



AGENDA NO: PC

MEETING DATE: February 6, 2024

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

Late comment

Ric Deschler

Sat 2/3/2024 12:03 AM

To:Local Roadway Safety Plan <LRSP@morrobayca.gov>

Cc:Public Works Advisory Board <pwab@morrobayca.gov>;Planning Commission <planningcommission@morrobayca.gov>;

Council <Council@morrobayca.gov>

Sorry that I am late with these comments. Please include them if possible.

My concern was with the night accident discussion. It seems that 28% of accidents occur at night and it was stressed that 7% of night accidents occur in unlit areas. Comments seem to address the need to install more lighting in those areas. I believe that that is all backwards. We should be focusing on the 21% of accidents that occurred in lighted areas. Those accidents in lighted areas were three times more than in unlit areas.

More lighting equals more safety is a fallacy. What actually occurs is that drivers drive faster the more lit an area is. They assume that they can see better and relax their awareness when really they cannot because of glare, shadows and others with that same false sense of security. People tend to drive slower and pay more attention when they only have their headlights for lighting. Pedestrians are less cautious in lit areas. They tend to be more cautious in dark areas.

I recall an article a couple years ago where a town in Pennsylvania stopped using their street lights. Two things happened. Both their accidents went down as well as crime went down dramatically.

Before you suggest adding lighting infrastructure, solve the bigger problem of three times more accidents in lighted areas.

Thank you,

Ric



AGENDA NO: B-1

MEETING DATE: February 6, 2024

**AGENDA CORRESPONDENCE
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PRIOR TO THE MEETING**

1141 Main St. Hotel Project

Sun 2/4/2024 3:26 PM

To: Bill Roschen <broschen@morrobayca.gov>; Mike Rodriguez <mrodriguez@morrobayca.gov>; Joseph Ingraffia <jingraffia@morrobayca.gov>; Eric Meyer <emeyer@morrobayca.gov>; Asia King <aking@morrobayca.gov>
Cc: Planning Commission <planningcommission@morrobayca.gov>

 1 attachments (70 KB)

Planning Commission 1141 Main St. Project.pdf;

Dear Members of the Morro Bay Planning Commission:

Please find an attached letter outlining the concerns we have regarding the potential impact the 1141 Main St. hotel project will have on the shared approach/driveway to our park.

Sincerely,

Andrew Hampp

Cypress Morro Bay
RV & MH Park
1121 Main St.
Morro Bay, CA 93442

***Cypress Morro Bay
RV & MH Park
1121 Main St.
Morro Bay, CA 93442***

February 4, 2024

Re: 1141 Main St. project and impact on RV ingress and egress at Cypress RV & MH Park

Dear Members of the Morro Bay Planning Commission:

Our family owns Cypress RV & MH Park on 1121 Main St. next to the proposed project. The Quonset Hotel will be a great improvement for the neighborhood and I wish the Solu family all the best for their new endeavor. Nonetheless, we have a major issue with the municipal code requirements that could alter the ingress and egress of RVs at our park.

For well over half a century 1121 and 1141 Main St. have shared a driveway approach from Main Street. The shared approach has been a solution to a difficult entry caused not only by the angle of the property lines in relation to the street, but also by the grades from the high crown on Main St. to the properties below.

In the past, vehicles for the antique shop entering and exiting would drive diagonally across our frontage into the shop's driveway. This was also the case in the 1970's when 1141 Main was a plumbing business. I suspect that for much if not all of the building's history, both commercial and non-commercial vehicles have needed to get into and out of the property.

Likewise, most of our customers travel diagonally across the approach for ingress and egress. They arrive from Hwy 1 and enter the park from the north, or leave the park and head north to the highway. Our customers range from small camper vans to 40' motor homes with tow-cars, to 40' fifth-wheels and trailers pulled by huge pickup trucks. Even years ago, when motor homes were generally shorter, we had customers with long trailers. All these vehicles require a diagonal approach which eases merging in and out of traffic, eliminates complex maneuvers and alleviates scraping/damage in the city right of way.

If the city, through project approval, requires all customers to enter the park head-on, then they will have no choice but to swing far to the left (into the median on Main St. for larger rigs), make a sharp right and then have a roller coaster ride down the high crown of the city street, up the hump to the sidewalk, and then down into the park. A straight-out exit has similar issues. Both require extreme maneuvers and often result in scraping, neither of which RVers appreciate.

From what I understand, the municipal code requires a new approach for the 1141 project that infringes on the access our customers have used for decades. A curb or an increase in approach height along the current lines of travel would have extremely negative consequences for our business. These new impediments would be in the city right of way and perhaps have unintended consequences for the city as well. I find it hard to believe that the municipal code requirements for a new business can impose these ingress/egress hardships on our longstanding operation.

In the last week, two alternatives to mitigate the issue have come up. One suggested by the applicant is to improve the approach across both properties. This would involve considerable expense on our part; however, my fear is that the municipal code, drainage and sidewalk requirements will result in an even higher “hump” on the approach with a resulting loss of RV jacks, steps, sewer drains and hitches. Another concern is that the slope of our driveway in the park and into our sites might have to be adjusted, creating additional issues. I’ve only known about this alternative since last Tuesday (1/30), and we do not have enough information to see if this is a viable solution.

The second alternative, proposed by City Public Works last Wednesday (1/31), would be to move the whole 1141 approach farther north. Whether this allows for viable RV ingress and egress depends on how far north the approach is moved. Again, we do not have enough information.

My greatest concern is that once the project is approved, I will have no recourse and that adherence to the all-powerful municipal code will result in an approach that causes customers not to patronize our park. Please condition the project so that it does not worsen access to our business.

Thank you.

Sincerely,

Andrew Hampp

2/6/24 Planning Item B-1: Quonset Inn at 1141 Main

Sean Green

Mon 2/5/2024 11:52 AM

To: Planning Commission <planningcommission@morrobayca.gov>

Cc: Public Works Advisory Board <pwab@morrobayca.gov>; Susana Toner <stoner@morrobayca.gov>

Planning Commission and staff,

The dimensions and notes on the included plans are a bit difficult to read, so my apologies if this issue is moot, but 3D renderings of frontage improvements appear to show only a narrow strip of sidewalk rather than the 10-12 feet of sidewalk width provided by parcels to the north and south.



Per the staff report, "Community Commercial is intended for properties at the edge of the downtown area to help promote a walkable downtown," so please make sure that walkability focus is adhered to at 1141 Main with a 10 12 foot sidewalk width similar to those provided to the north and south.



By completing these frontage improvements, only two narrow lots will remain incomplete on this block, one of which is an RV park that should be expected to complete similar improvements if and when any new permit is pulled, and the other of which is a vacant lot ripe for development. Assuming the applicants will be completing the full 10 12 foot width sidewalk, I support their tree replacement plan. We saw what happened when 939 Main attempted sidewalk improvements around an existing tree; shaving down the trunk base seems likely to have contributed to its collapse during subsequent storms, and it's probably better (from a City liability and maintenance standpoint) to have more street trees on private property anyway.



Frontage improvements aside, I wish to express my sincere support for the conscientious intentions and creative efforts of the Quonset Inn applicants. As an owner of residential and commercial property myself within 1000 feet of 1141 Main, I've long hoped this quonset hut could be repurposed into a wedding/event venue serving the dozen or so walkable hotels nearby, though today's project still checks my number one and two boxes here:

1. preserving a bit of Morro Bay history

2. expanding downtown's northern reach one extra block to Surf Street

To anyone interested in reading more about the developer's intentions, please review their enclosed letter ([p. 36 of the agenda: https://www.morrobayca.gov/ArchiveCenter/ViewFile/Item/7364](https://www.morrobayca.gov/ArchiveCenter/ViewFile/Item/7364)), which thoughtfully addresses the applicants' history in Morro Bay and the lodging industry as well as their genuine interest in blending historical preservation and modern improvements through their Quonset Inn project. As the Planning Commission and Council continue to explore a potential historical preservation ordinance, you may wish to add the Quonset Inn to the conversation, as it appears to creatively and usefully balance old and new and offer the public some unique historical value while still retaining the rights and benefits that naturally come with private ownership.

Thank you to the applicants for bringing this project forward and to staff and the Planning Commission for your careful consideration.

Respectfully submitted,

Sean Green
Morro Bay, CA