unit	9.52	0.75	25%	75%	1.00	63%	37%
Description	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Single-Family Detached Housing - <b>NEW</b>	16	152	12	3	9	16	10	6
<b>Single-Family Detached Housing – EXISTING</b>	<b>2</b>	<b>(-19)</b>	<b>(-2)</b>	<b>(0)</b>	<b>(-2)</b>	<b>(-2)</b>	<b>(-1)</b>	<b>(-1)</b>
<b>Net NEW Project Trips</b>		<b>133</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>14</b>	<b>9</b>	<b>5</b>

As shown in Table 4, the development of 16 new single-family residences would be expected to generate 152 daily, 12 AM peak hour and 16 PM peak hour vehicle trips on a weekday basis. A field review identified that the two (2) existing single-family homes located on the Project site are currently occupied. Using the same ITE rates, these two (2) existing residences are assumed to generate 19 daily, two (2) AM peak hour and two (2) PM peak hour vehicle trips on a daily basis. It is also assumed that these existing trips have been accounted for in the new traffic data collected in December 2015. Based on this assumption, only the “Net NEW Project Trips” shown in Table 4 are assigned to the study area roadways and intersections.

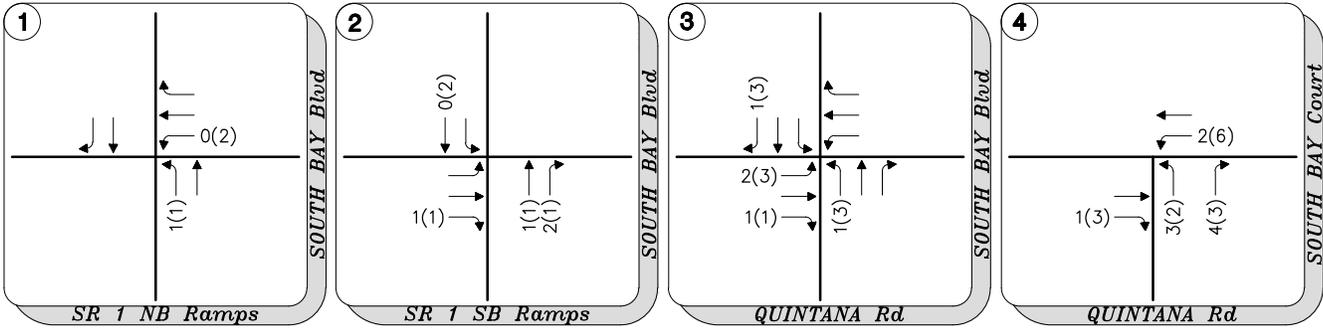
## B. Project Trip Distribution

Project peak hour trip distribution to the study intersections was assumed to be similar to the trip distribution provided in the 2010 TIS. As noted above, only the net new Project peak hour trips shown in Table 4 have been assigned to the study area intersections with this assignment shown on Figure 3.

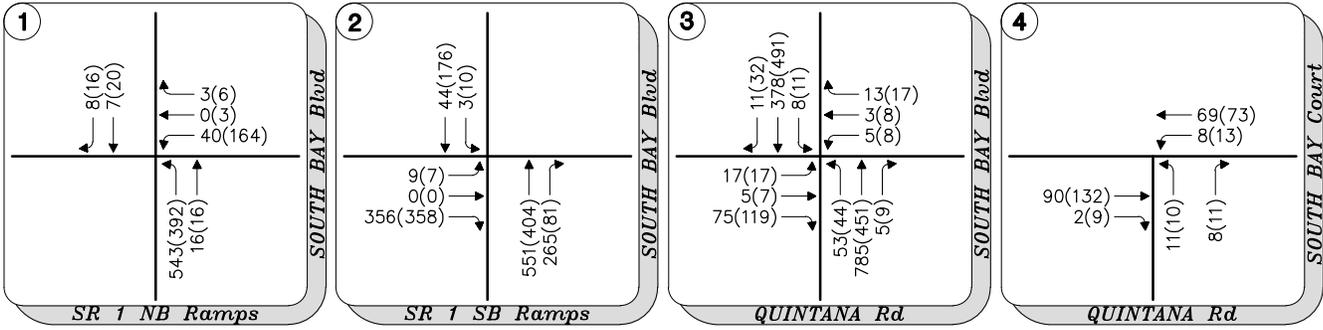
## C. Parking & Geometric Evaluations

Parking and geometric evaluations are provided in the 2010 TIS.



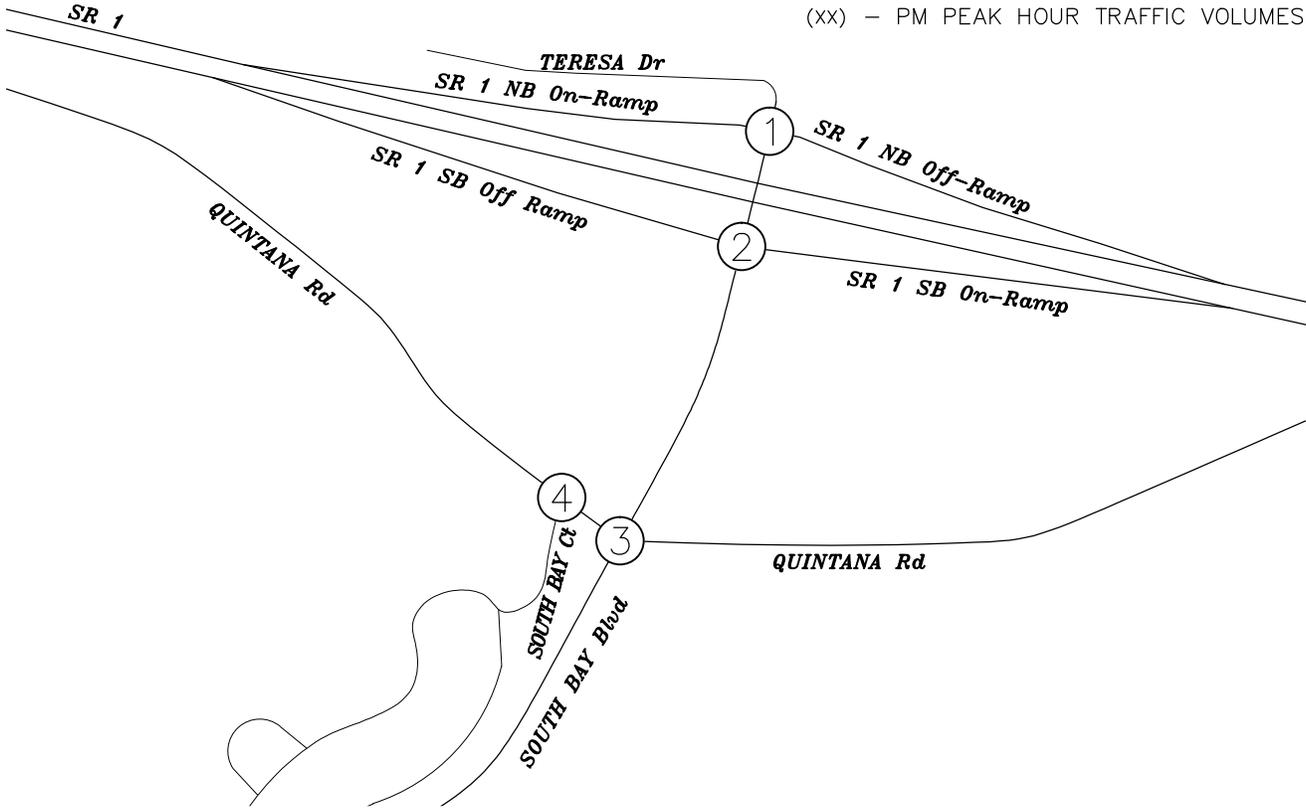


PROJECT ONLY PEAK HOUR TRIPS



EXISTING PLUS PROJECT PEAK HOUR TRIPS

**LEGEND:**  
 xx - AM PEAK HOUR TRAFFIC VOLUMES  
 (xx) - PM PEAK HOUR TRAFFIC VOLUMES



## 4. Existing plus Project Conditions

### A. Intersection Traffic Volumes

The assigned Project peak hour trips shown on Figure 4 were added to the existing peak hour intersection volumes provided on Figure 2. The resulting Existing plus Project peak hour intersection volumes are also provided on Figure 3.

### B. Intersection Traffic Operations

Existing plus Project traffic operations at the study intersections for both AM and PM peak hour conditions were again analyzed using Synchro 9 and SimTraffic analysis software. Table 5 provides the projected AM and PM peak hour intersections Levels of Service (LOS). As shown in Table 5, LOS “F/F” during the AM and PM peak hours respectively is projected for the SR 1 NB off-ramp approach at the intersection with South Bay Boulevard. The delay and LOS projected during the AM peak hour remains unchanged from that reported under the existing conditions and shown in Table 2. The projected delay does increase by 1.4 seconds during the PM peak hour which causes the projected LOS to degrade from LOS “E” (existing conditions) to LOS “F”. As also shown in the table, LOS “D/D” during the AM and PM peak hours respectively is projected for the westbound Quintana Road approach at the intersection with South Bay Boulevard. The projected LOS remains unchanged from that reported under the existing conditions and shown in Table 2. Copies of the Synchro 9 intersection LOS worksheets are attached to this report.

**TABLE 5  
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE (LOS)**

#	Intersection	Control Type <sup>1,2</sup>	Target LOS	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	South Bay Blvd/Teresa Dr/SR 1 NB Ramps <sup>3</sup>	TWSC	C	254.5	F	50.9	F
2	South Bay Blvd/SR 1 SB Ramps <sup>4</sup>	TWSC	C	12.0	B	12.6	B
3	South Bay Blvd/Quintana Rd <sup>5</sup>	TWSC	C	34.9	D	29.5	D
4	South Bay Court/Quintana Rd <sup>6</sup>	TWSC	C	9.3	A	9.6	A

Notes:  
 1. TWSC = Two Way Stop Control  
 2. LOS = Delay based on worst minor street approach for TWSC intersections  
 3. Worst minor street approach - SR 1 Off-Ramp  
 4. Worst minor street approach - SR 1 Off-Ramp  
 5. Worst minor street approach - WB Quintana Road  
 6. Worst minor street approach - NB South Bay Court

Table 6 provides the estimated peak hour 95<sup>th</sup> percentile queues at each of the four (4) study intersections. As shown in Table 6, sufficient storage currently exists at each of the study intersections to accommodate the estimated AM and PM peak hour queues. Copies of the SimTraffic queuing worksheets are attached to this report.



**TABLE 6  
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION QUEUING ANALYSIS**

#	Intersection	Available Storage	95th Percentile Queue (ft)	
			AM Peak Hour	PM Peak Hour
1	South Bay Blvd/Teresa Dr/SR 1 NB Ramps			
	Westbound (NB Off-Ramp)	270	55	105
2	South Bay Blvd/SR 1 SB Ramps			
	Eastbound (SB Off-Ramp)	270	105	125
3	South Bay Blvd/Quintana Rd			
	Eastbound Shared Through/Left-Turn Lane	100	45	45
	Eastbound Right Turn Lane	100	55	60
	Westbound Shared Through/Left-Turn Lane	100	25	30
4	South Bay Court/Quintana Rd			
	Northbound South Bay Ct	120	35	35

The final evaluation was to determine whether any of the study intersections would meet the criteria provided in the *California MUTCD 2014 Edition*, Section 4C.04 Warrant 3, Peak Hour. The results of this analysis again indicates that the South Bay Boulevard/SR 1 NB Ramps and Quintana Road/South Bay Court intersections would not meet the peak hour criteria as provided in Warrant 3. This analysis also indicates that the South Bay Boulevard/ SR 1 SB Ramps again does not meet Warrant 3 during the AM peak hour, but would still be on the cusp of meeting this warrant during the PM peak hour.

The intersection South Bay Boulevard/Quintana Road is analyzed in more detail within an engineering evaluation provided later in this report.

## **5. South Bay Boulevard at Quintana Road Engineering Evaluation**

As noted in the “Introduction” another purpose of this study is to provide an engineering evaluation for the South Bay Boulevard/Quintana Road intersection to determine the warranted intersection control type. This intersection is currently stop sign controlled only on the Quintana Road approaches. This evaluation provides a review of applicable traffic signal and multi-way stop warrants provided in the *California MUTCD 2014 Edition* to determine if a change in control at this intersection would be warranted.

### **A. Data Collection**

#### **Collision Data**

Recent 5-year collision data for 2009 through 2014 was obtained from the Statewide Integrated Traffic Records System (SWITRS) for the study intersection. A copy of the collision data is provided in the attachments.



## Intersection Volumes

As previously noted, new weekday AM and PM peak hour intersection traffic counts were conducted in December 2015 at the four (4) study intersections including the intersection of South Bay Boulevard and Quintana Road. Copies of the new intersection traffic counts have been provided to The City. In addition to the peak hour intersection traffic counts, this data collection effort also counted pedestrians and bicycles within the intersections during both peak hours. Copies of these counts have also been provided to the City. Finally, daily roadway counts by vehicle classification were collected concurrent with the intersection counts in December 2015 on both South Bay Boulevard and on Quintana Road at each approach to the intersection. Copies of the new daily traffic counts have been provided to the City.

## B. Analysis – Existing Conditions

### 1. Traffic Signal Warrants

The term “signal warrants” refers to the list of established criteria used by public agencies (in this instance City of Morro Bay) to quantitatively justify or ascertain the need for installation of a traffic signal at an otherwise unsignalized intersection location. The signal warrant criteria are based upon several factors including volume of vehicular and pedestrian traffic, location of school areas etc. The *California MUTCD 2014 Edition* indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met.

Applicable traffic signal warrant criteria provided in the *California MUTCD 2014 Edition*, Section 4C.01 Studies and Factors for Justifying Traffic Control Signals were used as a basis for evaluation of the South Bay Boulevard at Quintana Road intersection. Specifically, applicable warrants could be evaluated based on the collected accident data and traffic and pedestrian volumes. Assumptions include that the posted 40 mph speed limit represents the 85<sup>th</sup>-percentile approach speeds on South Bay Boulevard; South Bay Boulevard represents the major street; both the major and minor streets provide only single-lane approaches; and the urban condition applies for all applicable warrants (the critical speed is equal to 40 mph and the City has a population greater than 10,000). All applicable signal warrant worksheets are provided in the attachments. The following is a summary of the results of the analysis of the applicable signal warrants.

#### *Warrant 1: Eight Hour Vehicular Volume*

The result of the evaluation of Warrant 1 is presented in Table 7. As shown in the table, Warrant 1 was not satisfied.

**TABLE 7  
WARRANT 1 - EIGHT HOUR VEHICULAR VOLUME**

#	Intersection	Condition A Satisfied	Condition B Satisfied	Combination of Conditions A & B Satisfied
3	South Bay Blvd./Quintana Rd.	No	No	No

#### *Warrant 2: Four Hour Vehicular Volume*

The evaluation of Warrant 2 resulted in the warrant not being satisfied.



**Warrant 3: Peak Hour**

The result of the evaluation of Warrant 3 is presented in Table 8. As shown in the table, Warrant 3 was not satisfied.

**TABLE 8  
WARRANT 3 – PEAK HOUR**

#	Intersection	Part A Satisfied	Part B Satisfied
3	South Bay Blvd./Quintana Rd.	No	No

**Warrant 4: Pedestrian Volume**

The result of the evaluation of Warrant 4 is presented in Table 9. Warrant 4 identifies that both Part 1A and Part 1B must be satisfied. As shown in the table, Warrant 4 was not satisfied.

**TABLE 9  
WARRANT 4 – PEDESTRIAN VOLUME**

#	Intersection	Part 1A Satisfied	Part 1B Satisfied
3	South Bay Blvd./Quintana Rd.	No	No

**Warrant 7: Crash Experience Warrant**

A review of the 5-year accident data (copy included in the attachments) indicated that five (5) collisions were reported at the intersection during the 12-month period between February 14, 2012 and February 13, 2013. The reported collision types included four (4) rear end collisions and one (1) sideswipe collision. One of the criteria provided for evaluating Warrant 7 is five or more collisions within a 12-month period susceptible to correction by a traffic signal. According to the National Cooperative Highway Research Program's (NCHRP) *NCHRP Report 491, Crash Experience Warrant for Traffic Signals*, traffic signals typically do not reduce the frequency of either rear end or sideswipe collisions within an intersection. As such, the collision criteria was not satisfied and Warrant 7 was not satisfied.

**Traffic Signal Warrants Conclusion**

The evaluation of Warrants 1, 2, 3, 4, and 7 resulted in none of these warrants currently being satisfied. Based on this analysis, the installation of a traffic signal at the South Bay Boulevard intersection with Quintana Road would not currently be warranted.

**2. Multi-Way Stop Control Analysis - Guidance**

The *California MUTCD 2014 Edition* covers all-way stop (a type of "multi-way" stop) application in Section 2B.07 Multi-Way Stop Applications: "Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal." It offers the following guidance on the application of multi-way stop control:



- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
  - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
  - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
  - 3. If the 85<sup>th</sup>-percentile approach speed of the major-street exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Item 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

#### *Criterion A: Traffic Control Signals are Justified*

Since a traffic signal is not currently warranted as discussed above, Criterion A does not apply.

#### *Criterion B: Accident History*

As previously noted, five (5) collisions were reported at the intersection during the 12-month period between February 14, 2012 and February 13, 2013. The reported collision types included four (4) rear end collisions and one (1) sideswipe collision. As multi-way stops also typically do not reduce the frequency of either rear end or sideswipe collisions within an intersection, the installation of a multi-way stop would not be warranted based on this criteria.

#### *Criterion C: Traffic Volumes*

A review of the new data collected and reported earlier in the report results in the conclusion that Part C1 is satisfied, Part C2 is not satisfied, and Part C3 does not apply. As both Part C1 and Part C2 must be satisfied, the installation of a multi-way stop would not be warranted based on this criteria.

#### *Criterion D*

A multi-way stop could be warranted where no single criterion is satisfied, but where Criteria B, C.1 and C.2 are all satisfied to 80 percent of the minimum values. Criteria B is not satisfied at 80% of the minimum values and therefore Criterion D is not satisfied.

### **Multi-Way Stop Control Conclusions**

The evaluation of the multi-way stop control guidance criteria resulted in none of the criteria being satisfied. Based on this analysis, the installation of a multi-way stop at the South Bay



Boulevard intersection with Quintana Road would not currently be warranted based on the evaluated guidance criteria..

## **C. Analysis – Existing plus Project Conditions**

### **1. Traffic Signal Warrants**

The Project is projected to only contribute two (2) AM peak hour and six (6) PM peak hour trips to the South Bay Boulevard approaches and three (3) AM peak hour and four (4) PM peak hour trips to the Quintana Road approach to the South Bay Boulevard/Quintana Road intersection. As these Project trips would result in only a minor increase in the existing intersection volumes, the evaluated signal warrants still would not be satisfied.

### **2. Multi-Way Stop Control Analysis - Guidance**

Again, as the Project's would result in only a minor increase in the existing intersection volumes, the installation of a multi-way stop at the South Bay Boulevard intersection with Quintana Road would still not be warranted based on the evaluated guidance criteria..

## **6. Conclusion and Recommendations**

### **A. Existing Conditions**

#### **1. South Bay Boulevard at SR 1 NB Ramps**

The westbound (SR 1 NB off-ramp) approach was calculated to experience LOS "F" during the AM peak hour and LOS "E" during the PM peak hour. Though this approach currently experiences service levels worse than the target LOS, sufficient storage is available to accommodate the calculated queues on the ramp during both peak hours without encroaching into the required deceleration segment of the off-ramp. The evaluation of the AM and PM peak hour intersection volumes with the *California MUTCD 2014 Edition*, peak hour signal warrant (Warrant 3) also resulted in this warrant currently not being satisfied. Finally, peak hour traffic is predominantly split between the northbound South Bay Boulevard left turn to the SR 1 NB on-ramp and the westbound left turn from the SR 1 NB off-ramp to southbound South Bay Boulevard. Providing capacity improvements such as a separate left-turn lane for one or both of the left-turn movements would likely only provide a minor improvement and would not be expected to significantly change the LOS calculated for the westbound approach. Based on these conclusions, no improvements are recommended however this intersection should be periodically monitored.

#### **2. South Bay Boulevard at SR 1 SB Ramps**

The evaluation of the AM and PM peak hour intersection volumes with the *California MUTCD 2014 Edition*, peak hour signal warrant (Warrant 3) indicated that the South Bay Boulevard/ SR 1 SB Ramps did not meet Warrant 3 during the AM peak hour, but would be on the cusp of meeting this warrant during the PM peak hour. Right-turns represent the predominant movement on the SR 1 SB off-ramp and the queuing analysis indicated that sufficient storage is available to accommodate the calculated queues for this movement during both peak hours without encroaching into the required deceleration segment of the off-ramp. No improvements



are recommended at this time. However, this intersection should be periodically monitored and an engineering evaluation performed before any change in intersection control is made.

### 3. South Bay Boulevard at Quintana Road

LOS “D/D” during the AM and PM peak hours respectively was calculated for the westbound Quintana Road approach at the intersection with South Bay Boulevard. Though the calculated LOS for the westbound approach is worse than the target LOS, sufficient storage currently exists to accommodate the estimated AM and PM peak hour queues. No change in the existing intersection geometrics are recommended.

A detailed engineering evaluation was also performed at this intersection to determine the warranted intersection control type. This evaluation provided a review of applicable traffic signal and multi-way stop warrants provided in the *California MUTCD 2014 Edition* to determine if a change in control at this intersection would be warranted. The results of this evaluation identified that neither the installation of a traffic signal nor converting the intersection to a multi-way stop would be currently warranted.

## B. Existing plus Project Conditions

### 1. South Bay Boulevard at SR 1 NB Ramps

With the Project, the westbound (SR 1 NB off-ramp) approach is projected to continue experiencing LOS “F” during the AM peak hour and would degrade to LOS “F” during the PM peak hour. The delay and LOS projected during the AM peak hour remains unchanged from that reported under the existing conditions. The projected delay does increase by 1.4 seconds during the PM peak hour which causes the projected LOS to degrade from LOS “E” (existing conditions) to LOS “F”. Again, though this approach would continue to experience service levels worse than the target LOS, sufficient storage will continue to be available to accommodate the projected queues on the ramp during both peak hours without encroaching into the required deceleration segment of the off-ramp. Finally, the evaluation of the projected AM and PM peak hour intersection volumes with the *California MUTCD 2014 Edition*, peak hour signal warrant (Warrant 3) resulted in this warrant not being satisfied. As the Project is projected to add only two (2) trips during the PM peak hour to the SR 1 NB off-ramp right-turn movement at this intersection, the conclusion and recommendation provided for existing conditions would also apply.

### 2. South Bay Boulevard at SR 1 SB Ramps

With the Project, Warrant 3 is still projected not to be satisfied during the AM peak hour but would still be on the cusp of meeting this warrant during the PM peak hour. As the Project is projected to add only one (1) trip during both the AM and PM peak hours to the SR 1 SB off-ramp right-turn movement at this intersection, the conclusion and recommendation provided for existing conditions would also apply.

### 3. South Bay Boulevard at Quintana Road

With the Project, LOS “D/D” is projected during the AM and PM peak hours respectively for the westbound Quintana Road approach at the intersection with South Bay Boulevard. The projected LOS remains unchanged from that reported for the existing conditions. Though the



projected LOS for the westbound approach continues to be worse than the target LOS, sufficient storage currently exists to accommodate the projected AM and PM peak hour queues. No change in the existing intersection geometrics are recommended. Finally, the detailed engineering evaluated concluded that that neither the installation of a traffic signal nor converting the intersection to a multi-way stop would be warranted with the addition of Project peak hour trips to the intersection.

## **7. Attachments**

- A. Existing Conditions LOS and Queuing Worksheets**
- B. Existing Plus Project Conditions LOS and Queuing Worksheets**
- C. Collision Data**
- D. Traffic Signal Warrants Worksheets**



**A. Existing Conditions LOS and Queuing Worksheets**



#### Intersection

Int Delay, s/veh      26.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	40	0	3	542	16	0	0	7	8
Future Vol, veh/h	0	0	0	40	0	3	542	16	0	0	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	59	0	4	797	24	0	0	10	12

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1634	1640	24	22	0	0	24	0	0
Stage 1	1618	1618	-	-	-	-	-	-	-
Stage 2	16	22	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	111	100	1052	1593	-	-	1591	-	-
Stage 1	178	162	-	-	-	-	-	-	-
Stage 2	1007	877	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	~ 55	0	1052	1593	-	-	1591	-	-
Mov Cap-2 Maneuver	~ 55	0	-	-	-	-	-	-	-
Stage 1	88	0	-	-	-	-	-	-	-
Stage 2	1007	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	254.5	9.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	1593	-	- 59	1591	-	-
HCM Lane V/C Ratio	0.5	-	- 1.072	-	-	-
HCM Control Delay (s)	9.5	0	- 254.5	0	-	-
HCM Lane LOS	A	A	- F	A	-	-
HCM 95th %tile Q(veh)	2.9	-	- 5.1	0	-	-

#### Notes

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection												
Int Delay, s/veh	3.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	9	0	355	0	0	0	0	550	263	3	44	0
Future Vol, veh/h	9	0	355	0	0	0	0	550	263	3	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	433	0	0	0	0	671	321	4	54	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	892	1052	54	54	0	0	991	0	0
Stage 1	61	61	-	-	-	-	-	-	-
Stage 2	831	991	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	312	227	1013	1551	-	-	698	-	-
Stage 1	962	844	-	-	-	-	-	-	-
Stage 2	428	324	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	310	0	1013	1551	-	-	698	-	-
Mov Cap-2 Maneuver	310	0	-	-	-	-	-	-	-
Stage 1	956	0	-	-	-	-	-	-	-
Stage 2	428	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	959	698	-	-
HCM Lane V/C Ratio	-	-	-	0.463	0.005	-	-
HCM Control Delay (s)	0	-	-	11.9	10.2	0	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	2.5	0	-	-

Intersection												
Int Delay, s/veh	2.6											
<b>Movement</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
Traffic Vol, veh/h	15	5	74	5	3	13	52	785	5	8	378	10
Future Vol, veh/h	15	5	74	5	3	13	52	785	5	8	378	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	45	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	6	90	6	4	16	63	957	6	10	461	12
<b>Major/Minor</b>	<b>Minor2</b>			<b>Minor1</b>			<b>Major1</b>			<b>Major2</b>		
Conflicting Flow All	1576	1577	467	1577	1580	960	473	0	0	963	0	0
Stage 1	487	487	-	1087	1087	-	-	-	-	-	-	-
Stage 2	1089	1090	-	490	493	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	89	110	596	89	109	311	1089	-	-	715	-	-
Stage 1	562	550	-	262	292	-	-	-	-	-	-	-
Stage 2	261	291	-	560	547	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	73	94	596	64	94	311	1089	-	-	715	-	-
Mov Cap-2 Maneuver	73	94	-	64	94	-	-	-	-	-	-	-
Stage 1	492	540	-	229	256	-	-	-	-	-	-	-
Stage 2	214	255	-	461	537	-	-	-	-	-	-	-
<b>Approach</b>	<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
HCM Control Delay, s	24.9			34.2			0.5			0.2		
HCM LOS	C			D								
<b>Minor Lane/Major Mvmt</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>EBLn1</b>	<b>EBLn2</b>	<b>WBLn1</b>	<b>WBLn2</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>		
Capacity (veh/h)	1089	-	-	77	596	73	311	715	-	-		
HCM Lane V/C Ratio	0.058	-	-	0.317	0.151	0.134	0.051	0.014	-	-		
HCM Control Delay (s)	8.5	0	-	72.1	12.1	61.8	17.2	10.1	0	-		
HCM Lane LOS	A	A	-	F	B	F	C	B	A	-		
HCM 95th %tile Q(veh)	0.2	-	-	1.2	0.5	0.4	0.2	0	-	-		

**Intersection**

Int Delay, s/veh            0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	90	1	6	69	8	4
Future Vol, veh/h	90	1	6	69	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	1	6	73	8	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	96
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1498
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1498
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	853	-	-	1498	-
HCM Lane V/C Ratio	0.015	-	-	0.004	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

### Queuing and Blocking Report

#### Intersection: 1: South Bay Blvd/Teresa Dr & SR 1 NB On-Ramp/SR 1 NB Off-Ramp

Movement	WB	NB
Directions Served	LTR	LT
Maximum Queue (ft)	68	57
Average Queue (ft)	26	7
95th Queue (ft)	55	35
Link Distance (ft)	982	221
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 2: South Bay Blvd & SR 1 SB Off-Ramp/SR 1 SB On-Ramp

Movement	EB	NB	SB
Directions Served	LTR	TR	LT
Maximum Queue (ft)	131	16	23
Average Queue (ft)	64	1	2
95th Queue (ft)	101	7	12
Link Distance (ft)	917	569	221
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 3: South Bay Blvd & Quintana Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	54	56	24	30	130	92
Average Queue (ft)	13	28	5	8	24	7
95th Queue (ft)	40	56	20	26	82	43
Link Distance (ft)	64		747		482	569
Upstream Blk Time (%)	1	0				
Queuing Penalty (veh)	1	0				
Storage Bay Dist (ft)		45		150		
Storage Blk Time (%)	3	1				
Queuing Penalty (veh)	2	0				

**Intersection: 4: South Bay Court & Quintana Rd**

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	12	33
Average Queue (ft)	0	0	9
95th Queue (ft)	5	6	31
Link Distance (ft)	269	64	186
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Network Summary**

Network wide Queuing Penalty: 3

**Intersection**

Int Delay, s/veh            19

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	162	3	6	391	16	0	0	20	16
Future Vol, veh/h	0	0	0	162	3	6	391	16	0	0	20	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	169	3	6	407	17	0	0	21	17

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	860	869	17	38	0	0	17	0	0
Stage 1	831	831	-	-	-	-	-	-	-
Stage 2	29	38	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	326	290	1062	1572	-	-	1600	-	-
Stage 1	428	384	-	-	-	-	-	-	-
Stage 2	994	863	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	241	0	1062	1572	-	-	1600	-	-
Mov Cap-2 Maneuver	241	0	-	-	-	-	-	-	-
Stage 1	316	0	-	-	-	-	-	-	-
Stage 2	994	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	49.5	7.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	248	1600	-	-
HCM Lane V/C Ratio	0.259	-	-	0.718	-	-	-
HCM Control Delay (s)	8.1	0	-	49.5	0	-	-
HCM Lane LOS	A	A	-	E	A	-	-
HCM 95th %tile Q(veh)	1	-	-	4.9	0	-	-

Intersection												
Int Delay, s/veh	4.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	0	357	0	0	0	0	403	80	10	174	0
Future Vol, veh/h	7	0	357	0	0	0	0	403	80	10	174	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	368	0	0	0	0	415	82	10	179	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	657	698	179	179	0	0	498	0	0
Stage 1	200	200	-	-	-	-	-	-	-
Stage 2	457	498	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	430	364	864	1397	-	-	1066	-	-
Stage 1	834	736	-	-	-	-	-	-	-
Stage 2	638	544	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	426	0	864	1397	-	-	1066	-	-
Mov Cap-2 Maneuver	426	0	-	-	-	-	-	-	-
Stage 1	826	0	-	-	-	-	-	-	-
Stage 2	638	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1397	-	-	847	1066	-	-
HCM Lane V/C Ratio	-	-	-	0.443	0.01	-	-
HCM Control Delay (s)	0	-	-	12.6	8.4	0	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.3	0	-	-

Intersection												
Int Delay, s/veh	3											
<b>Movement</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
Traffic Vol, veh/h	14	7	118	17	8	8	41	451	9	11	491	29
Future Vol, veh/h	14	7	118	17	8	8	41	451	9	11	491	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	45	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	7	123	18	8	8	43	470	9	11	511	30
<b>Major/Minor</b>	<b>Minor2</b>			<b>Minor1</b>			<b>Major1</b>			<b>Major2</b>		
Conflicting Flow All	1113	1114	527	1113	1125	474	542	0	0	479	0	0
Stage 1	549	549	-	560	560	-	-	-	-	-	-	-
Stage 2	564	565	-	553	565	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	186	208	551	186	205	590	1027	-	-	1083	-	-
Stage 1	520	516	-	513	511	-	-	-	-	-	-	-
Stage 2	510	508	-	517	508	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	168	193	551	133	190	590	1027	-	-	1083	-	-
Mov Cap-2 Maneuver	168	193	-	133	190	-	-	-	-	-	-	-
Stage 1	490	508	-	484	482	-	-	-	-	-	-	-
Stage 2	466	479	-	390	500	-	-	-	-	-	-	-
<b>Approach</b>	<b>EB</b>			<b>WB</b>			<b>NB</b>			<b>SB</b>		
HCM Control Delay, s	15.7			29			0.7			0.2		
HCM LOS	C			D								
<b>Minor Lane/Major Mvmt</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>EBLn1</b>	<b>EBLn2</b>	<b>WBLn1</b>	<b>WBLn2</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>		
Capacity (veh/h)	1027	-	-	176	551	147	590	1083	-	-		
HCM Lane V/C Ratio	0.042	-	-	0.124	0.223	0.177	0.014	0.011	-	-		
HCM Control Delay (s)	8.7	0	-	28.3	13.4	34.7	11.2	8.4	0	-		
HCM Lane LOS	A	A	-	D	B	D	B	A	A	-		
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.8	0.6	0	0	-	-		

**Intersection**

Int Delay, s/veh            0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	132	6	7	73	8	8
Future Vol, veh/h	132	6	7	73	8	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	7	8	81	9	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	153	247
Stage 1	-	-	150
Stage 2	-	-	97
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1428	741
Stage 1	-	-	878
Stage 2	-	-	927
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1428	737
Mov Cap-2 Maneuver	-	-	737
Stage 1	-	-	878
Stage 2	-	-	921

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	1428	-
HCM Lane V/C Ratio	0.022	-	-	0.005	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

### Queuing and Blocking Report

#### Intersection: 1: South Bay Blvd/Teresa Dr & SR 1 NB On-Ramp/SR 1 NB Off-Ramp

Movement	WB	NB
Directions Served	LTR	LT
Maximum Queue (ft)	134	60
Average Queue (ft)	56	11
95th Queue (ft)	99	41
Link Distance (ft)	982	221
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 2: South Bay Blvd & SR 1 SB Off-Ramp/SR 1 SB On-Ramp

Movement	EB	SB
Directions Served	LTR	LT
Maximum Queue (ft)	127	42
Average Queue (ft)	70	3
95th Queue (ft)	109	21
Link Distance (ft)	917	221
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 3: South Bay Blvd & Quintana Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	64	58	43	27	115	44
Average Queue (ft)	18	34	14	5	22	4
95th Queue (ft)	47	60	35	22	74	24
Link Distance (ft)	64		747		482	569
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	1	0				
Storage Bay Dist (ft)		45		150		
Storage Blk Time (%)	1	4				
Queuing Penalty (veh)	2	1				

**Intersection: 4: South Bay Court & Quintana Rd**

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	37	30	42
Average Queue (ft)	2	1	13
95th Queue (ft)	18	11	37
Link Distance (ft)	269	64	186
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Network Summary**

Network wide Queuing Penalty: 3

**B. Existing Plus Project Conditions LOS and  
Queuing Worksheets**



# EXHIBIT G

Black Hill Villas TIS

HCM 2010 TWSC

1: South Bay Blvd/Teresa Dr & SR 1 NB On-Ramp/SR 1 NB Off-Ramp Plus Project Conditions - AM Peak

## Intersection

Int Delay, s/veh 26.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	40	0	3	543	16	0	0	7	8
Future Vol, veh/h	0	0	0	40	0	3	543	16	0	0	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	59	0	4	799	24	0	0	10	12

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1637	1643	24	22	0	0	24	0	0
Stage 1	1621	1621	-	-	-	-	-	-	-
Stage 2	16	22	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	111	100	1052	1593	-	-	1591	-	-
Stage 1	178	161	-	-	-	-	-	-	-
Stage 2	1007	877	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	~ 55	0	1052	1593	-	-	1591	-	-
Mov Cap-2 Maneuver	~ 55	0	-	-	-	-	-	-	-
Stage 1	88	0	-	-	-	-	-	-	-
Stage 2	1007	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	254.5	9.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1593	-	-	59	1591	-	-
HCM Lane V/C Ratio	0.501	-	-	1.072	-	-	-
HCM Control Delay (s)	9.5	0	-	254.5	0	-	-
HCM Lane LOS	A	A	-	F	A	-	-
HCM 95th %tile Q(veh)	2.9	-	-	5.1	0	-	-

## Notes

~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# EXHIBIT G

Black Hill Villas TIS

HCM 2010 TWSC

2: South Bay Blvd & SR 1 SB Off-Ramp/SR 1 SB On-Ramp

Existing Plus Project Conditions - AM Peak

Intersection												
Int Delay, s/veh	3.6											
<b>Movement</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
Traffic Vol, veh/h	9	0	356	0	0	0	0	551	265	3	44	0
Future Vol, veh/h	9	0	356	0	0	0	0	551	265	3	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	434	0	0	0	0	672	323	4	54	0
<b>Major/Minor</b>	<b>Minor2</b>						<b>Major1</b>			<b>Major2</b>		
Conflicting Flow All	895	1056	54				54	0	0	995	0	0
Stage 1	61	61	-				-	-	-	-	-	-
Stage 2	834	995	-				-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22				4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-				-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318				2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	311	225	1013				1551	-	-	695	-	-
Stage 1	962	844	-				-	-	-	-	-	-
Stage 2	426	323	-				-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	309	0	1013				1551	-	-	695	-	-
Mov Cap-2 Maneuver	309	0	-				-	-	-	-	-	-
Stage 1	956	0	-				-	-	-	-	-	-
Stage 2	426	0	-				-	-	-	-	-	-
<b>Approach</b>	<b>EB</b>						<b>NB</b>			<b>SB</b>		
HCM Control Delay, s	12						0			0.7		
HCM LOS	B											
<b>Minor Lane/Major Mvmt</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>EBLn1</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>					
Capacity (veh/h)	1551	-	-	959	695	-	-					
HCM Lane V/C Ratio	-	-	-	0.464	0.005	-	-					
HCM Control Delay (s)	0	-	-	12	10.2	0	-					
HCM Lane LOS	A	-	-	B	B	A	-					
HCM 95th %tile Q(veh)	0	-	-	2.5	0	-	-					

Intersection												
Int Delay, s/veh	2.8											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	17	5	75	5	3	13	53	785	5	8	378	11
Future Vol, veh/h	17	5	75	5	3	13	53	785	5	8	378	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	45	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	6	91	6	4	16	65	957	6	10	461	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1578	1580	468	1580	1584	960	474	0	0	963	0	0
Stage 1	487	487	-	1090	1090	-	-	-	-	-	-	-
Stage 2	1091	1093	-	490	494	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	89	109	595	88	108	311	1088	-	-	715	-	-
Stage 1	562	550	-	261	291	-	-	-	-	-	-	-
Stage 2	260	290	-	560	546	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	73	93	595	63	92	311	1088	-	-	715	-	-
Mov Cap-2 Maneuver	73	93	-	63	92	-	-	-	-	-	-	-
Stage 1	490	540	-	227	253	-	-	-	-	-	-	-
Stage 2	212	253	-	460	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.3	34.9	0.5	0.2
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1088	-	-	77	595	71	311	715	-	-
HCM Lane V/C Ratio	0.059	-	-	0.348	0.154	0.137	0.051	0.014	-	-
HCM Control Delay (s)	8.5	0	-	74.9	12.1	63.6	17.2	10.1	0	-
HCM Lane LOS	A	A	-	F	B	F	C	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	0.5	0.5	0.2	0	-	-

**Intersection**

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	90	2	8	69	11	8
Future Vol, veh/h	90	2	8	69	11	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	2	8	73	12	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	97
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1496
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1496
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	860	-	-	1496	-
HCM Lane V/C Ratio	0.023	-	-	0.006	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

### Queuing and Blocking Report

#### Intersection: 1: South Bay Blvd/Teresa Dr & SR 1 NB On-Ramp/SR 1 NB Off-Ramp

Movement	WB	NB
Directions Served	LTR	LT
Maximum Queue (ft)	66	56
Average Queue (ft)	26	7
95th Queue (ft)	56	33
Link Distance (ft)	982	221
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 2: South Bay Blvd & SR 1 SB Off-Ramp/SR 1 SB On-Ramp

Movement	EB	SB
Directions Served	LTR	LT
Maximum Queue (ft)	129	34
Average Queue (ft)	63	2
95th Queue (ft)	103	16
Link Distance (ft)	917	221
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

#### Intersection: 3: South Bay Blvd & Quintana Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	62	60	38	43	128	61
Average Queue (ft)	17	26	4	10	19	4
95th Queue (ft)	47	56	23	31	71	26
Link Distance (ft)	64		747		482	569
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)		45		150		
Storage Blk Time (%)	3	1				
Queuing Penalty (veh)	2	0				

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Intersection: 4: South Bay Court & Quintana Rd

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Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	18	33
Average Queue (ft)	0	1	13
95th Queue (ft)	4	10	37
Link Distance (ft)	269	64	186
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

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Network Summary

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Network wide Queuing Penalty: 2

# EXHIBIT G

Black Hill Villas TIS

HCM 2010 TWSC

1: South Bay Blvd/Teresa Dr & SR 1 NB On-Ramp/SR 1 NB Off-Ramp Plus Project Conditions - PM Peak

## Intersection

Int Delay, s/veh 19.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	0	164	3	6	392	16	0	0	20	16
Future Vol, veh/h	0	0	0	164	3	6	392	16	0	0	20	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	171	3	6	408	17	0	0	21	17

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	862	871	17	38	0	0	17	0	0
Stage 1	833	833	-	-	-	-	-	-	-
Stage 2	29	38	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	289	1062	1572	-	-	1600	-	-
Stage 1	427	384	-	-	-	-	-	-	-
Stage 2	994	863	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	240	0	1062	1572	-	-	1600	-	-
Mov Cap-2 Maneuver	240	0	-	-	-	-	-	-	-
Stage 1	315	0	-	-	-	-	-	-	-
Stage 2	994	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	50.9	7.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1572	-	-	247	1600	-	-
HCM Lane V/C Ratio	0.26	-	-	0.73	-	-	-
HCM Control Delay (s)	8.1	0	-	50.9	0	-	-
HCM Lane LOS	A	A	-	F	A	-	-
HCM 95th %tile Q(veh)	1	-	-	5	0	-	-

# EXHIBIT G

Black Hill Villas TIS

Plus Project Conditions - PM Peak

HCM 2010 TWSC

2: South Bay Blvd & SR 1 SB Off-Ramp/SR 1 SB On-Ramp

## Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	7	0	358	0	0	0	0	404	81	10	176	0
Future Vol, veh/h	7	0	358	0	0	0	0	404	81	10	176	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	369	0	0	0	0	416	84	10	181	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	660	702	181	181	0	0	500	0	0
Stage 1	202	202	-	-	-	-	-	-	-
Stage 2	458	500	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	428	362	862	1394	-	-	1064	-	-
Stage 1	832	734	-	-	-	-	-	-	-
Stage 2	637	543	-	-	-	-	-	-	-
Platoon blocked, %									
Mov Cap-1 Maneuver	424	0	862	1394	-	-	1064	-	-
Mov Cap-2 Maneuver	424	0	-	-	-	-	-	-	-
Stage 1	824	0	-	-	-	-	-	-	-
Stage 2	637	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1394	-	-	845	1064	-	-
HCM Lane V/C Ratio	-	-	-	0.445	0.01	-	-
HCM Control Delay (s)	0	-	-	12.6	8.4	0	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.3	0	-	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	14	7	119	17	8	8	44	451	9	11	491	32
Future Vol, veh/h	14	7	119	17	8	8	44	451	9	11	491	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	45	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	7	124	18	8	8	46	470	9	11	511	33
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1121	1122	528	1121	1134	474	545	0	0	479	0	0
Stage 1	551	551	-	566	566	-	-	-	-	-	-	-
Stage 2	570	571	-	555	568	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	183	206	550	183	203	590	1024	-	-	1083	-	-
Stage 1	519	515	-	509	507	-	-	-	-	-	-	-
Stage 2	506	505	-	516	506	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	164	191	550	130	188	590	1024	-	-	1083	-	-
Mov Cap-2 Maneuver	164	191	-	130	188	-	-	-	-	-	-	-
Stage 1	487	507	-	478	476	-	-	-	-	-	-	-
Stage 2	460	474	-	388	498	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.7			29.5			0.8			0.2		
HCM LOS	C			D								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1024	-	-	172	550	144	590	1083	-	-		
HCM Lane V/C Ratio	0.045	-	-	0.127	0.225	0.181	0.014	0.011	-	-		
HCM Control Delay (s)	8.7	0	-	29	13.4	35.4	11.2	8.4	0	-		
HCM Lane LOS	A	A	-	D	B	E	B	A	A	-		
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.9	0.6	0	0	-	-		

**Intersection**

Int Delay, s/veh 1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	132	9	13	73	10	11
Future Vol, veh/h	132	9	13	73	10	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	147	10	14	81	11	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	157
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1423
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1423
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	802	-	-	1423	-
HCM Lane V/C Ratio	0.029	-	-	0.01	-
HCM Control Delay (s)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

### Queuing and Blocking Report

#### Intersection: 1: South Bay Blvd/Teresa Dr & SR 1 NB On-Ramp/SR 1 NB Off-Ramp

Movement	WB	NB	SB
Directions Served	LTR	LT	TR
Maximum Queue (ft)	135	60	6
Average Queue (ft)	60	12	0
95th Queue (ft)	105	43	4
Link Distance (ft)	982	221	79
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 2: South Bay Blvd & SR 1 SB Off-Ramp/SR 1 SB On-Ramp

Movement	EB	NB	SB
Directions Served	LTR	TR	LT
Maximum Queue (ft)	155	7	56
Average Queue (ft)	74	0	7
95th Queue (ft)	123	4	34
Link Distance (ft)	917	569	221
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### Intersection: 3: South Bay Blvd & Quintana Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	63	60	42	31	107	48
Average Queue (ft)	16	34	12	6	20	5
95th Queue (ft)	45	59	32	25	65	29
Link Distance (ft)	64		747		482	569
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)		45		150		
Storage Blk Time (%)	2	3				
Queuing Penalty (veh)	2	1				

---

**Intersection: 4: South Bay Court & Quintana Rd**

---

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	20	39	33
Average Queue (ft)	1	2	13
95th Queue (ft)	11	16	37
Link Distance (ft)	269	64	186
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

---

**Network Summary**

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Network wide Queuing Penalty: 3

**C. Collision Data**



# EXHIBIT G

## South Bay Boulevard @ Quintana Road SWITR Accident Summary: 1/0/09 to 12/31/14

Date	Time	Street 1	Dist & Dir	Street 2	Type	Severity	Bicycle?	Pedestrian?	Nighttime?
May 16, 2009	3:00	Quintana Rd	75' W	South Bay Blvd	Other (DUI)	PDO			x
January 2, 2009	17:24	South Bay Blvd	0	Quintana Rd	Rear End	PDO			x
July 21, 2009	14:04	South Bay Blvd	0	Quintana Rd	Rear End	PDO			
May 13, 2010	12:53	South Bay Blvd	0	Quintana Rd	Rear End	complaint of pain			
February 14, 2012	18:29	South Bay Blvd	0	Quintana Rd	Rear End	complaint of pain			x
March 7, 2012	22:08	South Bay Blvd	0	Quintana Rd	Sideswipe	complaint of pain			x
April 6, 2012	9:03	South Bay Blvd	0	Quintana Rd	Rear End	complaint of pain			
December 17, 2012	13:37	South Bay Blvd	0	Quintana Rd	Rear End	other visible			
February 5, 2013	15:25	Quintana Rd	0	South Bay Blvd	Rear End	PDO			
July 17, 2013	19:15	Quintana Rd	0	South Bay Blvd	other (imp unk)	other visible			
September 5, 2013	17:23	South Bay Blvd	0	Quintana Rd	other	PDO			x
March 3, 2014	1:00	South Bay Blvd	0	Quintana Rd	other (dui)	PDO			x
June 2, 2014	13:35	South Bay Blvd	0	Quintana Rd	Rear End	complaint of pain			

**D. Traffic Signal Warrants Worksheets**



Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 12/09/15  
 CALC JWW DATE 01/08/16  
 CHK \_\_\_\_\_ DATE \_\_\_\_\_

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ PM \_\_\_\_\_

Major St: SOUTH BAY BOULEVARD Critical Approach Speed 40 mph  
 Minor St: QUINTANA ROAD Critical Approach Speed 40 mph

Speed limit or critical speed on major street traffic > 40 mph.....  }  
 or } RURAL (R)  
 In built up area of isolated community of < 10,000 population.....  } URBAN (U)

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES  NO   
 (Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)											
	U	R	U	R	7-8 AM	8-9 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM
	1		2 or More		Hour							
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	780	838	637	627	753	846	862	817
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	86	82	117	116	136	125	118	128

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)											
	U	R	U	R	7-8 AM	8-9 AM	11-12 AM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM
	1		2 or More		Hour							
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	780	838	637	627	753	846	862	817
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	86	82	117	116	136	125	118	128

**Combination of Conditions A & B** SATISFIED YES  NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	2 or One More		Hour			
	One	2 or More	2-3 PM	3-4 PM	4-5 PM	5-6 PM
Both Approaches - Major Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	733	846	862	817
Higher Approach - Minor Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	136	125	118	120

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 3 - Peak Hour**  
 (Part A or Part B must be satisfied)

SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**PART B**

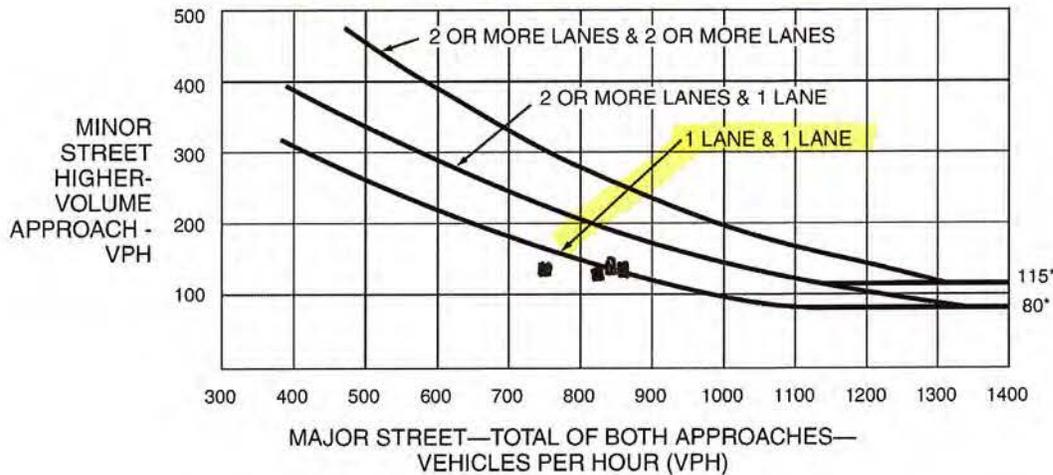
SATISFIED YES  NO

APPROACH LANES	2 or One More		Hour
	One	2 or More	4:45-5:45 PM
Both Approaches - Major Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1032
Higher Approach - Minor Street	<input checked="" type="checkbox"/>	<input type="checkbox"/>	139

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

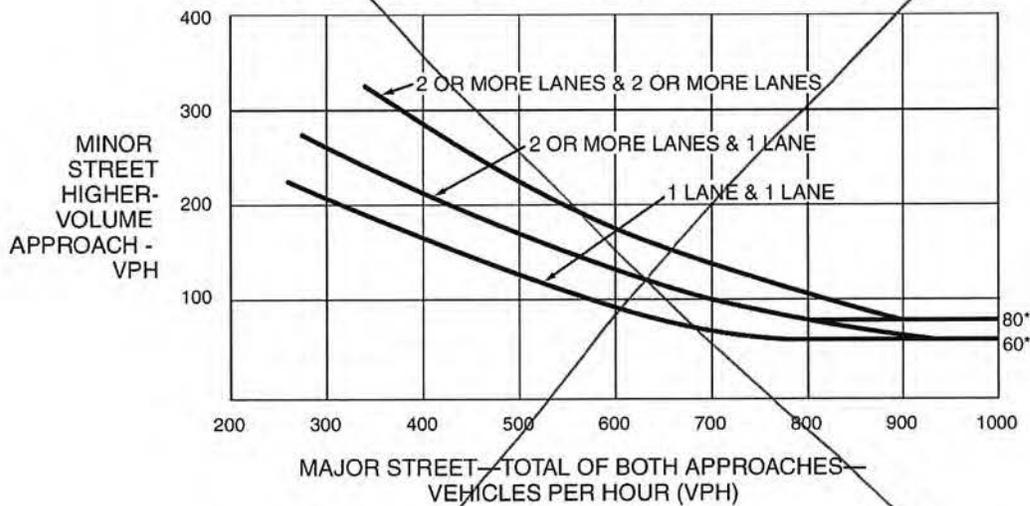
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

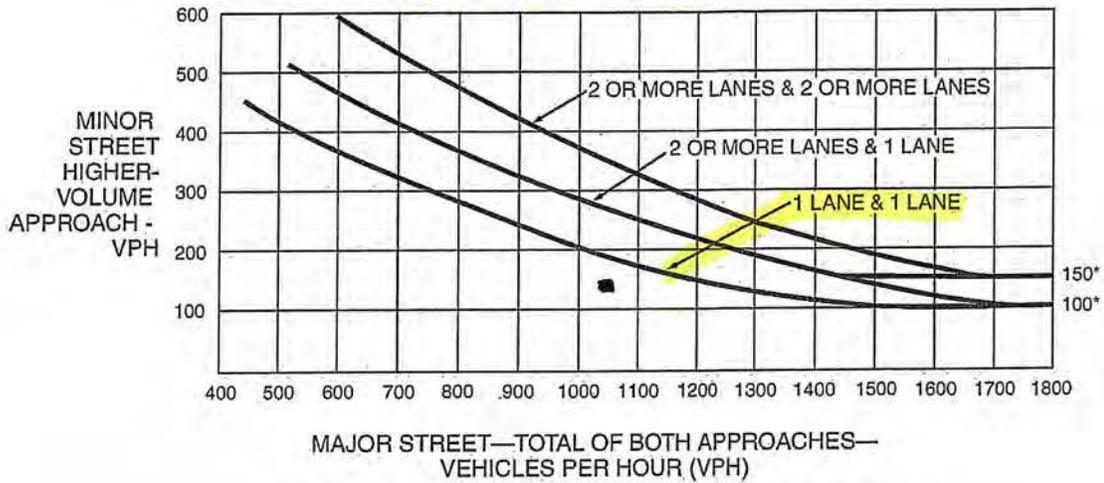
**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



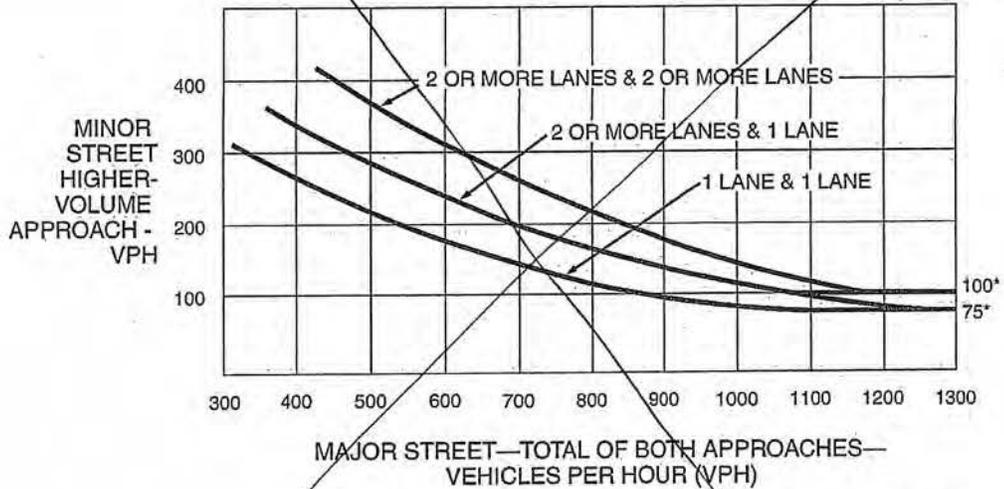
\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-3. Warrant 3, Peak Hour**



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

**WARRANT 4 - Pedestrian Volume**  
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES  NO

(SEE 4 HOURS PART B)

**Part 1** (Parts A or B must be satisfied)

Hours -->

A. Vehicles per hour for any 4 hours			3281	
Pedestrians per hour for any 4 hours			5	

Figure 4C-5 or Figure 4C-6  
SATISFIED YES  NO

Hours -->

B. Vehicles per hour for any 1 hour	780	838	846	817
Pedestrians per hour for any 1 hour	4	0	0	1

Figure 4C-7 or Figure 4C-8  
SATISFIED YES  NO

**Part 2**

SATISFIED YES  NO

<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

**WARRANT 5 - School Crossing**  
(Parts A and B Must Be Satisfied)

N/A

SATISFIED YES  NO

**Part A**

Gap/Minutes and # of Children

SATISFIED YES  NO

Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Hour

Gaps < Minutes YES  NO   
AND Children > 20/hr YES  NO

<u>AND</u> , Consideration has been given to less restrictive remedial measures.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
--	------------------------------	-----------------------------

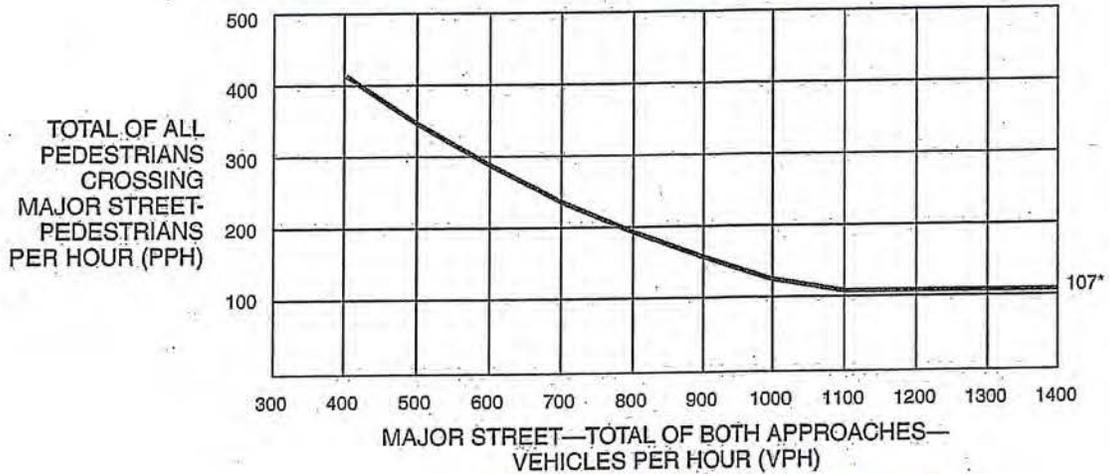
**Part B**

SATISFIED YES  NO

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The proposed signal will not restrict the progressive movement of traffic.	Yes <input type="checkbox"/>	No <input type="checkbox"/>

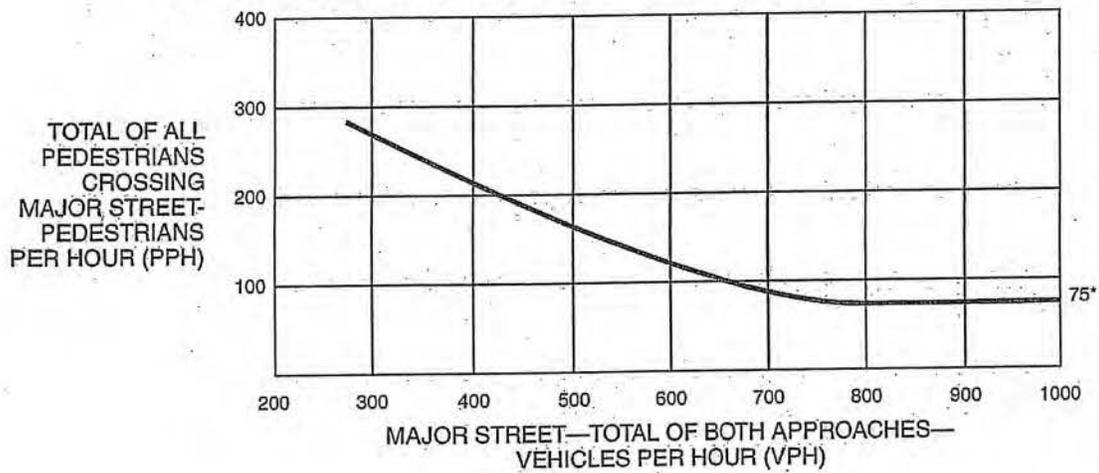
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume**



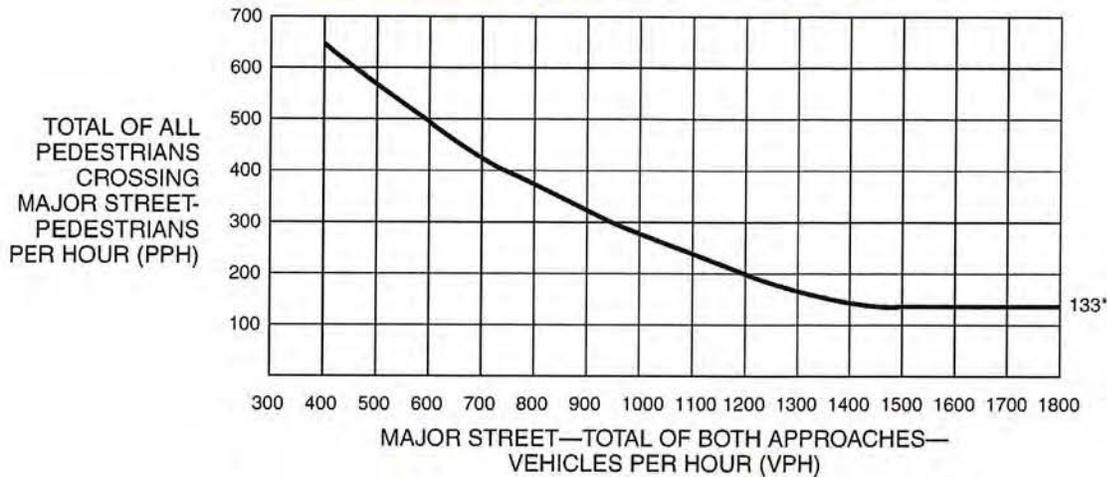
\*Note: 107 pph applies as the lower threshold volume. *NO*

**Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)**



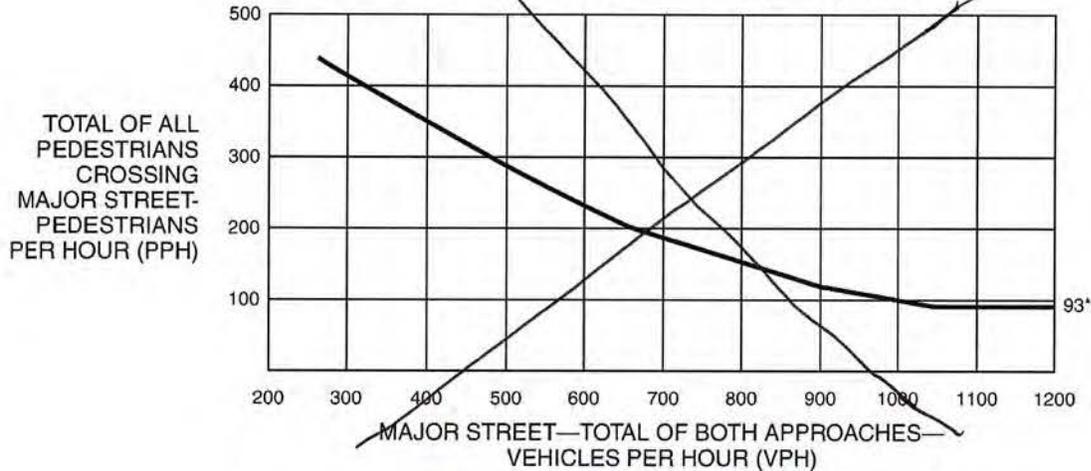
\*Note: 75 pph applies as the lower threshold volume.

**Figure 4C-7. Warrant 4, Pedestrian Peak Hour**



\*Note: 133 pph applies as the lower threshold volume. *No*

**Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)**



\*Note: 93 pph applies as the lower threshold volume. *No*

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)**

**WARRANT 6 - Coordinated Signal System** *N/A* **SATISFIED YES  NO**   
 (All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant** **SATISFIED YES  NO**   
 (All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE		
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	✓
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	

**WARRANT 8 - Roadway Network** *N/A* **SATISFIED YES  NO**   
 (All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

**WARRANT 9 - Intersection Near a Grade Crossing** *N/A* **SATISFIED** YES  NO   
 (Both Parts A and B Must Be Satisfied)

<p><b>PART A</b></p> <p>A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>PART B</b></p> <p><b>There is one minor street approach lane at the track crossing</b> - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9.</p> <p>Major Street - Total of both approaches: _____ VPH                  Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, &amp; 4 below to calculate AF) = _____ VPH</p> <p>-----</p> <p><b>OR, There are two or more minor street approach lanes at the track crossing</b> - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10.</p> <p>Major Street - Total of both approaches : _____ VPH                  Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, &amp; 4 below to calculate AF) = _____ VPH</p>	<p>Yes <input type="checkbox"/> No <input type="checkbox"/></p>

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

- 1- Number of Rail Traffic per Day \_\_\_\_\_ Adjustment factor from table 4C-2 \_\_\_\_\_
- 2- Percentage of High-Occupancy Buses on Minor Street Approach \_\_\_\_\_ Adjustment factor from table 4C-3 \_\_\_\_\_
- 3- Percentage of Tractor-Trailer Trucks on Minor Street Approach \_\_\_\_\_ Adjustment factor from table 4C-4 \_\_\_\_\_

NOTE: If no data is available or known, then use AF = 1 (no adjustment)

# **NCHRP**

## **REPORT 491**

### **Crash Experience Warrant for Traffic Signals**

TRANSPORTATION RESEARCH BOARD  
OF THE NATIONAL ACADEMIES

EXHIBIT C

**NATIONAL  
COOPERATIVE  
HIGHWAY  
RESEARCH  
PROGRAM**

should not assume that an accident occurring at an intersection with STOP sign control could have been prevented if a traffic control signal had been operating in lieu of the STOP sign signs. Accidents are usually caused by driver or pedestrian error, not traffic control devices. . . .

## 2. Determining the Need for a Traffic Control Signal

### a. Warrants and Justifications

#### 2. Commonly Asked Questions on the Warrants

- f. *Does the number of injury accidents or accident severity provide a basis for adjusting the warrants for crash experience?* No, although some jurisdictions consider the accident severity as a factor in the establishment of installation priorities.

### 3. Warrant Considerations

#### Warrant 7 Crash Experience

The purpose of this warrant is to consider a traffic control signal for those locations where it would be beneficial in reducing the frequency and/or severity of collisions at an intersection.

The engineering study should address analyzing alternatives that are less restrictive than a traffic control signal. The less restrictive measures do not necessarily have to be in place at least 12 months to provide accident data relative to their effectiveness.

Note that the reducible property damage collisions must have damage exceeding the minimum statutory limits in the local ordinances or state law. This also provides some assurance of enforcement investigation and a more detailed collision report for analysis.

Typical examples of reducible and non-reducible collisions at an intersection with a traffic control signal include the following:

Reducible	Non-reducible
Right-angle vehicle collisions	Rear-end collisions
Left-turn collisions	Side-swipe collisions
Right-angle Pedestrian collisions	Head-on collision
Parking collisions	

The selection of other types of collisions as being susceptible to reduction with a traffic control signal installation should be done using engineering judgment, after reviewing the collision reports.

## Removing a Traffic Signal

The only guidance found in the *MUTCD* concerning the removal of a traffic signal is in Section 4B.02 Basis of Installation or Removal of Traffic Control Signals, where it states under Guidance the following:

If changes in traffic patterns eliminate the need for a traffic control signal, consideration should be given to removing it and replacing it with alternative traffic control devices, if any are needed.

The *TCDH* provides a little more guidance where it states the following in section 1. General, c. Basis for Removal of Traffic Control Signals:

. . . If it is contemplated that a traffic control signal should be removed, an engineering study is recommended to establish and document the basis for the removal. . . . The following items are appropriate to consider in the study: . . .

- Projected collision problems with and without the signal; . . .

The previous edition of the *TCDH* (3), which is no longer in print, provided more guidance on signal removal by providing the criteria recommended by Kay et al. (4) in 1980 for the removal of a traffic signal. The following are the criteria:

- Traffic performance.
- Accidents impacts.
- Fuel consumption.
- Pollution reduction.

With these criteria, two types of analysis are suggested to determine if a signal should be removed. The first analysis is a preliminary screening to decide if a more in depth analysis should be performed. In this analysis, sight distance, forecasted traffic volumes, accident frequency, and so forth are examined to make a timely decision as to whether the signal should remain, or whether a more detailed analysis should be performed. The second analysis is more detailed and is concerned with “estimating the major technical and social impacts of removing a signal including accidents, fuel consumption, related costs, and public opposition.”(3). The answers to the preliminary analysis are yes/no and the detailed analysis requires many calculations. A flow chart of this methodology is shown in Figure 3.

## SUMMARY OF FINDINGS FROM THE LITERATURE REVIEW

Appendix B provides a complete discussion of the literature review, which focused on studies that (1) evaluated

**CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST DISTRICT OFFICE  
725 FRONT STREET, SUITE 300  
SANTA CRUZ, CA 95060  
PHONE: (831) 427-4863  
FAX: (831) 427-4877  
WEB: WWW.COASTAL.CA.GOV



# NOTICE OF INTENT TO ISSUE COASTAL DEVELOPMENT PERMIT CDP A-3-MRB-06-064 (Black Hill Villas)

NOI Issue Date: June 4, 2015

Page 1 of 12

**Please note: this is NOT a coastal development permit**

A coastal development permit (CDP) for the development described below has been approved but is not yet effective. Development on the site cannot commence until the CDP is effective. The sole purpose of this notice of intent (NOI) is to inform the permittee(s) of the steps necessary to obtain a valid and effective CDP. In order for the CDP to be effective, Commission staff must issue the CDP, and the permittee(s) must sign and return a copy of the CDP to the Commission. Commission staff cannot issue the CDP until each of the "prior to issuance" (PTI) conditions have been fulfilled (all of the conditions, including the PTI conditions, for this CDP are identified later in this notice).

Unless otherwise specified, the Commission's approval of this CDP is valid for two years from the date of approval. To prevent expiration of the CDP, the permittee(s) must fulfill the PTI conditions, obtain and sign the CDP, and commence development within two years of the approval date specified below (unless otherwise specified). The permittee(s) may also apply for an extension of the CDP pursuant to California Code of Regulations, Title 14, Section 13169.

**CDP A-3-MRB-06-064** was approved by the California Coastal Commission on February 11, 2015 and allows the subdivision of two parcels (totaling 3.17 acres) into residential parcels, an Open Space Riparian Enhancement Area (OSREA), a Raptor Habitat Preservation Area (RHPA), and a State Park Buffer Area (SPBA), demolition of 2 existing residences and related structures, removal of trees, construction of a new access road and related utility infrastructure, construction of single-family dwellings (including two affordable units), offsite road and traffic improvements, restoration and enhancement and replanting of trees, and related grading and other development at 485 and 495 South Bay Boulevard, in the City of Morro Bay, San Luis Obispo County (APN 066-371-003). CDP A-3-MRB-06-064 is subject to certain terms and conditions, including the standard and special conditions beginning on page 2 of this NOI.

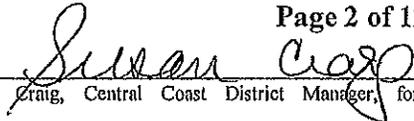
If you have any questions regarding this notice, including regarding how to fulfill the PTI conditions, please contact Daniel Robinson in the Central Coast District Office at the address and phone number above.

**NOI issued**

By my signature below, this notice of intent to issue a CDP is issued on behalf of the California Coastal Commission on June 4, 2015.

**NOTICE OF INTENT TO ISSUE CDP****CDP A-3-MRB-06-064 (Black Hill Villas)****NOI Issue Date: June 4, 2015**

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 Susan Craig, Central Coast District Manager, for Charles Lester, Executive Director

**Acknowledgement**

The undersigned permittee(s) acknowledge receipt of this notice and fully understand its contents, including all conditions imposed. **Please sign and return a copy of this notice to the Central Coast District Office at 725 Front Street Suite 300, Santa Cruz, CA 95060.**

\_\_\_\_\_  
 Wayne Colmer, Representative (Black Hill Villas, LP)

\_\_\_\_\_  
 Date

**STANDARD CONDITIONS:**

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the Permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the Permittee to bind all future owners and possessors of the subject property to the terms and conditions.

**SPECIAL CONDITIONS:**

This permit is granted subject to the following special conditions:

1. **Revised Final Plans.** PRIOR TO ISSUANCE OF THE CDP, the Applicant shall submit two copies of Revised Final Plans for Executive Director review and approval showing all development authorized by this CDP. The Revised Final Plans shall at a minimum show site plans and elevations for all residential structures, site plans and cross sections for all other development (e.g.,

**NOTICE OF INTENT TO ISSUE CDP****CDP A-3-MRB-06-064 (Black Hill Villas)****NOI Issue Date: June 4, 2015****Page 3 of 12**

road/driveways, trails, utilities, perimeter wall, etc.), and site plans for: (1) the Open Space Riparian Enhancement Area (OSREA); (2) the Raptor Habitat Preservation Area (RHPA); (3) the State Park Buffer Area (SPBA); and (4) the Development Area (see below). The Revised Final Plans shall be in substantial conformance with the submitted project plans (entitled "Development, ESHA, Other Habitats, BHNA Buffer") and as shown otherwise in Exhibit 3, except that it shall be revised as follows to be in conformance with the following development limitations and requirements:

**(a) Development and Other Areas Defined.** The Revised Final Plans shall show the property separated into four different zones as follows:

- 1. Open Space Riparian Enhancement Area (OSREA).** The OSREA shall be expanded to include all areas within the 100-foot wetland buffer and/or the 50-foot stream/riparian buffer (see Exhibit 4). Final plans shall show the OSREA as a single parcel. No development, as defined by LCP Section 17.12.199, shall occur within the OSREA except for: (1) subdivision necessary to create the OSREA parcel; (2) habitat restoration (including initial grading), enhancement, maintenance, and management consistent with the approved Final Riparian Enhancement Plan (see Special Condition 4); (3) public access and recreational amenities (e.g., the public pedestrian trails, benches, signage relating to the trail and the OSREA, etc.); and (4) split-rail protective fencing along the boundary of the OSREA and the public pedestrian trails. The OSREA parcel can be combined with the Raptor Habitat Preservation Area (RHPA) parcel (see below) into one single legal lot (not including the driveway or any of the Development Area, see below) if establishing these areas as a single legal lot allows for them to be better managed to protect and enhance coastal resources therein (see also Special Condition 7 for OSREA offer-to-dedicate requirements).
- 2. Raptor Habitat Preservation Area (RHPA).** The RHPA shall be modified to incorporate the area extending to the driplines of trees identified as E2, E3, E4, E5, C1, C2, and C3 (see Exhibit 3). Final plans shall show the RHPA as within a single parcel, except for two portions that extend into parcels 2 and 3 (see Exhibit 5a). No development, as defined by LCP Section 17.12.199 and Public Resources Code 30106, shall occur within the RHPA except for: (1) subdivision necessary to create the RHPA parcel; (2) the portion of the road in the driplines of trees C1-C3; (3) landscaping, retaining wall and fence structures that are sited and designed in a manner that is consistent with the approved Raptor Habitat Preservation Plan (RHPP); and (4) raptor habitat preservation related development consistent with the approved RHPP (see Special Condition 5). The single parcel containing most of the RHPA (i.e. those portions of the RHPA outside of lots 2 and 3) can be combined with OSREA parcel into one single legal lot (not including the driveway or any of the Development Area, see below) if establishing these areas as a single legal lot allows for them to be better managed to protect and enhance coastal resources therein (see also Special Condition 5 for related RHPA requirements).
- 3. State Park Buffer Area (SPBA).** The SPBA shall consist of the area within 40 feet of the property's western boundary with Morro Bay State Park (and not including the OSREA). Development within the SPBA shall be limited solely to driveway and sidewalks, trails,

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native landscaping/vegetation, and fences and walls and other related development that does not itself require a defensible fire safety buffer. Development that requires defensible space for fire safety, such as residences and garages, shall be prohibited within the SPBA. All tree removal and replacement landscaping (see also Landscape Screening Plan requirements below) shall be accomplished in such a manner as to ensure protection of adjacent State Park habitat areas.

- 4. Development Area.** All areas outside of the OSREA and the RHPA are located within the Development Area (i.e., note that the Development Area includes the SPBA). All residential and related development (including residential lots, residences, roads and driveways, sidewalks, utilities, and associated landscaping) shall be confined to the Development Area.

PRIOR TO RECORDATION OF THE DEED RESTRICTION REQUIRED BY SPECIAL CONDITION 10, the Permittee shall submit for review and approval of the Executive Director, and upon such approval, shall attach as Exhibits 1-4 to these Special Conditions, a formal legal description and corresponding graphic depiction, prepared by a licensed surveyor, of the OSREA, the RHPA, the SPBA, and the Development Area. The Special Conditions with these exhibits shall be recorded as Exhibit B to the deed restriction required by Special Condition 10.

- (b) **Maximum Residential Height.** All residential structures shall be limited to no more than 25 feet in height as measured from existing grade.
- (c) **Residential Design.** All residential exterior treatments (i.e., paints, surface treatments, etc.) shall be neutral earthtone colors designed to ensure that the residences blend into the surrounding environment as seen in public views.
- (d) **Landscape Screening Plan.** The Revised Final Plans shall include a Landscape Screening Plan that is designed to ensure that all residential structures and related development are screened from Highway 1 public views through planting at least two trees for each residence located along the eastern property boundary, where such trees and any other screening landscaping in this area are sited in such a way as to help screen the residences from Highway 1 view at maturity. In addition, at least one tree per residence (e.g., as street trees or the like), shall be planted in the area between each residence fronting Morro Bay State Park and the Park itself in such a way as to help screen the residences from Park view at maturity. All such screening vegetation shall be kept in good growing condition and shall be replaced as necessary to maintain the approved vegetation and its screening capacity over the life of the project. Regular monitoring and provisions for remedial action (such as replanting as necessary) shall be identified to ensure screening success. The Landscape Screening Plan shall include landscape and irrigation parameters that shall identify all plant materials (size, species, quantity, etc.), all irrigation systems, and all proposed maintenance measures. All plant materials shall be native and non-invasive species that are chosen and planted in such a manner as to provide Highway 1 and State Park screening, as well as support and complement the approved Final Riparian Enhancement Plan and the Raptor Habitat Preservation Plan (see Special Conditions 4 and 5), as well as to be complementary to the mix of native habitats in the project vicinity, to prevent the spread of

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exotic invasive plant species, to avoid contamination of the local native plant community gene pool, and to appropriately address fire risk. All landscaped areas on the project site shall be maintained in a litter-free, weed-free, and healthy growing condition. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be so identified from time to time by the State of California, and no plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government, shall be planted or allowed to naturalize or persist on the site.

- (e) **Masonry Wall.** The six-foot high masonry wall along the western property line shall be modified so that it does not extend into the OSREA (and to instead stop where the Development Area meets the OSREA along the western property line); shall be finished with rough-hewn, unpainted concrete on its western (State Park) side; and shall be capable of ensuring that noise from the site that can be heard on the State Park side of the wall does not exceed 60dBA CNEL (where "dBA CNEL" means a 24-hour energy equivalent level derived from a variety of single noise events with weighing factors of 5 and 10 dBA applied to the evening (7pm to 10pm) and nighttime (10pm to 7am) periods, respectively, to allow for the greater sensitivity to noise during these hours). An access gate for emergency fire department or electric utility access is allowed, subject to substantial consistency with all of the above parameters.
- (f) **Lighting.** All lighting shall be sited and designed to limit illumination into the OSREA, the RHPA, Morro Bay State Park, and the Highway 1 view. Lighting along the development entry road shall provide lighting coverage of the roadway (including ground-level directive lights or standards less than four feet in height) that is the minimum necessary for pedestrian and vehicular safety. All exterior residential lighting shall be low-wattage, non-reflective, and shielded to minimize illumination beyond the property boundaries of each home. Pole lighting and spotlights shall be prohibited.
- (g) **Fencing.** The split-rail wooden fence located along the northern, southern, and eastern perimeter of the OSREA, and any other fencing along the development entry road and/or the RHPA, shall be rough-hewn and shall not exceed 3½ feet in height.
- (h) **Public Pedestrian Trail.** An ADA-compliant public pedestrian trail shall be constructed on the north side of the project's entry road within the project site boundaries and offsite including to Quintana Road and South Bay Boulevard (for the offsite portion of the trail, see figure titled "Proposed Off-Site Traffic Exhibit" received in the Commission's Central Coast District Office on January 29, 2014). The pedestrian trail shall be five feet in width and consist of decomposed granite, and shall accommodate benches and signage (including at least one bench and interpretive sign at the onsite trail's terminus near the western edge of the OSREA) indicating that the trail is free and open to the public and identifying/explaining the riparian enhancement effort within the OSREA, including as it relates to the larger adjacent watershed.
- (i) **Drainage and Runoff Control.** The Final Revised Plans shall include a post-construction drainage and erosion control system, in substantial conformance with the submitted drainage system plans, that is sited and designed: to collect, filter, treat, and direct all site drainage and

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runoff in a manner designed to protect and enhance coastal resources, including resources located within the OSREA and the RHPA; to prevent pollutants, including increased sediments, from entering coastal waters or wetlands to the maximum extent feasible; to retain runoff from roofs, driveways, decks, and other impervious surfaces onsite to the greatest degree feasible; to use low impact development BMPs; to be sized and designed to accommodate drainage and runoff for storm events up to and including at least the 85th percentile 24-hour runoff event (allowing for runoff above that level to be likewise retained and/or conveyed in as non-erosive a manner as feasible); to promote the objectives of the approved Final Riparian Enhancement Plan and the approved Raptor Habitat Preservation Plan; and to include maintenance and management procedures applicable for the life of the project (including with respect to any Homeowners Association agreements as appropriate).

- (j) **Offsite Improvements.** This CDP authorizes the project's offsite improvements, provided that if the City of Morro Bay subsequently eliminates any of the other offsite improvements from the project, then those other offsite improvements shall similarly be considered eliminated from this approval.

All requirements of the approved Revised Final Plans shall be enforceable components of this CDP. The Permittee shall undertake all development in accordance with this condition and the approved Revised Final Plans.

2. **Construction Plan.** PRIOR TO ISSUANCE OF THE CDP, the Applicant shall submit two sets of a Construction Plan to the Executive Director for review and approval. The Construction Plan shall, at a minimum, include the following:
- (a) **Construction Areas.** The Construction Plan shall identify the specific location of all construction areas, all staging areas, all storage areas, and all construction access corridors (to the construction site and staging areas). All such areas within which construction activities are to take place shall be sited and designed in order to have the least impact on the OSREA, the RHPA, and the State Park, and to have the least impact on Highway 1 users (including in terms of impacts on public views).
- (b) **Construction Methods and Timing.** The Construction Plan shall specify the construction methods to be used, including all methods to be used to keep the construction areas separated from protected areas (including using unobtrusive fencing or equivalent measures to delineate construction areas), and including all methods to be used to protect the OSREA, the RHPA, and the State Park, and Highway 1 users (including in terms of impacts on public views). All erosion control/water quality best management practices (BMPs) to be implemented during construction and their location shall be noted. These measures shall be designed to prevent erosion, sedimentation, and the discharge of pollutants during construction to the maximum degree feasible, and shall be selected and designed in accordance with the California Storm Water Best Management Practices Handbook.
- (c) **Construction Requirements.** The Construction Plan shall include the following construction

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requirements specified by written notes on the Construction Plan. Minor adjustments to the following construction requirements may be allowed by the Executive Director if such adjustments: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources.

1. **Daylight Work Only.** All work shall take place during daylight hours (i.e., from one hour before sunrise to one hour after sunset). Nighttime work and lighting of the work area are prohibited.
  2. **Construction Areas.** Construction (including but not limited to construction activities, and materials and/or equipment storage) is prohibited outside of the defined construction, staging, and storage areas.
  3. **Equipment Requirements.** Equipment washing, servicing, and refueling shall only be allowed at a designated location as noted on the Construction Plan. Appropriate BMPs shall be used to ensure that no spills of petroleum products or chemicals take place during these activities.
  4. **Good Housekeeping.** The construction site shall maintain good construction site housekeeping controls and procedures (e.g., clean up all leaks, drips, and other spills immediately; keep materials covered and out of the rain, including covering exposed piles of soil and wastes; dispose of all wastes properly, place trash receptacles on site for that purpose, and cover open trash receptacles during wet weather; remove all construction debris from the site; etc.).
  5. **BMPs.** All erosion control/water quality BMPs shall be in place prior to the commencement of construction as well as at the end of each workday. At a minimum, silt fences, straw wattles and/or equivalent apparatus, shall be installed at the perimeter of the construction site to prevent construction-related runoff and/or sediment from entering into the stream corridor.
  6. **Notification.** The Permittee shall notify planning staff of the Coastal Commission's Central Coast District Office at least three working days in advance of commencement of construction activities, and immediately upon completion of construction activities.
- (d) **Sensitive Bird Species.** The Construction Plans shall provide for an environmental resources specialist with experience conducting bird/raptor surveys to conduct a pre-construction survey of onsite trees, and thereafter to conduct an inspection every two weeks, as well as an inspection immediately prior to all significant construction activities (those with potential noise impacts) for as long as construction continues. If an active nest of a federally or state-listed threatened or endangered species, bird species of special concern, or any species of raptor is identified during preconstruction surveys, or is otherwise identified during construction, the Permittee shall take the following actions:
1. **Notification.** The Permittee shall notify all appropriate State and Federal agencies within 24

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hours, and shall develop an appropriate action specific to each incident. The Permittee shall notify the Executive Director in writing by facsimile or e-mail within 24 hours and consult with the Executive Director regarding determinations of State and Federal agencies.

2. **Action.** In addition to any actions required by the Executive Director, if the active nest is located within 250 feet of construction activities (within 500 feet for raptors), construction activities shall be modified to ensure that nesting birds are not disturbed by construction-related noise.

All requirements above and all requirements of the approved Construction Plan shall be enforceable components of this CDP. The Permittee shall undertake development in accordance with this condition and the approved Construction Plan. Minor adjustments to the above construction requirements may be allowed by the Executive Director if such adjustments: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources.

3. **Construction Site Documents and Construction Coordinator. DURING ALL CONSTRUCTION:**

- (a) **Construction Site Documents.** Copies of the signed CDP and the approved Construction Plan shall be maintained in a conspicuous location at the construction job site at all times, and copies shall also be available for public review at the Commission's Central Coast District Office in Santa Cruz on request. All persons involved with the construction shall be briefed on the content and meaning of the CDP and the approved Construction Plan, and the public review requirements applicable to them, prior to commencement of construction.

- (b) **Construction Coordinator.** A construction coordinator shall be designated to be contacted during construction should questions arise regarding the construction (in case of both regular inquiries and emergencies), and the coordinator's contact information (i.e., address, phone numbers, etc.) including, at a minimum, a telephone number that will be made available 24 hours a day for the duration of construction, shall be conspicuously posted at the job site where such contact information is readily visible from the driveway access point, along with an indication that the construction coordinator should be contacted in the case of questions regarding the construction (in case of both regular inquiries and emergencies). The construction coordinator shall record the name, phone number, and nature of all complaints received regarding the construction, and shall investigate complaints and take remedial action, if necessary, within 24 hours of receipt of the complaint or inquiry.

4. **Final Riparian Enhancement Plan (FREP).** PRIOR TO ISSUANCE OF THE CDP, the Applicant shall submit for Executive Director review and approval two copies of a Final Riparian Enhancement Plan (FREP) The FREP shall provide for riparian enhancement within the Open Space Riparian Enhancement Area (OSREA), where the goal of the FREP shall be enhancing and restoring the area to a self-sustaining natural habitat state. The FREP shall be prepared by a qualified restoration ecologist, and shall take into account the specific condition of the site (including soil,

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exposure, water flows, temperature, moisture, wind, etc.), as well as restoration and enhancement goals. At a minimum, the plan shall provide for the following:

- (a) **Baseline.** A baseline assessment, including photographs, of the current physical and ecological condition of the OSREA.
- (b) **Success Criteria.** A description of the goals and measurable success criteria of the FREP, including, at a minimum, the requirement that success be determined after a period of at least three years wherein the OSREA has been subject to no remediation or maintenance activities other than weeding, and that this condition be maintained in perpetuity.
- (c) **Non-Native and Invasive Removal.** Removal of invasive and non-native plant species within the OSREA.
- (d) **Native Species.** Planting of native species of local stock appropriate to the riparian corridor in the OSREA. Non-native and/or invasive plant species shall be prohibited. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be so identified from time to time by the State of California, and no plant species listed as a 'noxious weed' by the State of California or the U.S. Federal Government shall be planted or allowed to naturalize or persist in the OSREA.
- (e) **Landscape Screening.** The FREP shall be coordinated with the Landscape Screening Plan (see also Special Condition 1), including so that riparian area enhancement serves the dual purpose of also helping to provide the required residential screening if feasible and appropriate consistent with riparian enhancement objectives.
- (f) **Hydrologic Inputs.** The FREP shall be coordinated with the post-construction drainage and erosion control system (see also Special Condition 1), including so that any hydrologic inputs are consistent with riparian enhancement objectives.
- (g) **Monitoring and Maintenance.** Monitoring and maintenance provisions, including a schedule of the proposed monitoring and maintenance activities to ensure that success criteria are achieved.
- (h) **Reporting.** Provision for submission of annual reports of monitoring results to the Executive Director, beginning the first year after initial implementation of the FREP and concluding once success criteria have been achieved. Each report shall document the condition of the OSREA with photographs taken from the same fixed points in the same directions, shall describe the progress towards reaching the success criteria of the FREP, and shall make recommendations, if any, on changes necessary to achieve success.
- (i) **Provision for Possible Further Action.** If the final monitoring report indicates that the FREP has been unsuccessful, in part or in whole, based on the approved success criteria, the Permittee shall submit within 90 days a revised or supplemental plan to compensate for those portions of

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the original plan which did not meet the approved success criteria. The Permittee shall implement the revised or supplemental plan as directed by the Executive Director.

The approved FREP shall be implemented during construction as directed by a qualified restoration ecologist, and initial planting and non-native/invasive plant removal shall be completed prior to initial occupancy of the residential component of the project. All requirements above and all requirements of the approved FREP shall be enforceable components of this CDP. The Permittee shall undertake development in accordance with this condition and the approved FREP.

- 5. Raptor Habitat Protection.** PRIOR TO ISSUANCE OF THE CDP, the Permittee shall submit for Executive Director review and approval two copies of a Raptor Habitat Preservation Plan (RHPP). The RHPP shall provide for raptor habitat preservation within the Raptor Habitat Preservation Area (RHPA), where the goal of the RHPP shall be to preserve and protect raptor habitat in as good or better state than exists currently. In addition, the Plan shall be designed to protect and provide for the health of the trees in perpetuity, including providing for native replacement trees suitable for raptor habitat in the event the trees in the RHPA senesce or require removal for health or safety reasons. The RHPP shall be prepared by a qualified environmental resources specialist with experience conducting raptor surveys, monitoring raptor behavior, and protecting raptor habitat. The RHPP shall provide that no development, as defined by LCP Section 17.12.199 and Public Resources Code 30106, shall occur within the RHPA except for: (1) subdivision necessary to create the RHPA parcel; (2) the portion of the road under the driplines of trees C1-C3; (3) landscaping, retaining wall, and fence structures that are sited and designed in a manner that is consistent with the RHPP; and (4) raptor habitat preservation related development consistent with the approved RHPP. Nothing in this Special Condition or in Special Condition 7 is intended to restrict the ability of the Permittee (and/or the entity ultimately accepting any conveyances for the Open Space Riparian Enhancement Area (OSREA)) from managing the RHPA and the OSREA as a single unit, if such management approach is warranted.

All requirements above and all requirements of the RHPP shall be enforceable components of this CDP. The Permittee shall undertake development in accordance with this condition and the RHPP.

- 6. Utilities.** PRIOR TO ISSUANCE OF THE CDP, the Applicant shall submit, for the review and approval of the Executive Director, evidence that adequate water and sewer services are available to serve the proposal, and that the City of Morro Bay will serve the property with water and sewer services.
- 7. OSREA Grant or Offer to Dedicate (OTD).** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the Applicant shall execute and record a document, in a form and content acceptable to the Executive Director, either granting in fee simple or irrevocably offering to dedicate to a public agency, or other entity acceptable to the Executive Director, a conservation easement over the Open Space Riparian Enhancement Area (OSREA), as described in Special Condition 1 above and as generally depicted in Exhibit 4. The grant or Offer to Dedicate (OTD) shall be recorded free of all prior liens and encumbrances that the Executive Director determines may affect the interest being conveyed. The instrument shall include a legal description and graphic depiction of the

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legal parcels subject to the CDP and a metes and bounds legal description and graphic depiction of the dedicated area prepared by a licensed surveyor based on an on-site inspection, drawn to scale, and approved by the Executive Director. No development, as defined by LCP Section 17.12.199 and Public Resources Code Section 30106, shall occur within the OSREA except for: (1) subdivision necessary to create the OSREA parcel; (2) habitat restoration (including initial grading), enhancement, maintenance, and management consistent with the approved Final Riparian Enhancement Plan (FREP); (3) public access and recreational amenities (e.g., the public pedestrian trails, benches, signage relating to the trail and the OSREA, etc.); and (4) split-rail protective fencing along the boundary of the OSREA and the public pedestrian trails. Prior to acceptance of the grant or OTD, restoration, enhancement, maintenance, and management consistent with the approved FREP shall be the obligation of the Permittee or its successor. Following acceptance of the grant or OTD, obligations for restoration, enhancement, maintenance, and management consistent with the approved FREP shall remain with the Permittee or successor unless the accepting entity notifies the Executive Director of the Commission in writing that it has elected to assume this obligation.

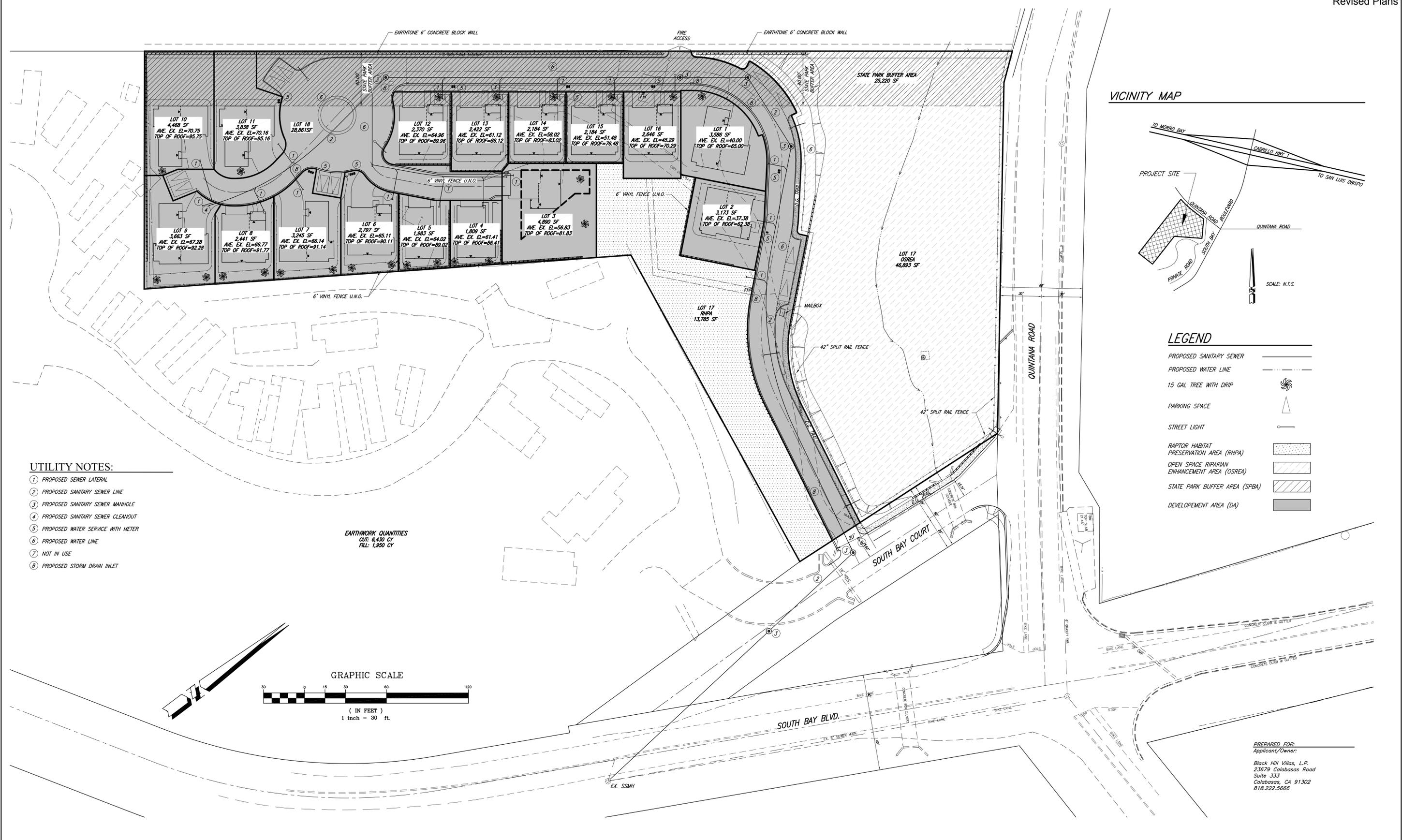
Nothing in this Special Condition and Special Condition 5 is intended to restrict the ability of the Permittee and/or the entity ultimately accepting any conveyances from managing the OSREA and the Raptor Habitat Preservation Area (RHPA) as a single unit, if such management approach is warranted.

8. **Fire Defensible Space.** All fire defensible space measures shall be accommodated on the Permittee's property, and shall not be allowed to be extended onto adjacent Morro Bay State Park property.
9. **Archaeological Resources.** In the event that any article of historical or cultural significance is encountered, all activity that could damage or destroy these resources must cease and the Executive Director and the Native American Heritage Commission must be notified so that the articles may be suitably protected or flagged for future research. A qualified archaeologist and/or the Native American Heritage Commission shall be consulted in order to examine the site and obtain recommendations for subsequent measures for the protection and disposition of significant artifacts. Mitigation measures shall be developed and submitted to the Executive Director for review and approval that address and proportionately offset the impacts of the project on archaeological resources.
10. **Deed Restriction.** PRIOR TO ISSUANCE OF THE CDP, the Applicant shall submit to the Executive Director for review and approval documentation demonstrating that the landowner has executed and recorded against the parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an

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extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

- 11. Liability for Costs and Attorney's Fees.** The Permittee shall reimburse the Coastal Commission in full for all Coastal Commission costs and attorney's fees (including but not limited to such costs/fees that are: (1) charged by the Office of the Attorney General; and (2) required by a court) that the Coastal Commission incurs in connection with the defense of any action brought by a party other than the Permittee against the Coastal Commission, its officers, employees, agents, successors and assigns challenging the approval or issuance of this permit. The Permittee shall reimburse the Coastal Commission within 60 days of being informed by the Executive Director of the amount of such costs/fees. The Coastal Commission retains complete authority to conduct and direct the defense of any such action against the Coastal Commission



**DIG ALERT**  
DIAL TOLL FREE  
811  
AT LEAST TWO DAYS  
BEFORE YOU DIG  
UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA

NO.	DATE	BY	DESCRIPTION OF REVISIONS

**GTA**  
**Garing Taylor & Associates**  
Civil Engineering  
Surveying  
Project Development  
141 South Elm Street  
Arroyo Grande, CA 93420  
805/489-1321

REGISTERED PROFESSIONAL ENGINEER  
JEFFREY J. ENGLISH  
No. 40657  
Exp. 3-31-17  
STATE OF CALIFORNIA

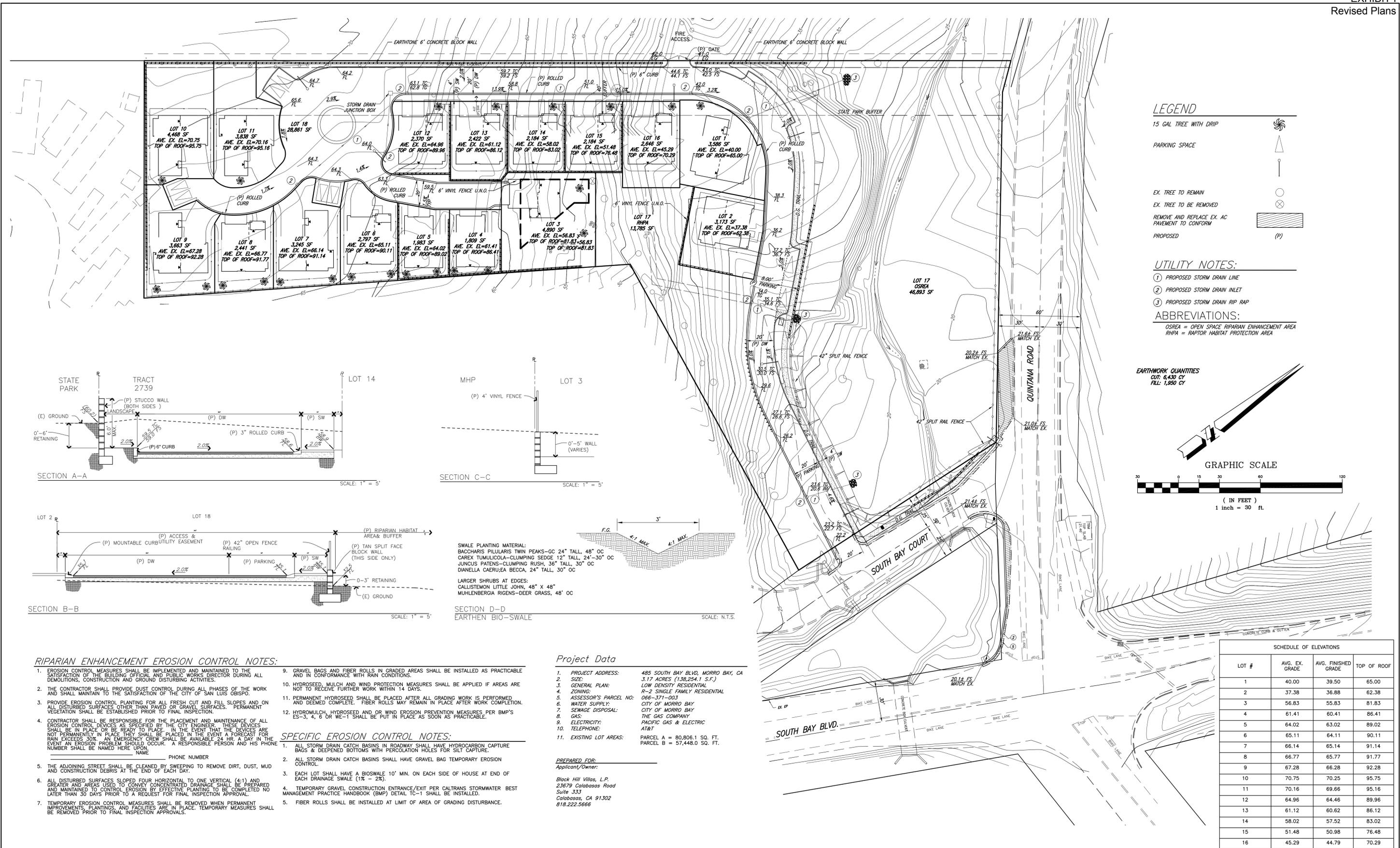
REGISTERED PROFESSIONAL ENGINEER  
ROBERT A. LITVOR  
No. 12312016  
Exp. 12/31/2016  
STATE OF CALIFORNIA

CITY ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

**CITY OF MORRO BAY**  
955 SHASTA AVENUE  
MORRO BAY, CA 93442  
DEPARTMENT OF PUBLIC SERVICES  
ENGINEERING DIVISION

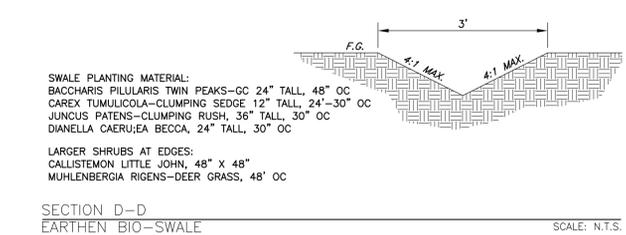
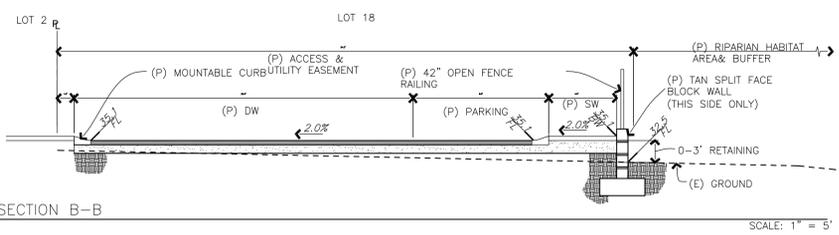
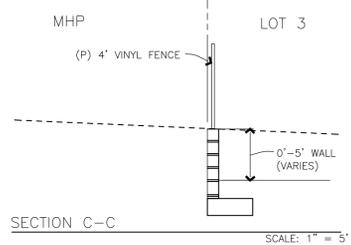
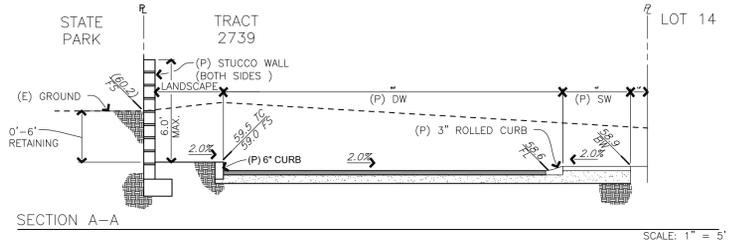
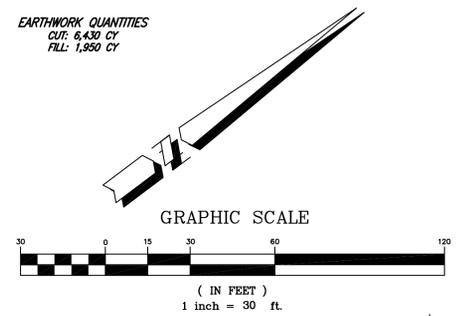
**VESTING TENTATIVE TRACT MAP 2739**  
485 & 495 SOUTH BAY BLVD.  
MORRO BAY, CALIFORNIA  
SITE EXHIBIT  
PROJECT NO: 15-529.000 SHEET: 1 OF 1

PREPARED FOR:  
Applicant/Owner:  
Black Hill Villas, L.P.  
23679 Calabasas Road  
Suite 333  
Calabasas, CA 91302  
818.222.5666



- LEGEND**
- 15 GAL TREE WITH DRIP
  - PARKING SPACE
  - EX. TREE TO REMAIN
  - EX. TREE TO BE REMOVED
  - REMOVE AND REPLACE EX. AC PAVEMENT TO CONFORM
  - PROPOSED

- UTILITY NOTES:**
- 1 PROPOSED STORM DRAIN LINE
  - 2 PROPOSED STORM DRAIN INLET
  - 3 PROPOSED STORM DRAIN RIP RAP
- ABBREVIATIONS:**
- OSREA = OPEN SPACE RIPARIAN ENHANCEMENT AREA
  - RHPA = RAPTOR HABITAT PROTECTION AREA



**SWALE PLANTING MATERIAL:**  
BACCHARIS PILULARIS TWIN PEAKS-GC 24" TALL, 48" OC  
CAREX TUMULICOLA-CLUMPING SEDGE 12" TALL, 24"-30" OC  
JUNCUS PATENS-CLUMPING RUSH, 36" TALL, 30" OC  
DIANELLA CAERULEA BECCA, 24" TALL, 30" OC

**LARGER SHRUBS AT EDGES:**  
CALLISTEMON LITTLE JOHN, 48" X 48"  
MULLENBERGIA RIGENS-DEER GRASS, 48" OC

**RIPARIAN ENHANCEMENT EROSION CONTROL NOTES:**

- EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED TO THE SATISFACTION OF THE BUILDING OFFICIAL AND PUBLIC WORKS DIRECTOR DURING ALL DEMOLITIONS, CONSTRUCTION AND GROUND DISTURBING ACTIVITIES.
- THE CONTRACTOR SHALL PROVIDE DUST CONTROL DURING ALL PHASES OF THE WORK AND SHALL MAINTAIN TO THE SATISFACTION OF THE CITY OF SAN LUIS OBISPO.
- PROVIDE EROSION CONTROL PLANTING FOR ALL FRESH CUT AND FILL SLOPES AND ON ALL DISTURBED SURFACES OTHER THAN PAVED OR GRAVEL SURFACES. PERMANENT VEGETATION SHALL BE ESTABLISHED PRIOR TO FINAL INSPECTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE PLACEMENT AND MAINTENANCE OF ALL EROSION CONTROL DEVICES AS SPECIFIED BY THE CITY ENGINEER. THESE DEVICES SHALL BE IN PLACE OR BE READY TO PLACE IN THE EVENT THAT THE DEVICES ARE NOT PERMANENTLY IN PLACE THEY SHALL BE PLACED IN THE EVENT A FORECAST FOR RAIN EXCEEDS 50% AN EMERGENCY CREW SHALL BE AVAILABLE 24 HR. A DAY IN THE EVENT AN EROSION PROBLEM SHOULD OCCUR. A RESPONSIBLE PERSON AND HIS PHONE NUMBER SHALL BE NAMED HERE UPON.
- THE ADJOINING STREET SHALL BE CLEANED BY SWEEPING TO REMOVE DIRT, DUST, MUD AND CONSTRUCTION DEBRIS AT THE END OF EACH DAY.
- ALL DISTURBED SURFACES SLOPED FOUR HORIZONTAL TO ONE VERTICAL (4:1) AND GREATER AND AREAS USED TO CONVEY CONCENTRATED DRAINAGE SHALL BE PREPARED AND MAINTAINED TO CONTROL EROSION BY EFFECTIVE PLANTING TO BE COMPLETED NO LATER THAN 30 DAYS PRIOR TO A REQUEST FOR FINAL INSPECTION APPROVAL.
- TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WHEN PERMANENT IMPROVEMENTS, PLANTINGS, AND FACILITIES ARE IN PLACE. TEMPORARY MEASURES SHALL BE REMOVED PRIOR TO FINAL INSPECTION APPROVALS.

**SPECIFIC EROSION CONTROL NOTES:**

- ALL STORM DRAIN CATCH BASINS IN ROADWAY SHALL HAVE HYDROCARBON CAPTURE BAGS & DEEPENED BOTTOMS WITH PERCOLATION HOLES FOR SILT CAPTURE.
- ALL STORM DRAIN CATCH BASINS SHALL HAVE GRAVEL BAG TEMPORARY EROSION CONTROL.
- EACH LOT SHALL HAVE A BIOSWALE 10' MIN. ON EACH SIDE OF HOUSE AT END OF EACH DRAINAGE SWALE (1% - 2%).
- TEMPORARY GRAVEL CONSTRUCTION ENTRANCE/EXIT PER CALTRANS STORMWATER BEST MANAGEMENT PRACTICE HANDBOOK (BMP) DETAIL TC-1 SHALL BE INSTALLED.
- FIBER ROLLS SHALL BE INSTALLED AT LIMIT OF AREA OF GRADING DISTURBANCE.

**Project Data**

- PROJECT ADDRESS: 485 SOUTH BAY BLVD, MORRO BAY, CA
  - SIZE: 3.17 ACRES (138,254.1 S.F.)
  - GENERAL PLAN: LOW DENSITY RESIDENTIAL
  - ZONING: R-2 SINGLE FAMILY RESIDENTIAL
  - ASSESSOR'S PARCEL NO: 066-371-003
  - WATER SUPPLY: CITY OF MORRO BAY
  - SEWAGE DISPOSAL: THE GAS COMPANY
  - GAS: PACIFIC GAS & ELECTRIC
  - ELECTRICITY: AT&T
  - TELEPHONE: AT&T
  - EXISTING LOT AREAS: PARCEL A = 80,806.1 SQ. FT. PARCEL B = 57,448.0 SQ. FT.
- PREPARED FOR:**  
Applicant/Owner:  
Black Hill Villas, L.P.  
23879 Calabasas Road  
Suite 333  
Calabasas, CA 91302  
818.222.5666

SCHEDULE OF ELEVATIONS			
LOT #	AVG. EX. GRADE	AVG. FINISHED GRADE	TOP OF ROOF
1	40.00	39.50	65.00
2	37.38	36.88	62.38
3	56.83	55.83	81.83
4	61.41	60.41	86.41
5	64.02	63.02	89.02
6	65.11	64.11	90.11
7	66.14	65.14	91.14
8	66.77	65.77	91.77
9	67.28	66.28	92.28
10	70.75	70.25	95.75
11	70.16	69.66	95.16
12	64.96	64.46	89.96
13	61.12	60.62	86.12
14	58.02	57.52	83.02
15	51.48	50.98	76.48
16	45.29	44.79	70.29

<p>DIAL TOLL FREE 811 AT LEAST TWO DAYS BEFORE YOU DIG UNDERGROUND SERVICE ALERT OF NORTHERN CALIFORNIA</p>	BASIS OF BEARING	BENCHMARK	REV.	DATE	BY	DESCRIPTION OF REVISIONS	<p><b>Garing Taylor &amp; Associates</b> Civil Engineering Surveying Project Development 141 South Elm Street Arroyo Grande, CA 93420 805/489-1321</p>	<p>REGISTERED PROFESSIONAL ENGINEER JEFFREY J. EMBREY No. 40657 Exp. 3-31-17 STATE OF CALIFORNIA</p>	<p>REGISTERED PROFESSIONAL ENGINEER ROBERT A. LITVORK No. C 61067 Exp. 12/31/2016 CIVIL STATE OF CALIFORNIA</p>	<p><b>CITY OF MORRO BAY</b> 955 SHASTA AVENUE MORRO BAY, CA 93442</p> <p>DEPARTMENT OF PUBLIC SERVICES ENGINEERING DIVISION</p>	<p>GRADING PLAN 485 &amp; 495 SOUTH BAY BLVD. MORRO BAY, CALIFORNIA</p> <p>SITE EXHIBIT</p>
	TO BE PROVIDED	TO BE PROVIDED									



FRONT

"1-A"



FRONT

"1-B"



FRONT

"1-C"

PLAN 1  
FRONT ELEVATIONS

■ BLACK HILLS VILLAS ■

City of Morro Bay, California

Black Hill Villas, Inc

BASSENIAN  
*Architects*  
LACONI  
Architecture and Land Planning  
2038 Orchard Dr. Suite 100  
Newport Beach CA 92660-0758  
Telephone 949-553-9100

04-01-09

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FRONT

"3-A"



FRONT

"2-A"



FRONT

"2-B"

PLANS 2 AND 3  
FRONT ELEVATIONS

■ BLACK HILLS VILLAS ■

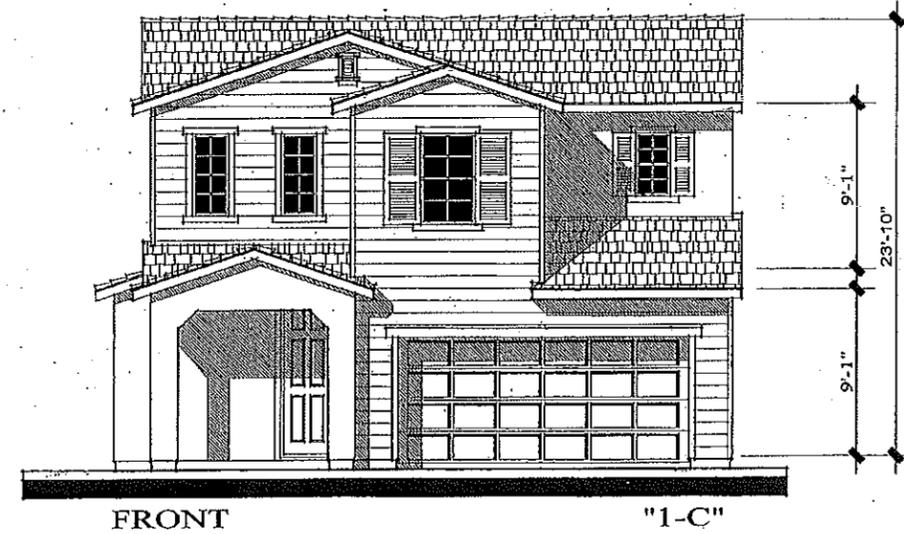
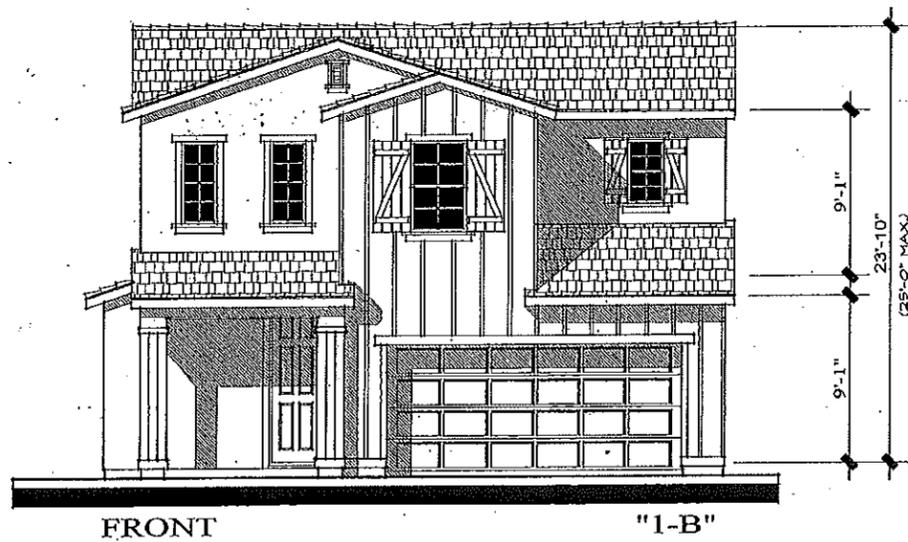
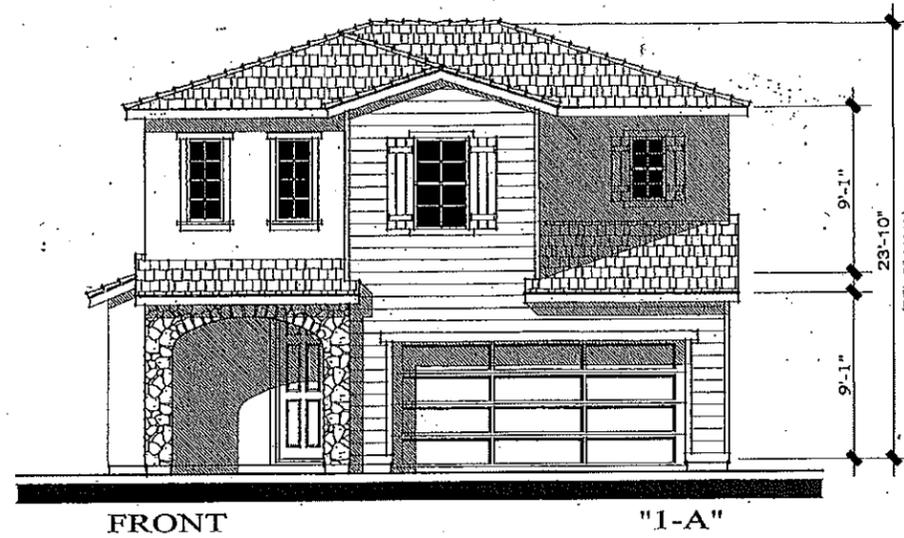
City of Morro Bay, California

Black Hill Villas, Inc

RASSENIAN  
*architects*  
LACONI  
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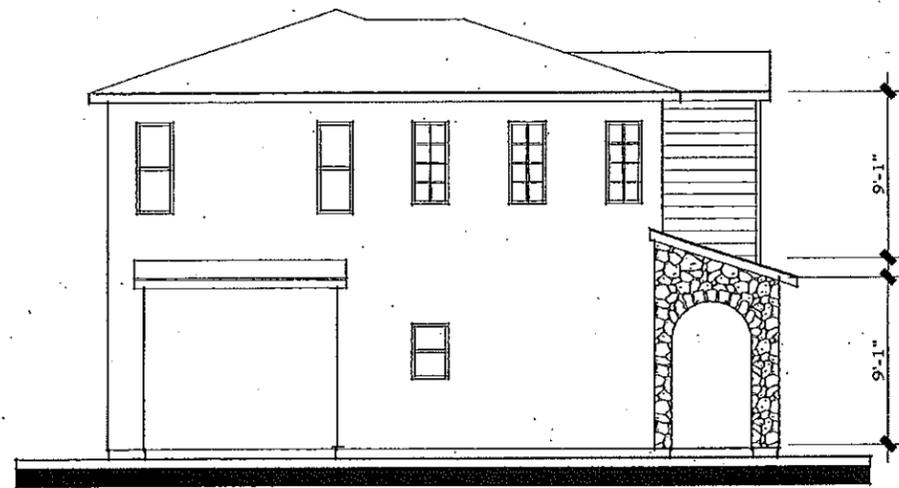
PLAN 1  
FRONT ELEVATIONS  
■ BLACK HILLS VILLAS ■  
City of Morro Bay, California

Black Hill Villas, Inc

BASSENIAN  
*Architects*  
LACONI  
Architecture and Land Planning  
8028 Orchard Dr. Suite 100  
Kingsport Beach, CA 93940-0763  
Telephone 849-252-9100

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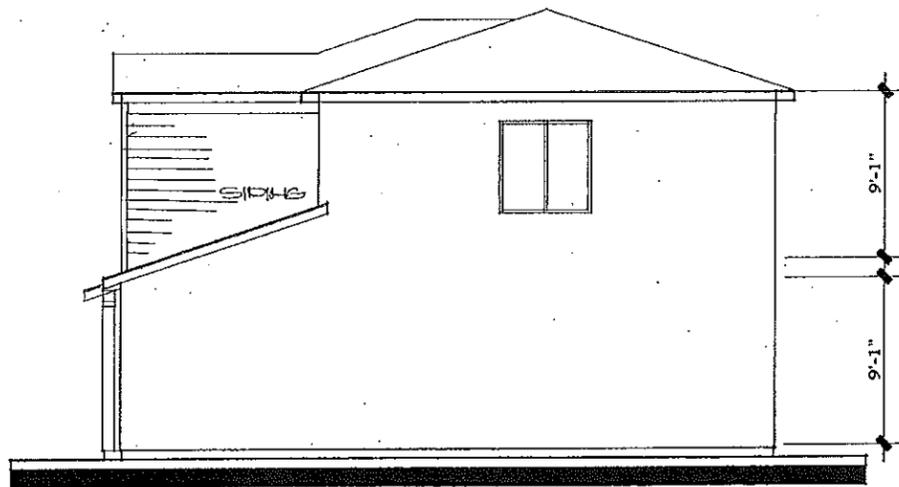


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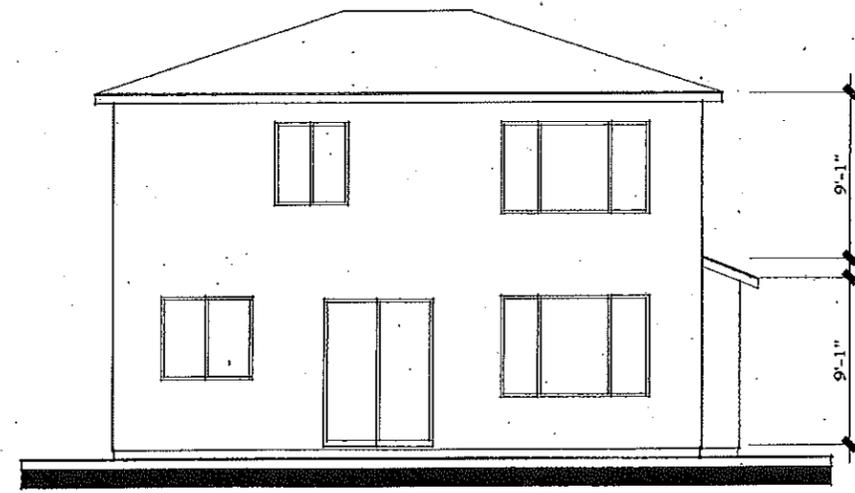


FRONT

"1-A"



RIGHT



REAR

PLAN 1  
ELEVATION "A"

■ BLACK HILLS VILLAS ■

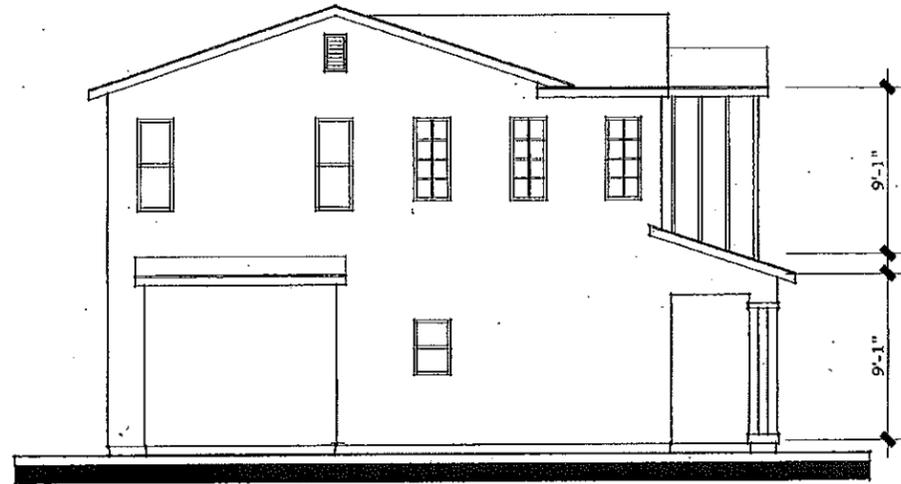
City of Morro Bay, California

Black Hill Villas, Inc



01-13-09

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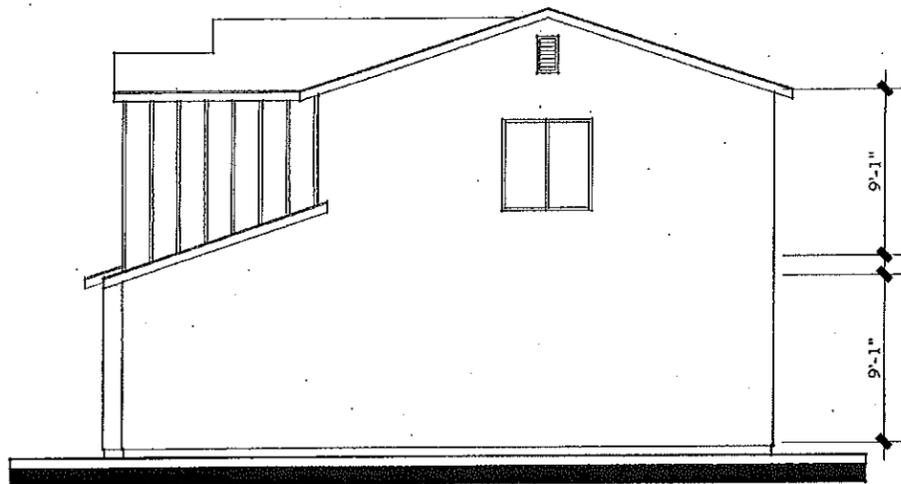


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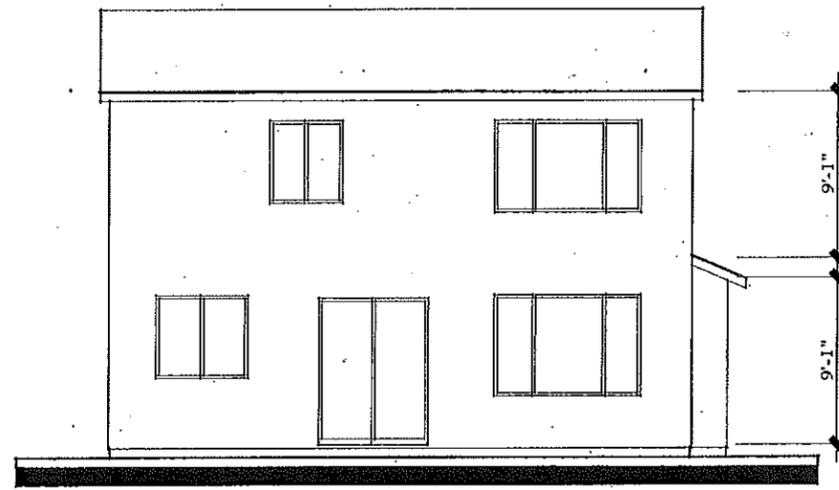


FRONT

"1-B"



RIGHT



REAR

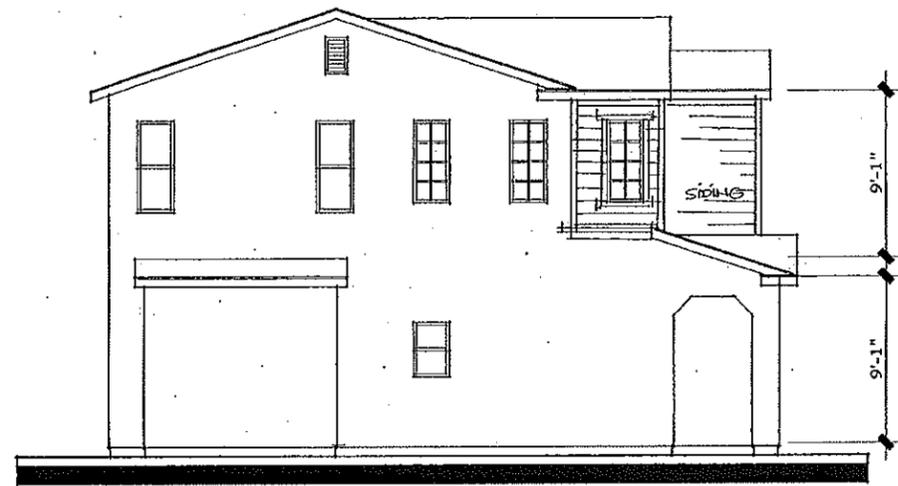
PLAN 1  
ELEVATION "B"

■ BLACK HILLS VILLAS ■

City of Morro Bay, California

Black Hill Villas, Inc



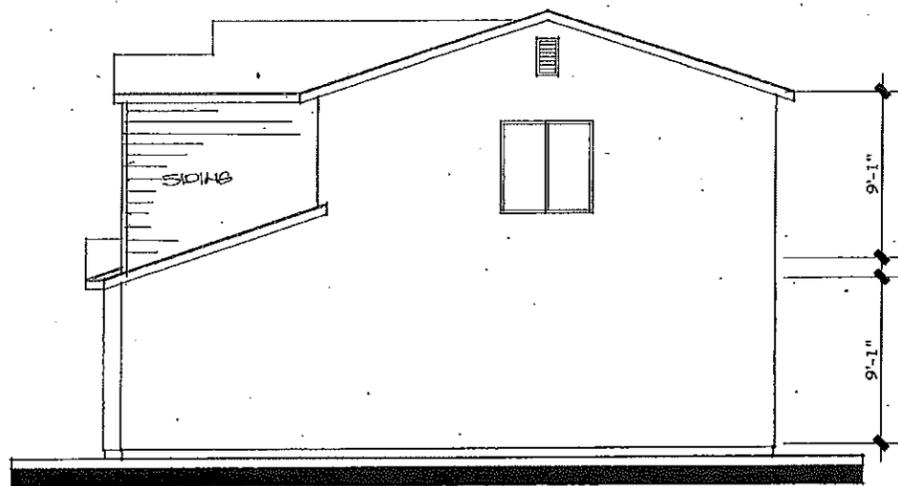


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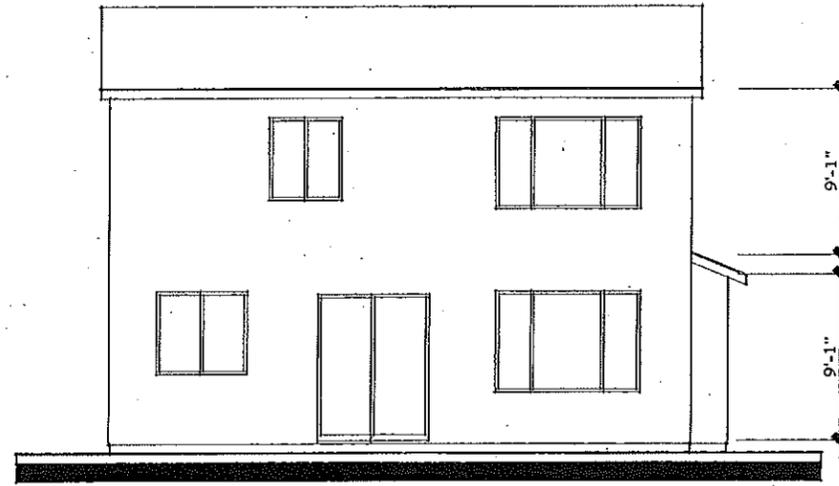


FRONT

"1-C"



RIGHT



REAR

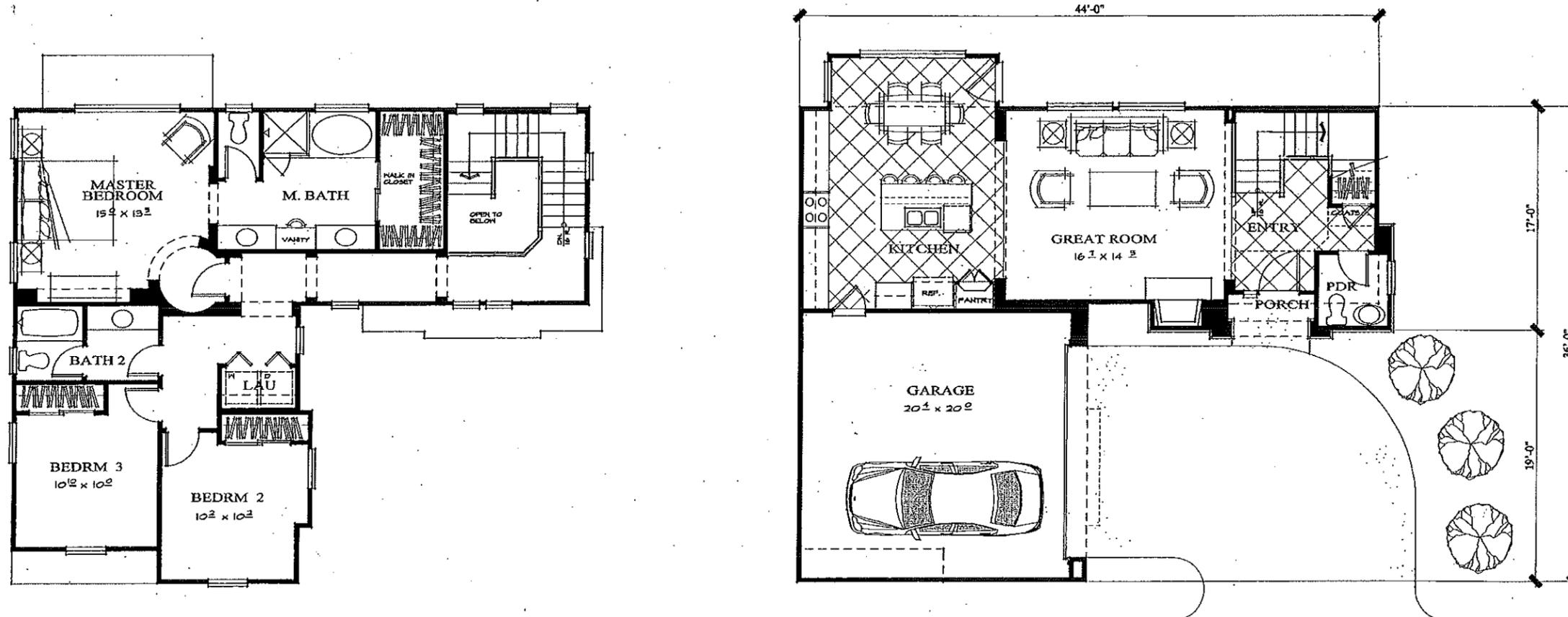
PLAN 1  
ELEVATION "C"

■ BLACK HILLS VILLAS ■

City of Morro Bay, California

Black Hill Villas, Inc

BASSENIAN  
*architects*  
LACONI  
Architecture and Land Planning  
2025 Orchard Dr. Suite 100  
Newport Beach CA 92660-0763  
Telephone 949-553-9100



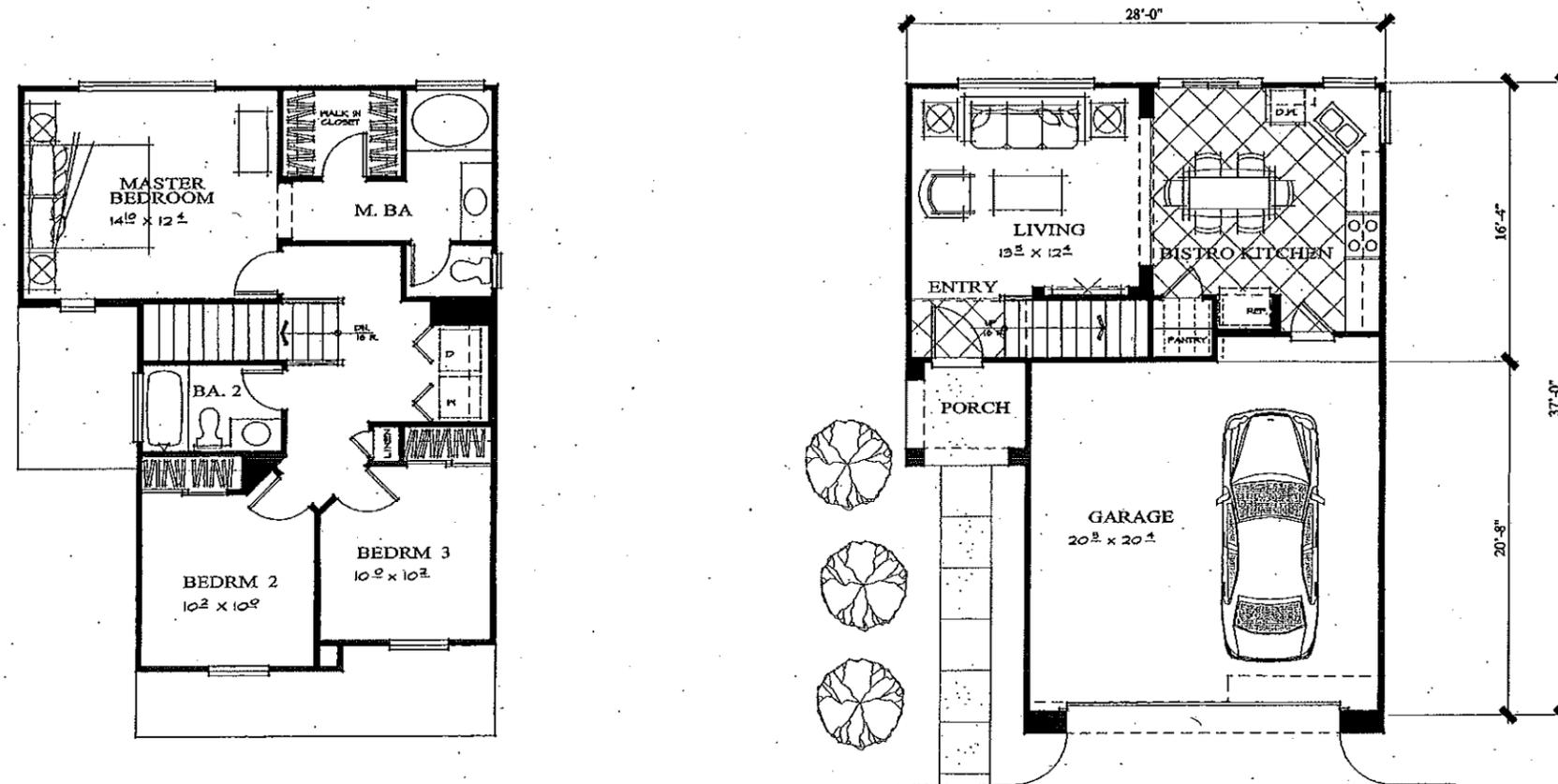
PLAN 2  
1,715 SQ. FT.

■ BLACK HILLS VILLAS ■

City of Morro Bay, California

Black Hill Villas, Inc

BASSENIAN  
*architects*  
LACONI  
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8581 Orchard Dr. Suite 100  
Morro Bay, CA 93940-0753  
Telephone 849-525-8100



PLAN 3 BMR  
1,232 SQ. FT.

■ BLACK HILLS VILLAS ■

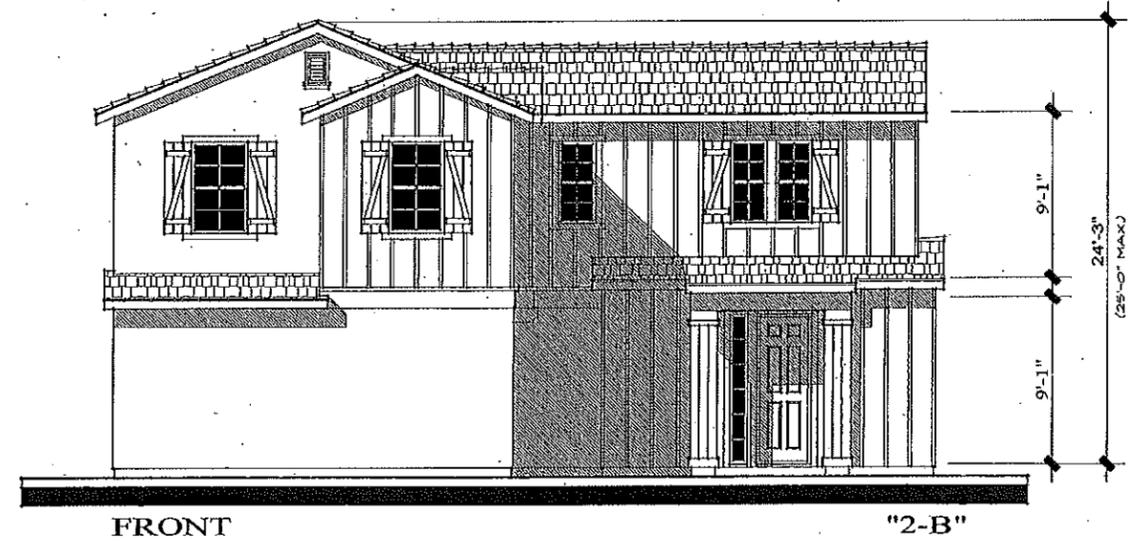
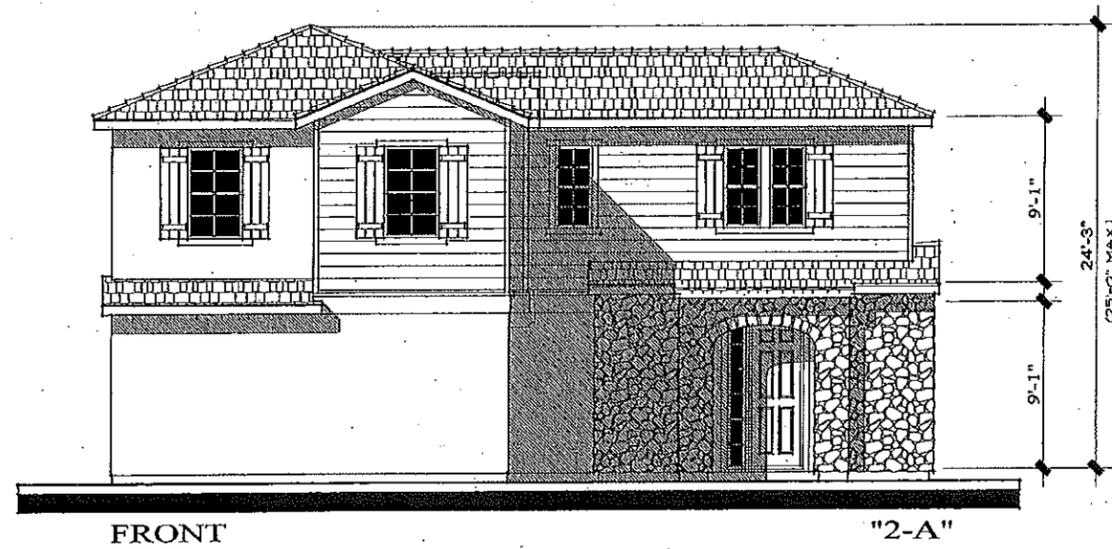
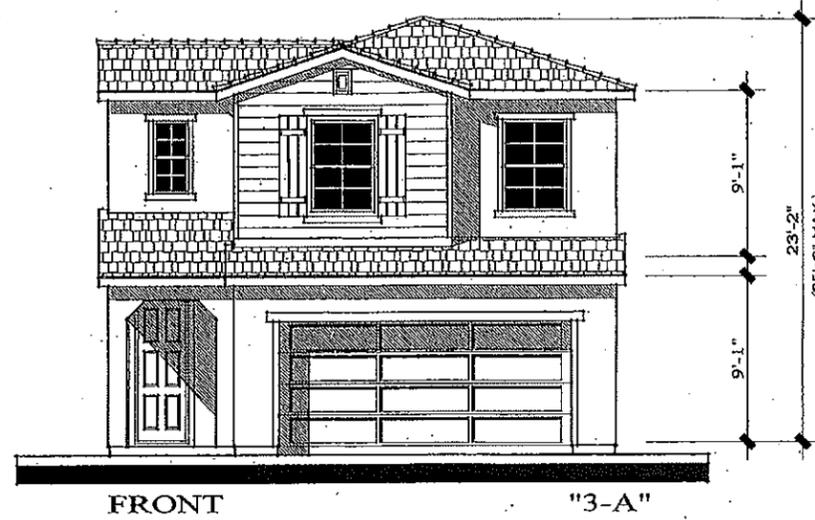
City of Morro Bay, California

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*architects*  
LACONI  
Architects and Land Planning  
2001 Osborn Dr, Suite 100  
Morro Beach, CA 93940-0765  
Telephone 848-663-9100

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PLANS 2 AND 3  
FRONT ELEVATIONS

■ BLACK HILLS VILLAS ■

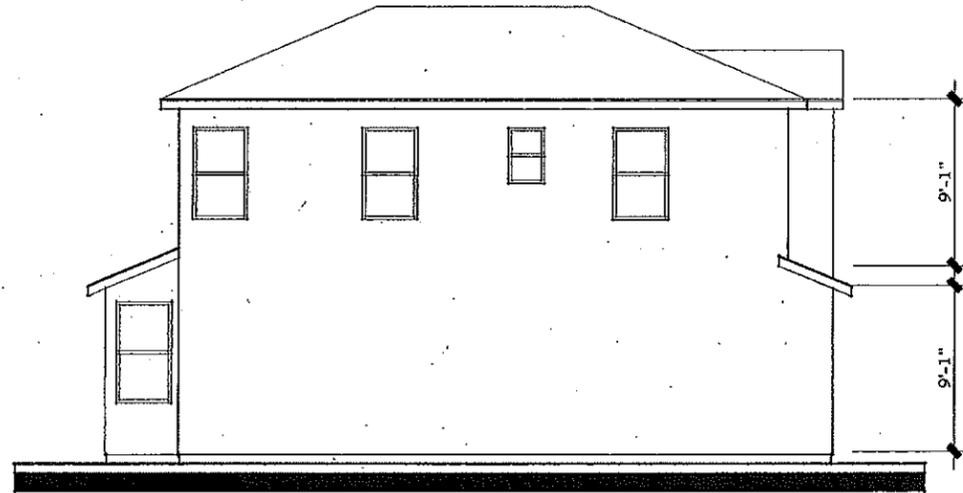
City of Morro Bay, California

Black Hill Villas, Inc

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Telephone 849-553-6100

04-01-09

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LEFT



FRONT

"2-A"



RIGHT



REAR

PLAN 2  
ELEVATION "A"

■ BLACK HILLS VILLAS ■

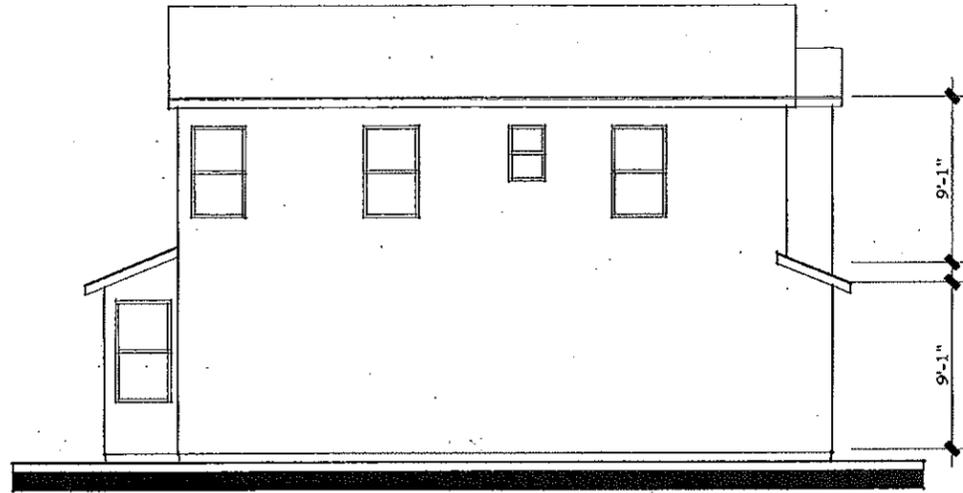
City of Morro Bay, California

Black Hill Villas, Inc

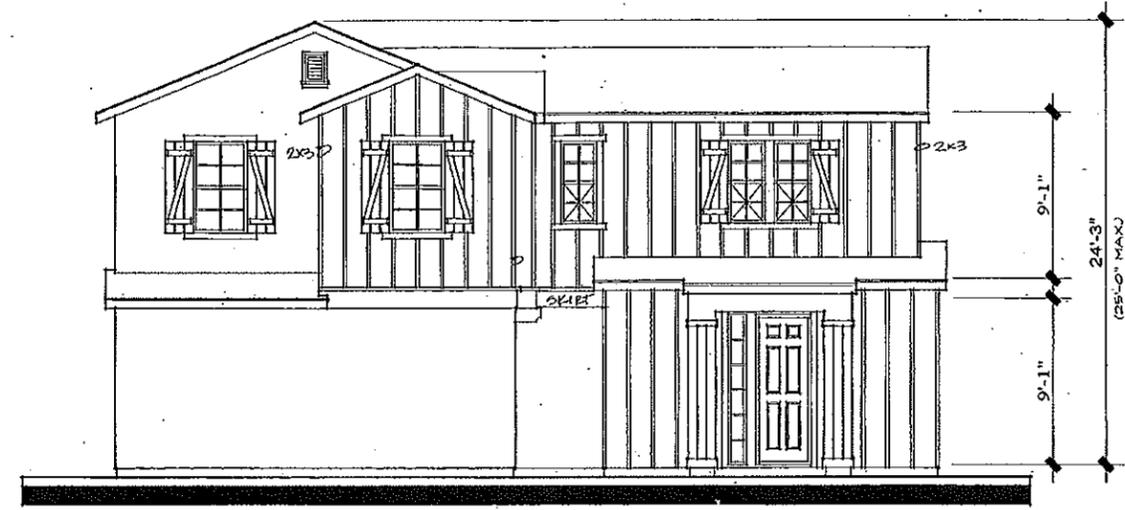
BASSENIAN  
*architects*  
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Architects and Land Planners  
2221 Orchard Dr., Suite 100  
Newport Beach, CA 92663-0753  
Telephone 949-563-9830

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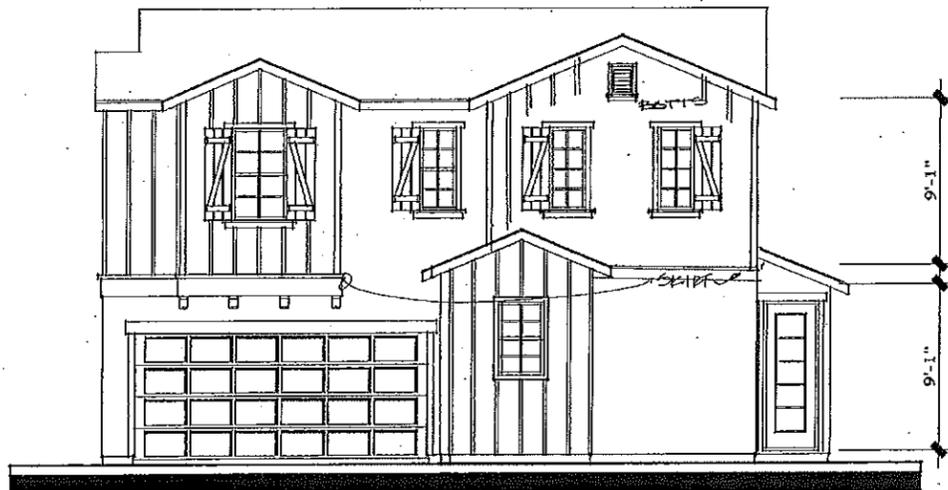


LEFT



FRONT

"2-B"



RIGHT



REAR

PLAN 2  
ELEVATION "B"

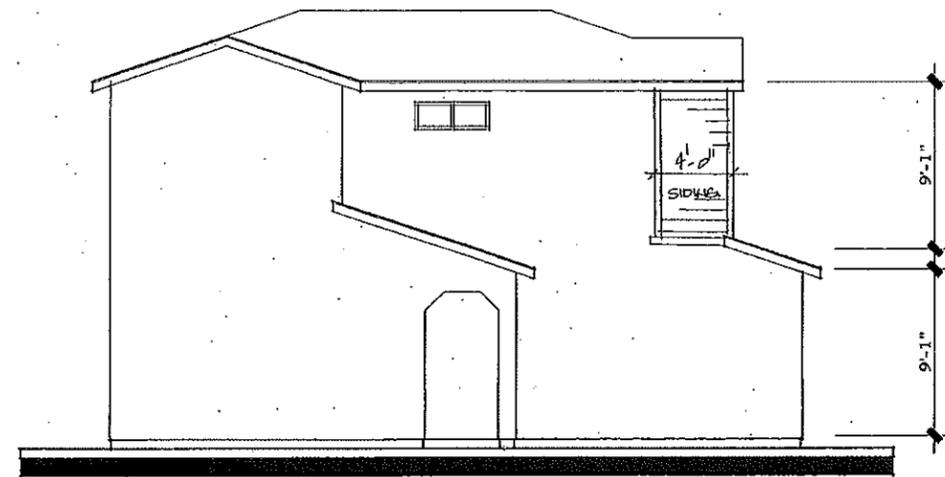
■ BLACK HILLS VILLAS ■

City of Morro Bay, California

Black Hill Villas, Inc

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*architects*  
LACONI  
Architecture and Land Planning  
2121 Orchard Dr. Suite 100  
Newport Beach CA 92660-0763  
Telephone 949-503-8100

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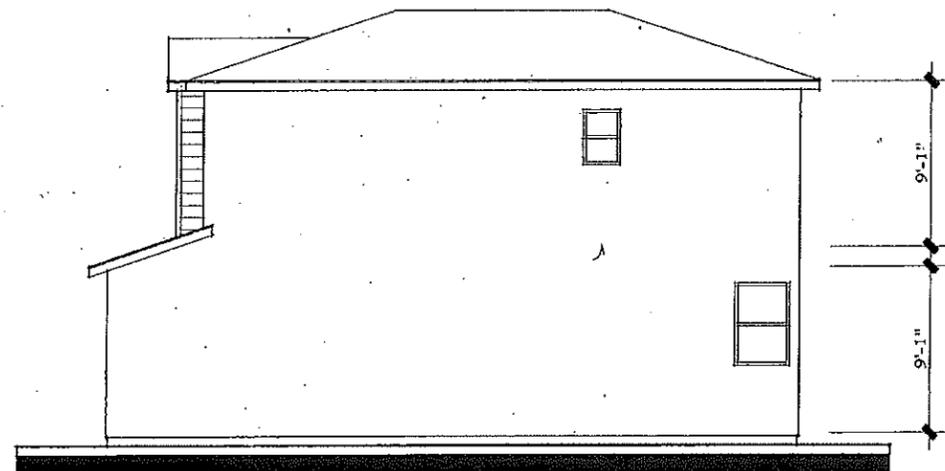


LEFT



FRONT

"3-A"



RIGHT



REAR

PLAN 3  
ELEVATION "A"

■ BLACK HILLS VILLAS ■

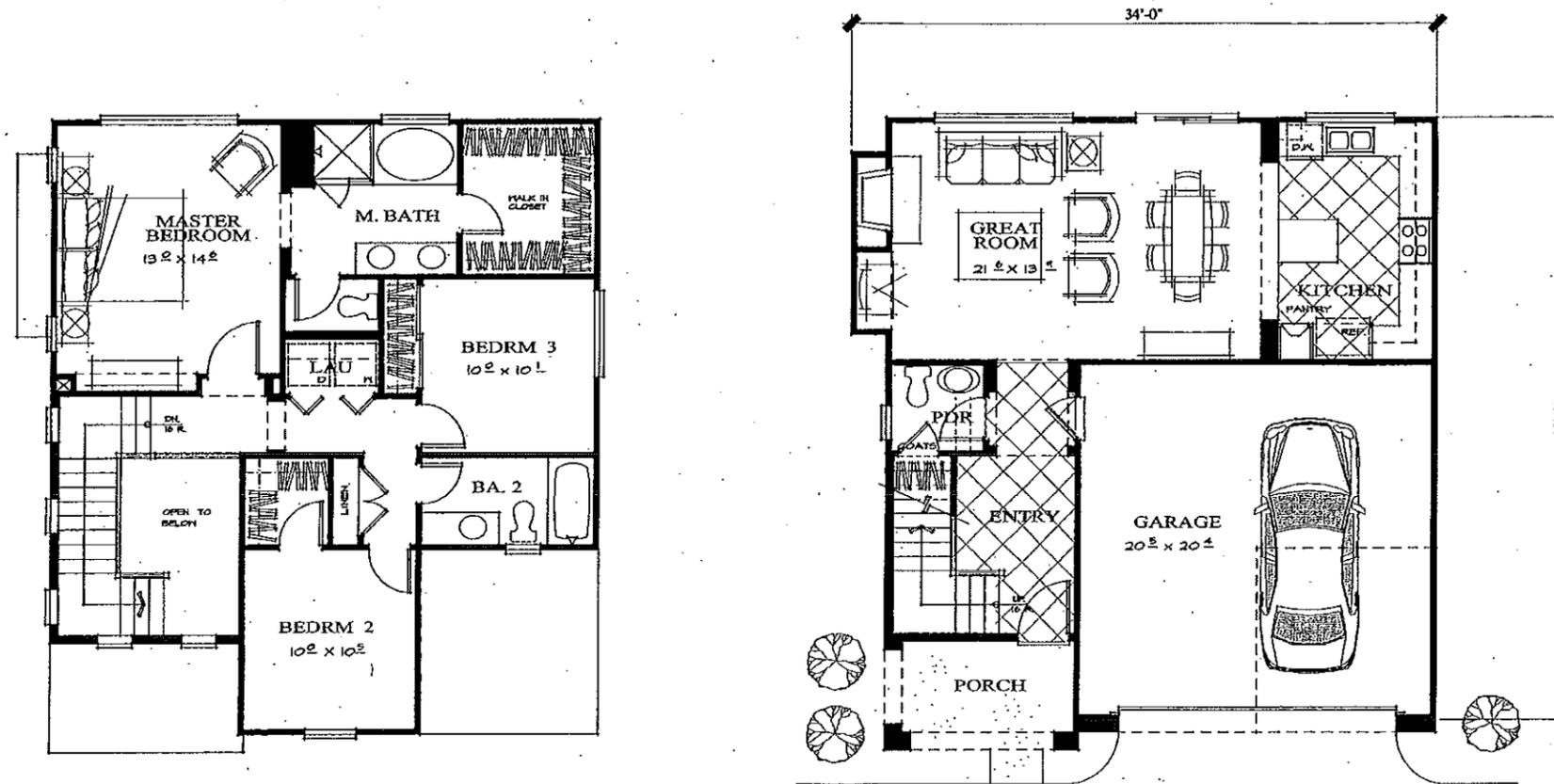
City of Morro Bay, California

Black Hill Villas, Inc



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PLAN 1  
1,461 SQ. FT.

■ BLACK HILLS VILLAS ■

City of Morro Bay, California

Black Hill Villas, Inc

BASSENIAN  
*architects*  
LAGONI  
Architecture and Land Planning  
2028 Orchard Dr. Suite 100  
Newport Beach CA 92660-0763  
Telephone 949-663-9100

# TRACT 2739

## BLACK HILL VILLAS

SOUTH BAY BOULEVARD & QUINTANA ROAD MORRO BAY, CA 93442



LOCATION



EXISTING



PROPOSED

LOOKING SOUTHWEST FROM NB HIGHWAY 1

Exhibit 11  
A-3-MRB-06-064

Page 1 of 5

# TRACT 2739

## BLACK HILL VILLAS

SOUTH BAY BOULEVARD & QUINTANA ROAD MORRO BAY, CA 93442

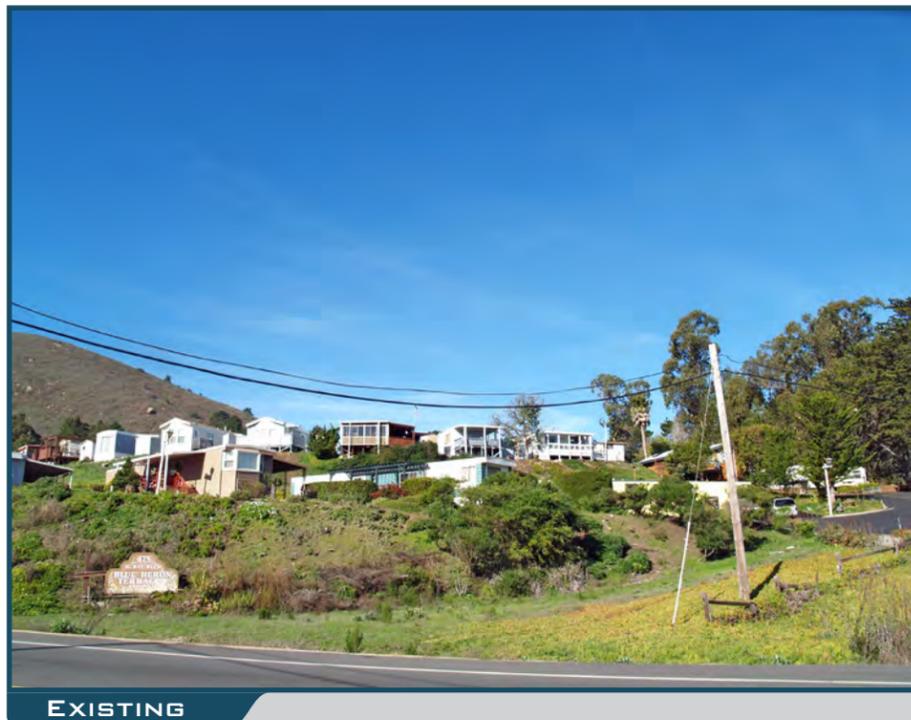


Exhibit 11  
 A-3-MRB-06-064

# TRACT 2739

## BLACK HILL VILLAS

SOUTH BAY BOULEVARD & QUINTANA ROAD MORRO BAY, CA 93442



EXISTING



PROPOSED LOOKING SOUTHWEST FROM QUINTANA ROAD

Exhibit 11  
A-3-MRB-06-064

# TRACT 2739

## BLACK HILL VILLAS

SOUTH BAY BOULEVARD & QUINTANA ROAD MORRO BAY, CA 93442



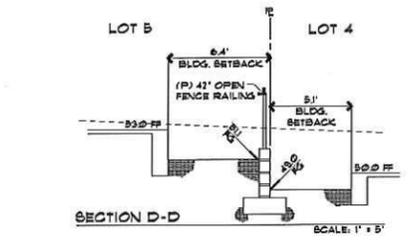
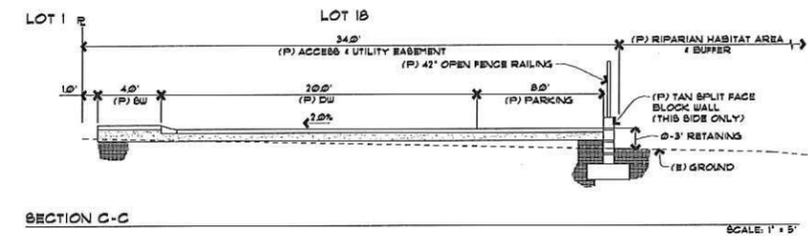
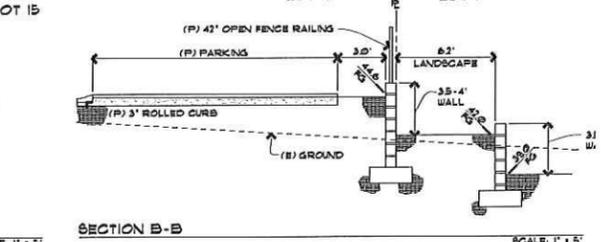
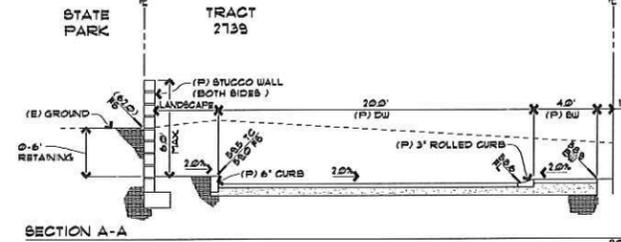
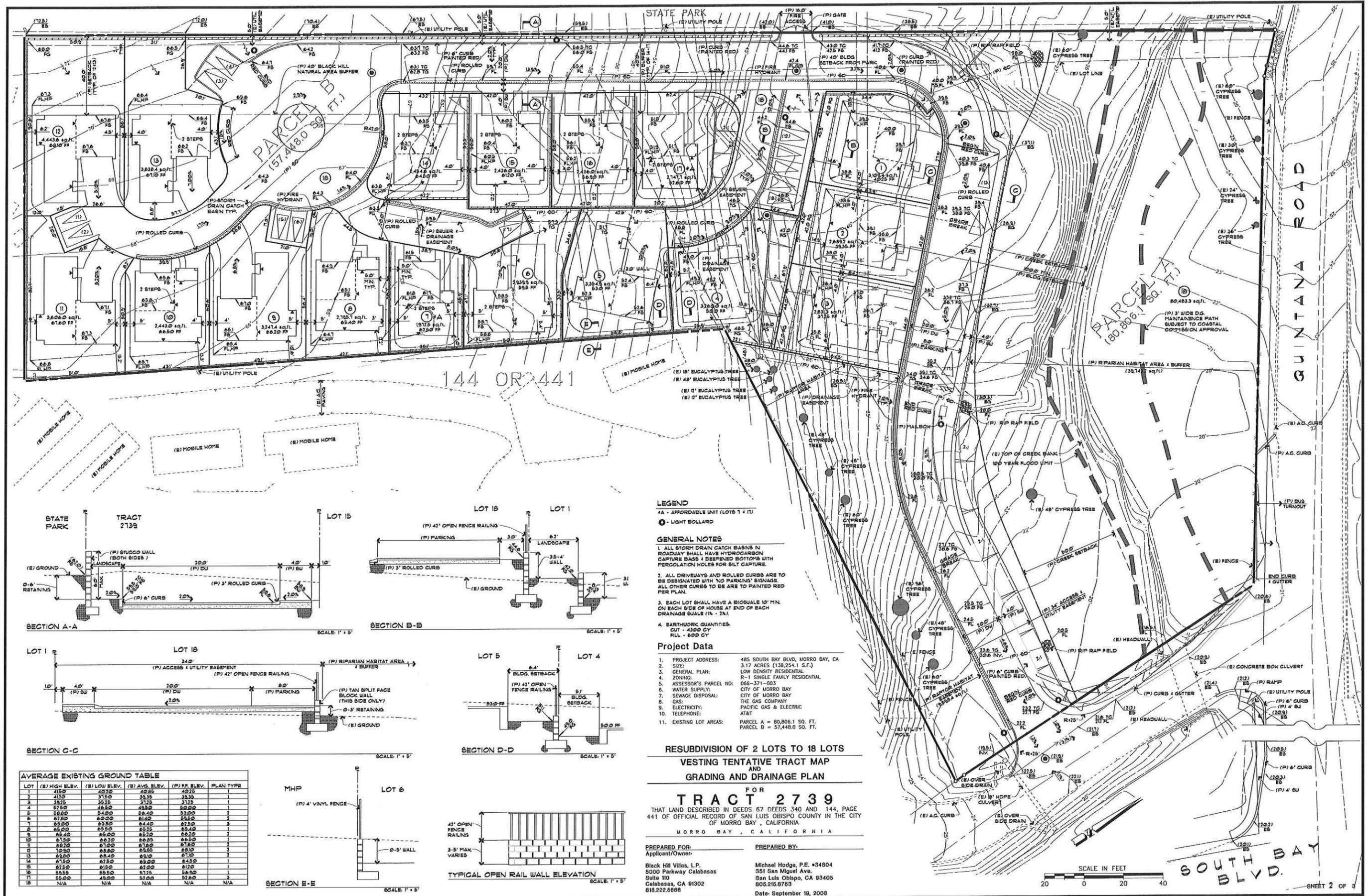
# TRACT 2739

## BLACK HILL VILLAS

SOUTH BAY BOULEVARD & QUINTANA ROAD MORRO BAY, CA 93442

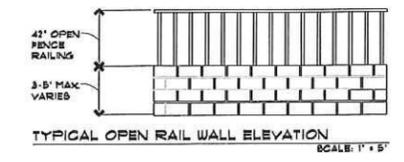
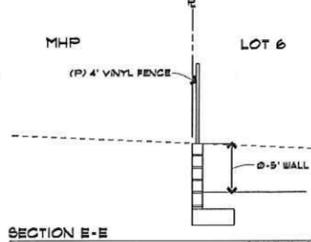


ACCURACY OF PHOTO SIMULATION BASED UPON INFORMATION PROVIDED BY PROJECT APPLICANT.



**AVERAGE EXISTING GROUND TABLE**

LOT	(B) HIGH ELEV.	(B) LOW ELEV.	(B) AVG. ELEV.	(P) FF. ELEV.	PLAN TYPE
1	41.50	40.70	40.85	40.75	1
2	41.00	39.50	39.35	39.35	1
3	39.75	39.75	39.75	39.75	1
4	47.50	46.50	46.50	50.00	2
5	50.00	54.00	56.40	53.00	2
6	61.00	60.00	61.00	59.50	2
7	65.00	63.00	64.00	62.50	3
8	65.00	65.00	65.15	65.40	1
9	65.40	65.00	65.20	65.20	2
10	61.50	60.70	60.85	60.50	1
11	62.70	61.20	61.80	61.50	2
12	70.50	68.00	69.25	69.00	2
13	69.00	68.40	68.70	61.00	2
14	61.50	61.50	61.50	64.50	1
15	63.00	61.50	61.25	61.25	1
16	58.50	55.50	57.25	56.50	1
17	55.00	49.00	52.00	52.00	3
18	N/A	N/A	N/A	N/A	N/A



**LEGEND**  
 \*A - AFFORDABLE UNIT (LOTS 1 + 17)  
 ○ - LIGHT BOLLARD

**GENERAL NOTES**  
 1. ALL STORM DRAIN CATCH BASINS IN ROADWAY SHALL HAVE HYDROCARBON CAPTURE BAGS & DEPENDED BOTTOMS WITH PERCOLATION HOLES FOR SILT CAPTURE.  
 2. ALL DRIVEWAYS AND ROLLED CURBS ARE TO BE DESIGNATED WITH "NO PARKING" SIGNAGE. ALL OTHER CURBS TO BE PAINTED RED PER PLAN.  
 3. EACH LOT SHALL HAVE A BIOWALL 10" MIN. ON EACH SIDE OF HOUSE AT END OF EACH DRAINAGE SWALE (1% - 2%).  
 4. EARTHWORK QUANTITIES:  
 CUT - 4300 CY  
 FILL - 699 CY

**Project Data**  
 1. PROJECT ADDRESS: 485 SOUTH BAY BLVD, MORRO BAY, CA  
 2. SIZE: 3.17 ACRES (138,254.1 S.F.)  
 3. GENERAL PLAN: LOW DENSITY RESIDENTIAL  
 4. ZONING: R-1 SINGLE FAMILY RESIDENTIAL  
 5. ASSESSOR'S PARCEL NO: 066-371-003  
 6. WATER SUPPLY: CITY OF MORRO BAY  
 7. SEWAGE DISPOSAL: CITY OF MORRO BAY  
 8. GAS: THE GAS COMPANY  
 9. ELECTRICITY: PACIFIC GAS & ELECTRIC  
 10. TELEPHONE: AT&T  
 11. EXISTING LOT AREAS: PARCEL A = 80,806.1 SQ. FT., PARCEL B = 57,448.0 SQ. FT.

**RESUBDIVISION OF 2 LOTS TO 18 LOTS  
 VESTING TENTATIVE TRACT MAP  
 AND  
 GRADING AND DRAINAGE PLAN**

FOR  
**TRACT 2739**  
 THAT LAND DESCRIBED IN DEEDS 67 DEEDS 340 AND 144, PAGE 441 OF OFFICIAL RECORD OF SAN LUIS OBISPO COUNTY IN THE CITY OF MORRO BAY, CALIFORNIA  
 MORRO BAY, CALIFORNIA

PREPARED FOR: Applicant/Owner  
 Black Hill Villas, L.P.  
 5000 Parkway Calabasas  
 Suite 110  
 Calabasas, CA 91302  
 818.222.6068

PREPARED BY:  
 Michael Hodge, P.E. #34804  
 351 San Miguel Ave.  
 San Luis Obispo, CA 93405  
 805.215.8763  
 Date: September 19, 2008



**SOUTH BAY BLVD.**



## CITY OF MORRO BAY

CITY HALL

595 Harbor Street  
Morro Bay, CA 93442

**Memorandum for City Council, Staff and the Public**

**Date:** February 24, 2016

**Subject:** 2016-2017 City Goals and Objectives

1. **Purpose.** The purpose of this document is to identify City of Morro Bay Goals and Objectives for the Budget Year July 2016 – Jun 2017.
  - a) The City of Morro Bay Strategic Planning Framework, adopted by the City Council on December 8, 2015, directs the timing for development of City Goals and Objectives.
  - b) In accordance with that policy, the City's 10 existing goals remain in place. They will be reviewed and modified in January of 2017.
  - c) The City's 2016/17 budget year objectives were developed in January and February of 2016, encompassing broad input from residents, staff, advisory bodies and Council. This process included receiving resident, board and Council input through the year, then, two formal Council study sessions in January 2016 and deliberation at one Council meeting on February 9, 2016. This document was approved / adopted by Council on February 23, 2016.
  - d) The objectives under each goal identify a number of specific objectives the City intends to accomplish in the July 2016 to June 2017 budget year. Accomplishing these objectives, however, is dependent on adequate resourcing – both staff time and money. Thus, some objectives may not be completed if adequate resources are not allocated during the fiscal year 2016/2017 budget process.
  - e) City staff intends to develop simple action plans, including milestones and basic metrics, for each of these program objectives. Staff will update the Council on the status of work on each objective periodically through the year, and formally at the November 15, 2016 Annual Goals Update.
  
2. **Goals and Objectives.** Following are the City of Morro Bay's 10 Goals and subordinate program objectives for budget year 2016-17:

### **Goal #1 - Develop New WRF**

- a) **Public Participation.** Continue to pursue robust public input on site design and aesthetics opportunities/process associated WRF project, site and ancillary facilities.

- b) **Property Acquisition.** Complete property appraisal, make first earnest money payment, and close on property.
- c) **Facility Master Plan.** Complete the facility master plan.
- d) **Complete the Master Reclamation Plan.** Make initial, then final determinations on reclamation options for the water reclamation component of the facility and approve the master reclamation plan.
- e) **Environmental Review.** Complete and certify environmental review.
- f) **SRF Loan Application.** Complete state revolving fund (SRF) construction loan application.
- g) **Grant Funding.** Investigate and pursue additional Proposition 1 grants applicable to the WRF project.
- h) **Annexation.** As part of the GP/LCP process, evaluate possible annexation of property acquired for the WRF and bring to Council for decision.
- i) **Construction Delivery Decision.** Bring to Council for decision the method of procurement to be used for construction of the WRF.
- j) **Construction RFP.** Issue a Request for Proposal to pre-qualify design-build or builder teams, dependent on procurement method, to participate in the bidding process.
- k) **Construction Contract.** Issue a design-build or other design/construction contract approved by Council.
- l) **Cayucos Participation Decision.** Bring to Council for decision final throughput design / construction requirement based on Cayucos CSD decision on participation in the MB WRF project.
- m) **Existing WWTP Site Future.** Work with the Cayucos Sanitary District to frame decision regarding future ownership of shared property at existing WWTP site.
- n) **City Corporation Yard Transition.** Complete design and identify funding requirements for possible City corporation yard component of the WRF project.
- o) **Improve Influent Quality.** Research and bring to Council for decision various options, from incentives to ordinances, to improve the quality of influent at the new WRF to decrease treatment costs.

**Goal #2 - Improve Streets**

- a) **Street Summit.** Plan and execute a “streets summit” to inform residents and work various street improvement approaches including financing and a possible funding revenue measure on the Nov. 2018 ballot.
- b) **Traffic Calming.** Complete 2-3 traffic calming projects at appropriate locations as dictated by the circulation element of the general plan. Include San Jacinto/Main for primary consideration.

- c) **41/Main Street Intersection Funding.** Research options and bring to Council for decision the required 50-percent local match (~ \$2M) to the Highway 41, Main Street and Highway 1 (ramp) Intersection improvement project. (Moved from Goal 4, otherwise unchanged.)
- d) **Traffic Signs.** Replace 20% of non-conforming traffic signs.
- e) **Traffic Markings.** Refresh Street markings, focusing on cross walks and legends, in the down town, embarcadero, north Main and routes to school.
- f) **Bike Needs.** Complete specific items from the unmet bike needs list that are funded in the FY16/17 budget process. Include Highway 1 and Yerba Buena, Bike Parking at public buildings, and traffic calming on San Jacinto for primary consideration. (If not completed in 2015/16, also complete the Class 1 path from Lemos to Cloisters, San Jacinto and Main bike safety, and installation of Bike Friendly Community signs.)
- g) **Bike Lane Painting.** Bring to Council in the budget scaled proposals for green painting various bike lanes including extensions through intersections, as appropriate.
- h) **Construction Timing.** Research and bring to council for consideration actions to remove existing City-imposed restrictions on timing of street work so that some paving, patching and painting work can be performed at appropriate times during shoulder and summer seasons.

**Goal #3 - Review and Update Significant City Land Use Plans**

- a) **GP/LCP.** Continue work on the GP/LCP update, completing the alternatives analysis and administrative draft of the Blue Print / Green Print; and administrative draft of the Program EIR, while pursuing robust public input in the entire process.
- b) **Zoning Option for GP/LCP update.** Bring to Council for consideration a budget decision to add a full zoning update/overhaul to the GP/LCP contract.
- c) **WRF / Righetti Property Master Plan.** Complete site master plan for the entire Righetti property should the Council decide to construct the WRF at that site.
- d) **Wireless Ordinance.** Update wireless ordinance and process through Coastal Commission.
- e) **Downtown/Waterfront Strategic Plan (DWSP).** Consider incorporating the downtown/waterfront strategic plan into the GP/LCP process. Complete the DWSP part of the plan.
- f) **2016 Building Code.** Review and adopt the 2016 California Building and Standards Code. Consider integrating green building incentives and greywater / solar-ready initiatives not included in the state revisions.

**Goal #4 - Maintain Core Public Safety Services**

- a) **Speed Survey.** Update citywide speed survey to determine appropriate safe driving speeds for all streets.
- b) **Marijuana Ordinances.** Begin a robust public discussion, informed by the results of a likely marijuana “recreational use” statewide initiative on the November 2016 ballot that results in Council consideration and action on all aspects of marijuana cultivation, medical and possible recreational use.
- c) **Good Neighbor Campaign.** Plan and implement a “Good Neighbor Campaign”, including aspects of Public Safety and Code Enforcement.
- d) **Public Safety Scrub of MBMC.** Complete a review of all public safety ordinances in the MBMC, including various sections of the MBMC that currently require first offence warning for violations of code, and bring recommended changes to Council for decision.
- e) **Strategic Plan Implementation.** Implement certain items to be identified from the 2015/16 Police Department and Fire Department strategic plan updates.
- f) **Public Education.** Provide 3 CERT training sessions for the public and multiple Hands-Only-CPR presentations with the goal to educate 100 citizens in CERT and 500 citizens in Hands –Only-CPR.

**Goal #5 - Ensure Fiscal Sustainability**

- a) **Budget Forecast.** Complete a, professional, external, 10-year budget forecast in Jan-Mar 2017 with the new Council.
- b) **Budget Transparency.** Consider and implement additional budget transparency / citizen participation actions.
- c) **CFAC Review.** Review and refine the roles and responsibilities of the Citizens Finance Advisory Committee after their first full year of operation.
- d) **Community Choice Aggregation.** Partner with regional entities to further research possible implementation of a Community Choice Aggregation approach to energy choice.
- e) **Budget Policies.** Adopt a comprehensive set of financial and budget policies to provide a meaningful and easily understood framework for maintaining financial discipline.
- f) **Vehicle Replacement.** Determine City vehicle requirements, then determine replacement costs over a 15-year period to estimate the total costs required to fund replacements on an annual basis.
- g) **Recreation Programming.** Evaluate partnerships and/or contracting opportunities to increase the range recreation programming through the use of external service providers.

**Goal #6 - Support Economic Development**

- a) **Tidelands Trust Lease Management Policy.** Update and revise the City Lease Management Policy.
- b) **Economic Development Strategic Plan.** Launch the initial EDSP marketing toolkit and the 30-60-90-day action steps in the MB Economic Development Strategic Plan fostered by Chabin Concepts.
- c) **MBPP.** Consider providing proactive support, including a possible “memorandum of cooperation”, to any entity pursuing demolition, remediation and redevelopment (for non-energy producing purposes) of the Morro Bay Power Plant property.
- d) **Business Information on Website.** Complete a full renovation of the “Doing Business” section of the City’s website to enhance service for existing businesses and better market to potential new business for Morro Bay.
- e) **Business Incentives.** Research, evaluate, and bring to Council for consideration business incentive opportunities that may encourage existing business reinvestments in Morro Bay or recruit new businesses to the community.
- f) **Commercial Real Estate Inventory.** Partner with a local real estate agent to create a commercial real estate inventory and market this information on the City’s website.
- g) **Aquarium Project.** Work closely with the Central Coast Aquarium to bring a Concept Plan for approval to Council and Coastal Commission.
- h) **Business Improvement Districts.** Be receptive to, and provide City support, to any business improvement district opportunities proposed by Morro Bay business interests.
- i) **Economic Development Code Scrub.** Complete a high-level analysis of the Morro Bay Municipal Code to revise/remove policies that impede or hamper an improved business climate.
- j) **Maritime Museum.** Update the current MOU and complete a license agreement with the Central Coast Maritime Museum.
- k) **Marine Services Facility.** Contract for, complete and bring to Council for consideration a full feasibility study for the proposed Marine Services Facility.
- l) **Tourism Integration.** Complete the integration of the management of Tourism Business Improvement District operations with other aspects of the City’s Economic Development plans and activities.
- m) **Food Trucks.** Research and bring to Council for consideration a change to the MBMC to allow “food trucks” during approved events.

**Goal #7 - Improve City Infrastructure, Facilities and Public Spaces.**

- a) **Market Street Bluff / Centennial Parkway Area Revitalization.** Begin a public process and bring to Council ideas for revitalization of the city owned properties adjacent to Centennial Parkway, including the Front Street parking lot, the Branigan's / Distasio's building, and the City-owned parking lot at Market and Pacific.
- b) **Implementation of Concept Plans.** Depending on public input and funding, complete design, research funding tools and begin implementation work on various projects including Centennial Parkway revitalization and the Embarcadero Promenade concept.
- c) **ADA Compliance Improvements.** Following the ongoing ADA compliance assessment, complete \$50K of ADA compliance improvements, or as set by the FY2016/17 budget.
- d) **Signage and Branding.** Install new welcome, way finding and street signs based on updated city "branding" resulting from the Vision / Values and DWSP projects.
- e) **Improve Trash Collection and Public Restroom Cleaning.** Research and bring to Council for funding proposals to increase the frequency of public trash collection in public areas and the cleaning of public restrooms.
- f) **Tree Trimming.** Research and bring to Council for direction a proposal to increase the frequency of tree trimming in the downtown from ~5 years to ~2 ½ years, while continuing City tree management and planting consistent with the Urban Forest Management plan.
- g) **Community Beautification.** Budget depending, implement specific Community Heritage and Beautification Committee recommendations including installing permanent aesthetic lighting in downtown street trees, providing direct City support to the Hidden History interpretive panel project, Vet's Hall turf removal / garden installation. Refresh and re-implement the City Adopt-a-Park program.
- h) **ESH Fencing.** Fence the Environmentally Sensitive Habitat (ESH) between the Embarcadero dirt extension and the Morro Bay Power Plant property in the same manner as the ESH fencing on the opposite side of the road.
- i) **City Hall Functional Improvements.** Plan and complete remodeling of the IT space in City Hall to provide additional / more functional office space and improved customer service in MB City Hall.
- j) **Facility Maintenance Program.** Update the Facility Maintenance Program using priority setting in time to influence the 2017/18 budget cycle.

**Goal #8 - Enhance Quality of Life**

- a) **Community Pool Planning.** Prepare for, and enact, the overall management of community access at the new Morro Bay High School/Community Pool.

- b) **City-Sponsored/Partnered Events.** Execute the following City/Partnered Events: Fourth of July, Rock to Pier Run, Dixon Spaghetti Dinner, Downtown Trick-Or-Treat (partner with the Chamber of Commerce), Lighted Boat Parade/Christmas Tree Lighting (partner with Rotary).
- c) **Sea Otter Awareness.** Take specific action to raise awareness of Sea Otter protection practices and participate in the 2016 Sea Otter Awareness Week.
- d) **Pickleball Court Space.** Research and present to Council opportunities for additional, future Pickleball court space.
- e) **Recreation Guide.** Sponsor and publish the Morro Bay Recreation Programs Guide in Fall, Winter, and Spring, beginning Fall 2016.
- f) **Vet's Hall Renovation Planning.** Bring to Council a proposal for partial revitalization of Vet's Hall to achieve functional improvements for public meetings and work toward a more attractive / rentable space for private events.
- g) **Public Meeting Broadcasts.** Bring to Council a proposal for upgrading City-owned broadcast equipment used to video and broadcast public meetings.
- h) **Community Paramedicine.** Research and partner with other EMS agencies in our County for possible proposals for Federally funded Community Paramedicine Programs starting after 2018, pursue public / private partnerships to simultaneously improve local healthcare access.

**Goal #9 - Improve Water Supply Diversification**

- a) **State Water Planning.** Assess the long-term requirements for continued participation in the State Water Project, conduct initial determination what level of participation is appropriate, and identify timeline for contract renewal.
- b) **Desal Permit.** Submit permit application for full time use of the City desal plant as part of the City's water portfolio.
- c) **Desal Location.** Research and bring to Council for decision options to relocate the City desal plant.
- d) **"One Water" Planning.** In concert with the GP/LCP update, complete Master Plans for Water Supply, Water System, Wastewater Collection, and stormwater as a "One Water" Plan.
- e) **CMC Emergency Exchange Agreement.** Resolve emergency exchange agreement with CDCR for CMC water.

**Goal #10 - Improve City Operations**

- a) **IT Support.** Assess opportunities to enhance IT help desk support services through supplemental, contractual support.

- b) **IT Disaster Protection.** Move City computer servers from City Hall to the Fire Station.
- c) **Records Management.** Develop a prioritized, budgeted short- and long-term plan for improving records management policies and procedures, including development of a trustworthy electronic records system, and staff education regarding legal requirements and best practices. Begin digital scanning of Harbor Dept Records.
- d) **Compensation Study.** Complete a professional, external, comparative study of City of Morro Bay compensation policies and levels to ensure both taxpayers and employee interests are appropriately served. Complete the study in time for 2017/18 MOU negotiations.
- e) **Lease Management Office Reorganization.** Research and bring to Council for consideration transferring Harbor lease and property management functions to the Administrative Services Department or another City Department. (MP Recommendation)
- f) **MBMC and City Organization.** Review and bring to Council for consideration changes to the MBMC related to City staff organization.
- g) **Succession Planning.** Develop a succession planning framework and conduct detailed succession planning for positions at high risk for turnover. (MP Rec.)
- h) **Harbor Maintenance.** Evaluate transferring Harbor maintenance functions to Public Works.
- i) **GIS.** Research and bring to Council for decision options for providing comprehensive geographic information system data for both internal and customer serving applications.
- j) **Community Resource Connections.** Refine and formalize, with Council resolution, the relationship between the City and the Community Resource Connections Office.



David W. Buckingham  
City Manager