CITY OF MORRO BAY
PLANNING COMMISSION
AGENDA

The City of Morro Bay provides essential public services and infrastructure to maintain a safe, clean, and healthy place for residents and visitors to live, work and play.

Regular Meeting -Tuesday, March 5, 2024
Community Center-Multi Purpose Room – 6:00 P.M.
1001 Kennedy Way, Morro Bay, CA

Chairperson – William Roschen

Vice-Chairperson Mike Rodriguez
Commissioner Asia King
Commissioner Joseph Ingraffia
Commissioner Eric Meyer

Public Participation:
Remote public participation is allowed in the following ways:

- *Community members may attend the meeting in person at the Morro Bay Veterans Hall*
- *Members of the public may watch the meeting and speak during the general Public Comment or on a specific agenda item by logging in to the Zoom webinar using the information provided below. Please use the "raise hand" feature to indicate your desire to provide public comment.*

  Please click the link below to join the webinar:
  - *https://us02web.zoom.us/j/82722747698?pwd=aWZpTzcwTHlRTk9xaTlmWVNWRWFUQT09*
    Password: 135692
  - *Or Telephone Attendee: 1 (408) 638-0968 or 1 (669) 900 6833 or 1 (346) 248 7799; Webinar ID: 827 2274 7698; Password: 135692; Press * 9 to "Raise Hand" for Public Comment*
- *Alternatively, members of the public may watch the meeting either on cable Channel 20 or as streamed on the City website.*
- *Community members are encouraged to submit agenda correspondence in advance of the meeting via email to the Planning Commission at planningcommission@morrobayca.gov prior to the meeting. Agenda correspondence received at planningcommission@morrobayca.gov by 10 a.m. on the meeting day will be posted on the City website.*

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

PUBLIC COMMENT

Members of the audience wishing to address the Planning Commission on City business matters not on the agenda may do so at this time. For those desiring to speak on items on the agenda, but unable to stay for the item, may also address the Planning Commission at this time.

PRESENTATIONS
Presentation by Cal Poly Landscape Architecture Program to summarize and present a recap of the recent XtremeLA Morro Bay design exercise on February 1, 2024 which included a design challenge for landscape resilience of the Morro Rock area

A. CONSENT CALENDAR

A-1 Current and Advanced Planning Processing List
Staff Recommendation: Receive and file.

A-2 Approval of the minutes from the Planning Commission meeting of February 6, 2024.
Staff Recommendation: Approve minutes as submitted.

B. PUBLIC HEARINGS
None.

C. NEW BUSINESS

C-1 Cal Poly SLO Graduate Program City and Regional Planning Students Present Draft Climate Action Plan (CAP) Update for review and discussion.
Staff Contact: Cindy Jacinth, Planning Manager, 805-772-6577, cjacinth@morrobayca.gov
Staff Recommendation: Receive presentation and provide feedback on draft CAP.

D. UNFINISHED BUSINESS

E. PLANNING COMMISSIONER COMMENTS/FUTURE AGENDA ITEMS

F. COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

G. ADJOURNMENT
Adjourn to the next regular Planning Commission meeting at the Veteran's Memorial Building, 209 Surf Street, on March 19, 2024, 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 805-772-6264 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.

This Agenda may be found on the Internet at: www.morrobayca.gov/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.morrobayca.gov/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 present testimony either in support of or in opposition to the proposal.
4. Finally, the Chair may invite the applicant/agent 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 with the Coastal Appeal Area. If the property is located outside the Coastal Appeal Area, the fee is a $326 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.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development Department 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.

Agenda No: A-1

Meeting Date 03-05-2024

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.

Approved projects are deleted on next version of log.

#	Applicant/ Property Owner			Application 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
Hearing or Action Ready Projects:											
1	Wood	260	Pacific	8/3/2023	CDP23-015	**CDP for a new 748 sf ADU and a new 958 sf 3-car garage to replace the existing 2-car garage**	Incomplete letter sent 8/31. Resubmitted 2/8. Deemed complete 2/21 under the new zoning code regulations. Noticing cannot begin until new code is in effect (Certification expected March 15th, code will be in effect March 25th)				st
30 -Day Review, Incomplete or Additional Submittal Review Projects:											
2	Lor	1145	Morro Ave	2/20/2024	CDP24-010	**Proposed demolition of existing 561 sf single story garage and creation of a two story 1,461 sf residence with a 497 sf ADU and a 968 sf garage.**	Under review.				st
3	Daniels	207	Surf	2/15/24	CR24-001	**Front Street Getaway Hotel - Conceptual Review**	Under review.				kf
4	Stafford	990	Quintana	2/1/2024	CDP24-008	**After the fact permit for an addition to an existing commercial building.**	Under review .				kf
5	Thus	1309	Berwick Dr.	1/30/2024	CDP24-007	**Proposed 2 story single family dwelling unit with an attached garage and ADU on a vacant lot.**	Under review.				kf
6	Bartolic	525	Bonita	1/30/2024	CDP24-005	**Conversion of existing room above garage into an ADU.**	Incomplete Letter sent 2/23.				st
7	Naschke	443	Whidbey Wy	1/9/2024	CDP24-003	**New construction of a detached ADU.**	Incomplete Letter Sent 2/08. Awaiting resubmittal				ao
8	Wilson	2840	Alder	1/18/2024	CDP23-025	**Removal of existing structures on site and replacing with two 939sf manufactured homes, one as the primary residence and one as an ADU**	Incomplete letter sent 2/12.				st
9	Carpenter	470	La Jolla St	1/10/2024	CDP23-030	**Garage conversion to an ADU**	Incomplete letter sent 1/25/24. Resubmitted 2/12, Under Review				ao
10	Gumm	780	Monterey Ave	1/2/2024	CDP23-028	**Office conversion to retail and lodging**	Incomplete letter sent 1/31. Awaiting resubmittal.				st
11	Erfanian	310	Sicily St	12/18/2023	MUP23-04/CDP23-029	**Minor Use Permit and Coastal Development Permit for a new 1,991 sf single family home with a 287 sf garage on a vacant lot.**	Incomplete letter sent 1/10 . Resubmitted 1/25, comments emailed 2/6.				st
12	Ebright	2744	Alder	12/14/2023	CDP23-022	**DIGEPLAN - Conversion of a 285sf garage to a JADU**	Planning disapproved 12/20/23.Incomplete letter sent 1/9/24. Awaiting resubmittal. Resubmittal 2/26/24 under review				ao
13	Tesla	390	Morro Bay Blvd	12/5/2023	CDP23-026	**New electric vehicle charging station with solar canopy.**	Incomplete letter sent 1/3 - Meeting with applicant 1/16 to discuss comments. Awaiting resubmittal.				st
14	Arnold	2870	Cedar	10/23/2023	CDP23-017	**New 2,380 sf Single Family home with an attached 1,115 sf ADU and 468 sf garage.**	Incomplete letter sent 11/16.				st
15	Kirkley	456	Panay	10/17/2023	CDP23-020	**Admin CDP for 315sf attached ADU to an existing 871sf single story home.**	Incomplete letter sent 10/31/23 - Awaiting resubmittal	Bldg. - Disapproved 10/23/23			ao
16	Acree	2970	Cedar	10/12/2023	CDP23-018	**802 sf addition to exisiting 1200 sf single family home. New 1007 sf ADU**	Planning disapproved 10/31. Waiting for PW and Fire to review before sending incomplete letter. Incomplete letter sent 11/6. Resubmitted 1/12. Incomplete letter sent 2/12. Resubmitted 2/13, under review.				st
17	Eiseman	541	Atascadero Rd	8/17/2023	MAJ23-003 (modification to CUP21-09 and CDP21-029 still processing)	**Major modification while processing for a 4 unit attached home project**	Planning comments sent October 19, 2023, requires resubmittal. Requires environmental, updated proposal received - contract with consultant complete.. Environmental review in progress.				cj

955 Shasta Avenue Morro Bay Ca 93442 805-772-6261

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18	Champi	460	Errol	7/19/2023	TUP23-02	**Temporary Use Permit for fencing and outdoor storage to assist with storm cleanup**	Received submittal, under review. Planning disapproved August 15, 2023, requires a resubmittal.				kf
19	Gumm	735	Napa	6/15/2023	CDP23-010	**Convert three retail spaces into 3 residential units**	Planning Review completed - need PW comments. Comments provided to applicant on 7/16/23, Requires a resubmittal. Due to the cost of the PW frontage improvement requirements, the property owner may change direction and withdraw request for new housing approval and proceed with new commercial uses in the existing spaces.				nh/st
20	Iwanicha	640	Elena	6/8/2023	CDP23-011	**Remodel and addition to existing 2 bedroom/1 bath home**	Planning disapproved the project on 7/27/23, requires response to comments and a resubmittal.				nh/st
21	Morro Rock LLC	1260	Main	5/23/2023	CDP23-009	**Convert existing building into 5 new hotel rooms associates with the Masterpiece Hotel**	Under review, requires new zoning code - on hold until new zoning code is certified by CCC				nh/st
22	Borges	640	Kings	3/30/2023	CDP23-006	**New detached 908sf ADU with attached to a 720sf garage below.**	Incomplete Letter sent 4/20. Letter of Intent to Deem Application Withdrawn sent 12/19/2023. Resubmitted 2/22. Under review.	BLDG. - Disapproved CO			gc/st
23	Gillen	495	Embarcadero	3/7/2023	CUP23-04	**Conceptual Review (no application) of potential redevelopment of city lease site at 495 Embarcadero as a mixed use development of hotel, restaurant, and retail uses.**	Under review. Project received Consent of Landowner. Applicant project in process currently. Under review	BLDG. - COND Approved CO			cj
24	McDonald	300	Sicily St	1/31/2023	CDP23-002	**New 2155 s.f. SFR w/ attached 284 s.f. garage and 409 s.f. decking on a vacant lot .**	Incomplete letter sent 3/13/2023. Resubmitted 12/7, application for Minor Use Permit, as well as new code needed for approval.	BLDG. - Approved 2/10/23 CO			kf
25	Barton	983	Carmel St	11/15/2022	CDP22-038	**Admin CDP for a new 857af attached ADU to an existing 900sf single story home with a 491 f garage.**	Incomplete letter sent 12/13/22. Resubmitted 1/17, incomplete letter sent 2/15.				st
26	Gonzalez	590	Radcliff	10/25/2022	CDP22-034	**Admin CDP for a new 1,956 two story SFR with a 522sf attached garage and 640sf second story deck.**	Under review. Planning disapproved and incomplete letter sent on 11/22/22. Resubmitted 1/29/24, incomplete letter sent 2/22.	BLDG. - Approved 10/27/22 CO			st/ao
27	Shepler	2181	Sunset Ave	8/24/2022	CDP22-029	**CDP Application for a new third dwelling and one ADU on a property with two existing homes**	Comment letter sent on 9-5-22. Resubmittal received 10/24/22, planning requires minor changes and sent letter November 10, 2022. Requires resubmittal.	BLDG. - Approved 8/25/22 CO			nh/st
28	Kersten	1358	Prescott	7/27/2022	CDP22-024	**Admin CDP for partial conversion of an existing (522sf) attached garage into a single story 276sf ADU.**	Incomplete letter sent on 08/09/22	BLDG. - Approved 8/9/22 CO			gc/st
29	McDonald	471	Panay	6/1/2022	CDP22-019	**Admin CDP for the new construction of a two story residence**	Incomplete Letter Sent 6/14	BLDG. - Approved 6/14/22 CO			gc/st
30	Vanderbyl	531	Yerba Buena	4/20/22	CDP22-015	**Admin CDP for shed conversion into 468 sf ADU**	Correction Letter send 5/12/22. Resubmittal received 7/21/22 - review comments sent on August 6, 2022, requires resubmittal. Resubmittal received and planning disapproved based on fire/life/safety issues on 10/24/22. Resubmittal required.	BLDG. - COND Approved 5/11/22 CO			nh/st
31	Hartman	320	Orcas St	4/14/22	CUP22-07/ CDP22-010	**New SFR with attached garage to replace home destroyed in fire**	Correction letter sent 5/1/22. Resubmittal received March 28, 2023. Planning comments sent on April 10, 2023, project requires resubmittal with changes. Planning Comments sent - requires a resubmittall. Resubmittal received and under review. Planning comments sent 5/17/23, requires a resubmittal. Project designed for new zoning code, so needs to wait for the code certification, or redesign to the existing code. Comments provided 7/10/23, project on hold pending decision by applicant. Applicant received clarification as to the options they have to proceed, they will get back to us and let us know if they are waiting for the new zoning code to be certified. No new information from applicant as of 10/30/23.	BLDG. - Approved 3/30/23 CO			nh/st
32	Morro 94 LLC	3300	Panorama	1/18/2022	CUP 22-05/CDP22-003/TTM222-02	**Submittal of combined concept and precise plan review for 61 unit subdivision. Project revised to 48 total housing units.**	Received and under review. Notify Me account set up to provide information and publically available documents on the project. Subdivision Review committee meeting scheduled. Project comment letter sent 2/18/22, requires resubmittal and environmental review. Planning consultant team is preparing to hold a neighborhood meeting April 20, 2022 at Del Mar Elementary School at 6pm. City working with selected environmental consultant on contract and owner reimbursemnet agreements. TTM resubmittal received October 10, 2022, under review. Tentative Tract Map disapproved on Novem ber 2, 2022. REquires resubmittal with the CUP/CDP plans in order to be processed together. Environmental review is under contract and work has commenced. Anticipate process to take 6-9 months to complete. Resubmittal information received, planning and public works comments sent. Scheduled for a conceptual review at a PC hearing November 7, 2023. Project requires modifications based on the PC comments and resubmittal.	BLDG. - Approved 2/14/22 CO			nh/cj
33	Morro Bay LLC (Keller)	1108	Front Steet	11/8/21	MAJ21-007	**Major Modification permit for Expansion and extensive remodel of second floor short term rental unit.**	Planning comments sent 11/23/21, requires resubmittal. Applicant put this application on hold until the adoption of the new zoning code (i.e. includes street setbacks closer to the actual placement of the building) (needs the IP sections to be final via CCC approval)	BLDG. - Approved 11/17/21 CO			nh/st
34	Shorey	545	Atascadero Rd	3/30/21	CUP21-04/CDP21-013	**Proposed 16 units of new townhomes on sloped vacant parcel**	Project was reviewed and comments provided in 2021. Applicant requested to keep the project open and has been working with public works and caltrans on utilitiy requirements and frontage improvements. Project resubmitted for review on April 19, 2023 - under review by all departments. Planning deemed project complete on 5-23-23. Requires environmental study before scheduling for PC hearing. Environmental consultant contract and related reimbursement agreement are under review.				kf

#	Applicant/ Property Owner			Application 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
35	Vistra	1290	Embarcadero	12/28/20	CDP20-026 & CUP20-14	**Battery Energy Storage System (BESS) - New proposed project to construct 600MW BESS on old tank farm north of existing Morro Bay Power Plant. BESS to be constructed as 3 separate buildings, 30 feet in height plus 10 feet of screening for rooptop equipment.**	Under initial review. Project deemed incomplete and incomplete letter sent 1-21-2021. Applicant resubmittal received 2-17-2021 and under review currently. Project deemed complete for processing on 2/23/2021. Project plans and documents being evaluated. Environmental review process in progress. NOP released and two scoping meetings held on 6/21/22 and 6/29/22. Environmental review and analysis still in process.	BLDG. - Approved 3/11/21 CO			cj
36	Vistra	1290	Embarcadero		Master Plan (MAJ23-001)	**Morro Bay Power Plant Master Plan**	**2/20/2024 Study Session to discuss with the Planning Commission the topic of the draft Master Plan for the Morro Bay Power Plant. The 2/20/24 PC meeting is not a public hearing, it is solely a study session to solicit additional input to assist with development of the draft Master Plan.** The Master Plan for the Power Plant property was initiated in 2022 as a result of General Plan/LCP Policy LU-5.4 which requires a master plan be developed as a result of the planning permit application for the Battery Energy Storage System Project. Master Plan community workshop was held 9/14/22. Survey on the Master Plan done and tabulations still in process. The survey was done to seek additional community feedback on development of the Master Plan. The survey focused on the community's land use preferences, circulation improvements, and design amenities for the overall property. Consultant currently working on background documentation, and draft Master Plan. Planning Commission study session and presentation from Consultant to be 2/20/2024				cj
Projects Appealed to Planning Commission or PC Continued projects - none											
Projects Appealed or Forwarded to City Council - none											
Environmental Review - none											
Final Map Under Review Projects:											
37	Huber	2783	Coral Ave	8/30/22	TTM22-03	**5 unit residential subdivision**	Planning approved, forwarded to PW.	BLDG. - Approved 4/14/22 CO			nh
Projects going forward to Coastal Commission for review (Pending LCP Amendments) / or State Department of Housing - none											
Grants:											
38	City of Morro Bay		City-wide			**Community Development Block Grant/HOME Program - Urban County Consortium**	Staff has ongoing responsibilities for contract management in coordination with County staff administraiton. City Council approved Cooperation Agreement for 2021-2023 CDBG Program Years at 5/26/20 Council meeting. Notice of Funding Availability for 2023 Program Year released fall 2022. Council draft recommendations considered 12/22 and final funding recommendations to be on 3-28-2023 to forward to County Board of Supervisors for inclusion in their Annual Action Plan 4/18/23. 2024 Notice of Funding Availability released and application considered by Council in December 2023, with final funding recommendations to be in March 2024.	No review performed.	N/R		cj
39	City of Morro Bay		City-wide			**Climate Action Plan - Implementation**	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.. Cal Poly Graduate student in City and Regional Planning Program assisting the City on an update of the 2014 CAP.				cj
Projects in Building Plan Check:											
1	Castillo	1055	Allesandro St.	6/3/2021	B21-0097	250 sf addition to rear of existing SFR, addition creates two bedrooms and one full bath.	Planning approved 10/16/23	Bldg. - Approved 10/16/23			st
2	Castillo	1055	Allesandro St.	7/25/2022	B22-0158	Jr. Accessory Dwelling Unit (JADU) - Existing bedroom in primary dwelling will be converted to JADU.	Planning approved 10/16/23	Bldg. - Approved 10/16/23			gc
3	Conway	305	Arbutus	1/4/2023	B22-0269	DIGEPLAN - 390 sf addition, expanding lower level family room and 2nd level primary bedroom & bath, the remodel includes kitchen and relocating two bathrooms to accommodate the installation of new elevator. The addition creates a 2nd level 378 sf rear deck.	Planning approved 7/20/23	Bldg. - Approved 6/12/23			st
4	Allen/Brum	431	Avalon St.	1/16/2024	B24-0012	Remodel (2) existing bedrooms, bathroom, living room and kitchen. Adding 662 sq ft for master bedroom and bath, covered patio and porch.		Under review			

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5	Newman	961	Balboa	1/25/2024	B24-0024	New 2058 sq. ft. residence with attached 409 sq. ft. garage and detached 450 sq. ft. ADU (Permit B24-0029)		Under review			
6	Goldstein	186	Bayshore Dr.	11/4/20	B20-0190	Remodel kitchen, dining & living area.	Planning disapproved 11-6-20	Bldg. - Approved 11/09/20			sg
7	Carter	2035	Bayview Ave.	8/5/21	B21-0135	New SFR, 1980 sf living, with 483 sf attached garage, 96 sf covered deck, 267 sf covered rear patio and 32 sf covered front porch.	Disapproved 8-26-21. am	Bldg. Disapproved 9/21/21			cj
8	Perry	3202	Beachcomber Dr	2/9/23	B22-0264	Demo existing, new construction of 2567 sf home iwth a 2424 sf subterranean garage on lower level and 963 sf roof deck. Home to be located on newly configured parcel (requires final TM)	Planning disapproved 2/19/23. nh Disapproved 6/15/23 - minor correction on title page. Approved 11/15/23	Bldg. - Approved 6/20/23			nh
9	Perry	3230	Beachcomber Dr	2/9/23	B22-0265	New SFR on new parcel. Home is 1816 sf with a 471 sf garage and a roof deck.	Planning disapproved 2/19/23. nh Disapproved 6/15/23 - minor correction on title page. Approved 11/15/23	Bldg. - Approved 6/20/23			nh
10	Sances	515-A	Bernardo Ave	10/19/23	B23-0254	DIGEPLAN - ATTACHED ADU, Converting existing interior space to an ADU at the rear lower level of an existing SFR	Planning disapproved 11/17/23	Bldg.- Disapproved 11/17/23			
11	Baker	1288	Berwick Dr.	11/22/23	B23-0307	Install (1) prefabricated aluminum lattice patio cover, 15' x 8' onto existing slab and wall. Engineered by Four Seasons Bldg Products	Under review	Bldg. -Approved 11/28/23			
12	Segovia	2824	Birch Ave.	3/21/22	B22-0057	Cover patio, conversion to sunroom.	Disapproved 4/1/22	Bldg. - Approved 3/24/22			gc
13	Dillard	1256	Bolton	3/30/22	B22-0072	Convert Unfinished Underfloor Space in 986 sf of conditioned livable space	Disapproved 4/7/22. Resubmittal approved 7/29/22.	Ready to issue			am
14	Engvall	370	Bonita	5/22/23	B23-0110	Addition to existing SFR for a detached 554 sf ADU.	Planning approved 5/23/23	Bldg. - Approved 11/2/23			gc
15	Youngbauer & Harrison		Cabrillo	10/2/23	B23-0244	Remove 296sf of existing elevated decking, reconstruct approx 120sf of elevated decking/stairs, waterproof, new posts and railing of a 2nd story deck. New doors and windows (three in bedrooms), new siding on upper floor and new stucco on lower floor.	Planning Approved 10/3/23	Bldg. - Approved 10/5/23			sg
16	Meyer	361	Cerrito Place	10/24/23	B23-0272	Remodel 307 sf of existing 4415 sf SFR, replace SGDs, install new plumbing fixtures, replace (1) bathroom, new lighting & receptacles, replace kitchen cabinets, new tile & flooring, new countertops	Planning approved 11/14/23	Bldg. - Approved 10/25/23			
17	Van Beurden Investments	701-715	Embarcadero	8/14/23	B23-0192	Repair and maintenance to existing wharf and pilings. Remove a 580 sf windscreen and fish processing area, install new decking and railing to create a continuous accessible harborwalk connecting to existing North and South portions. Upgrade facade with board and batten siding and corrugated metal accents.	Under Review. Corrections required 9/25/23. cj	Bldg. - Approved 11/13/23			cj
18	Zero Impact Solutions	339	Embarcadero	10/24/23	B23-0260	DIGEPLAN - Installation of two, level 2 Electric Vehicle Chargers in the Tidelands Park parking lot. Trenching for electrical at existing panel at restroom building to EV chargers, Includes four ports, one is van accessible and three are standard.	Under Review	Bldg. - Disapproved 11/1/23			
19	TLC Family Enterprises	833	Embarcadero	3/16/22	B22-0052	Addendum #1 to B20-0220 - Removal of parapet wall which requires removing steel post below and show railing on upper level. Revert back to cantilevered floor joists for hotel access walkway upstairs.	Disapproved 3-21-22. Resubmittal approve 7-11-23. cj	Bldg. - Approved 7/13/22			cj
20	TLC Family Enterprises	833	Embarcadero	9/13/23	B23-0225	Addendum #5 to B20-0220 - ADA Ramp, steps, and handrailing to meet elevation and make connection to neighboring / existing harborwalk.	Planning conditionally approved 9/21/23	Bldg. - Approved 10/25/23			cj
21	Guldenbrein	481	Estero Ave	1/5/23	B23-0003	New fencing & retaining walls, exterior electrical grading & catch basin installation w/pump in front yard. (see plans)	Disapproved 1/19/23	Bldg. - Disapproved 1/18/23			1/0/00
22	Hakker	733	Harbor St	9/22/23	B23-0233	DIGEPLAN - Construct 810sf detached (unconditioned) garage with electrical at rear of property, relocate existing shed, replace existing electrical panel at primary dwelling to 200 amp panel.	Planning approved 10/20/23	Bldg. - Disapproved 10/23/23			sg

#	Applicant/ Property Owner			Application 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
23	Brice/Reiss	2555-A	Hemlock Ave	12/5/23	B23-0311	DIGEPLAN - Attached Accessory Dwelling Unit (ADU), 491 sf lower level addition to existing SFR creating new ADU with a 92 sf deck	Under review	Under review			
24	Duffy	2865	Ironwood Ave	4/24/23	B23-0087	Addendum #1 to permit B22-0201 - 1. Lower floor existing 2x4 exterior walls were shown in new plan as 2x6, but were not shown as being "demo'd". 2. Additional SF has been built inside garage space. 3. Structural beans and corresponding footing in slab removed.	Planning approved 10/24/23	Bldg. - Approved 10/23/23			st
25	Sotelo	2990	Ironwood Ave	3/2/23	B22-0285	DIGEPLAN - New three story SFR - 3799 sf living, 926 sf attached garage, with 2nd and 3rd floor decks totaling 210 sf, 562 sf covered patios and 535 sf under floor storage area.	Planning approved 8/2/23	BLDG. - Approved 8/31/23			gc
26	1st Intrstate Bank of Oregon	340	Jamaica St	10/27/23	B23-0277	Demolition of a 1,379 sf commercial structure (former Auto Body Builders), no proposed new development at this time. Asbestos removed, NESHAP survey approved per APCD. B-Contractor will sub out demo to specialty C-21 sub-contractor.	Planning disapproved 10/31/23	Bldg. - Approved 11/1/23			
27	Johnston	2781	Juniper Ave.	6/2/21	B21-0094	New 463 sf 2nd story deck at rear of existing SFR, also replace five existing windows with three new sliding glass doors.	Planning disapproved 6/3/21. Planning approved resubmittal 7-20-21.	Ready to issue			sg
28	Nordic Builders	350	Kern Ave	11/15/23	B23-0299	Remodel kitchen, 2 bathrooms, laundry, replace some windows, raise ceilings in kitchen, bathroom and porch	Under review	Under review			
29	Gale	550	Kern Ave	8/29/23	B23-0209	DIGEPLAN - New 2 story single family residence, 2412sf of living, 464sf attached garage, and 398sf 2nd story deck. Attached lower level ADU under B23-0210	Planning disapproved 10/6/23	Bldg. - Disapproved 10/5/23			st
30	Gale	550-A	Kern Ave	8/29/23	B23-0210	DIGEPLAN - Attached ADU, 925sf lower level ADU, constructed with new 2 story single family residence under B23-0209	Planning disapproved 10/6/23	Bldg. - Disapproved 10/5/23			st
31	Cia	2551	Koa Ave.	2/23/22	B22-0038	New 3 bed 2.5 bath SFR w/attached 2-car garage.	Planning Approved resubmittal 6/28	Ready to issue			gc
32	Daniels	964	Las Tunas St.	8/3/21	B21-0133	Remodel the laundry room & add a bedroom, bathroom & hallway to the back of existing home in phase I. Phase 2, build a detached garage	Planning approved 5-12-22	Bldg. - Approved 5/16/21			sg
33	Kevorkian	2615	Laurel Ave.	1/10/23	B23-0005	Addendum #1 to B22-0183, Change the deck configuration to reduce square foot to below existing square foot.	Planning disapproved and sent incomplete comment letter on 1/27/23.	Bldg. - Approved 1/17/23			gc
34	Piper/McQueen	740	Luisita St	2/21/24	B24-0057	Master bathroom remodel, to include removing the existing tub and creating a floor depression for a roll-in shower, relocating the toilet across the room, extending the vanity to 8ft, adding a 4'6" closet and doorway into bathroom. Electrical work to include, canned lighting, new GFCI outlets, light switches and exhaust fan.		Bldg. - Approved 2/16/24			
35	Tanaka	331	Luzon St	2/7/24	B24-0044	Remove/demolish existing deck and replace in kind per attached engineering plans, calcs and field slips.	Planning approved 2/15/24	BLDG. - Approved 2/26/24			
36	Novell/Johnson	273	Main St.	2/23/23	B23-0038	DIGEPLAN - 73 sf stairway addition to existing home to create interior connection between the upper and lower floors.	Planning disapproved 3/6/23. Resubmittal received and reviewed. Planning approved 9/1/23.	BLDG. - Disapproved 3/2/23 . Approved 8/29/23. Permit ready to issue.			cj
37	Drinkwater/ Rogall	301	Main St.	12/6/23	B23-0308	DIGEPLAN - Remove and replace a 435 sf deck at the rear of home. Deck height is approximatley 36"	Under Review	Under review			
38	Peters	898	Main St.	2/1/24	B24-0036	Tennant Improvement - open interior wall, close opposite interior wall, install drain line.		Under review			
39	CenCal Enterprise, INC	2030	Main St.	9/21/22	B22-0232	The scope of work has changed. Applicant is now proposing to convert an exisitng space into an office space, and staff is awaiting the withdrawal of MIN22-005 to proceed with the Building Permit review process.	Planning approved 1/11/23	Bldg. - Disapproved 11/15/22			gc

#	Applicant/ Property Owner			Application 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	Micro Property Group LLC, Brian Der Vartanian	2490	Main St	8/31/23	B23-0216	Commercial T.I. - Maintain existing restaurant use, demo drywall / all walls and ceilings, R&R walk-in freezer, R&M existing kitchen hood, install new & used kitchen fixtures, add emergency egress door in dining room, accessibility improvements, exterior ADA compliant ramps and striping.	Under Review. Disapproved 9/27/23.	Bldg. - Disapproved 9/28/23			st
41	Central Coast Renewables	3250	Main St	10/23/23	B23-0269	Addendum #1 to B22-0108 - 1) Relocate roll-up door from north elevation to west elevation in place of existing window. 2) No longer demolishing north portion, 170 sf included to structure. 3) Adding new pre-fab awning in place of existing awning. 4) Revision to ADA parking space location on north side due to separate frontage improvents.	Planning Approved 10/24/23	Bldg. - Disapproved 10/25/23			
42	Pavacich	501-C	Marina	10/3/23	B23-0248	DIGEPLAN - New 664sf single story detached ADU. ADU will be adjacent to an existing two-story, two unit apartment building designated as A & B.	Planning approved 10/12/23	Bldg. - Disapproved 11/3/23			nh
43	Pantoja	440	Mindoro St.	12/6/23	B23-0318	Adding 141 sf 2nd story deck, w/ access door from upper bedroom. (Removing existing window to install access door.)	Under review	Under review			
44	Grady	400	Morro Bay Blvd.	9/20/23	B23-0230	DIGEPLAN - Commercial TI, remodel former thrift shop to 1096sf restaurant and bar with kitchen, food prep, dining area (and outside dining), office, and restrooms. MEP's, hood installation, and accessible upgrades.	Planning approved 10/3/23	Bldg. - Disapproved 10/11/23			sg
45	Pavacich	646 & 648	Napa	10/3/23	B23-0247	DIGEPLAN - Construct new 1976sf single level duplex with 546sf attached garages, making each unit 988sf of living with a 273sf attached garage.	Planning approved 11/25/23	Bldg. - Disapproved 11/2/23			nh
46	Tsusimoto	739	Napa	9/25/23	B23-0234	Commercial TI of 533sf retail space to restaurant, new vinyl flooring and installation of kitchen equipment and drain systems for Sushi Hide Japanese Restaurant. Includes small dining area with seating for three and a prep table.	Under Review . Approved 10/25/23	Bldg. - Disapproved 11/20/23			sg
47	Ebner	2628	Nutmeg Ave	11/16/23	B23-0302	DIGEPLAN - 2nd story 400 sf deck has become compromised due to moisture intrusion. Contractor to inspect elements in affected areas, repair and replace as needed	Incomplete letter sent 11/20/23				
48	Mollaghaffari & Hawes	427	Oahu St.	5/5/22	B22-0087	New 2nd floor single family residence, 1048 sf living, with a 258 sf 2nd story deck, and 255 sf single car garage. (The garage and an ADU make up the 1st floor level, see permit B22-0088 for attached ADU).	Planning disapproved 5-12-22. Planning approved 1/20/23	Ready to issue			nh
49	Mollaghaffari & Hawes	427-A	Oahu St.	5/5/22	B22-0088	Attached ADU - 702 sf Accessory Dwelling Unit.	Planning disapproved 5-12-22/ Planning approved 1/20/23	Ready to issue			nh
50	De Fazio	570-A	Olive	9/12/23	B23-0221	Addendum to permit B22-0122 - Addition of a 49sf unconditioned utility room off the back of ADU.	Planning disapproved 9/25/23.	Bldg. - Approved 9/18/23			cj
51	Dowty	580	Olive	3/7/23	B23-0049	Removal of an existing 461 sf detached garage and construction of a new 1051 sf ADU.	Planning disapproved 4/4/23. Resubmitted 6/8. Planning approved 6/13	BLDG. - Apporved 6/12/23			st
52	Currey	154	Orcas St.	3/23/22	B22-0062	Remodel & additions to kitchen, entry, & masterbedroom.	Disapproved 4/11/22 Resubmitted 11/22. Planning approved 12/8	Bldg. - Approved 12/1/22			gc
53	Currey	154-A	Orcas St	3/23/22	B22-0063	171 sf addition as an ADU	Disapproved 4-11-22	Bldg. - Approved 12/1/22			sg

#	Applicant/ Property Owner			Application 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
54	Aguilar/Sandahl	351-A	Panay St	1/16/24	B24-0010	DIGEPLAN - 316 sf attached first floor Accessory Dwelling Unit (ADU). See permit B23-0329 for new two-story SFR.		Under review			
55	Lutschaunig	965	Pelican	2/27/23	B23-0044	Addition to existing bathroom for a shower, 42 sf. Also reconfiguring existing bathroom.	Planning disapproved 3/2/23	BLDG. - Approved 3/2/23			st
56	Appel	400-A	Pico St	8/18/21	B21-0149	Convert existing garage to an ADU without changing the footprint of the garage.	Approved 8/25/21	Bldg. Disapproved 9/10/21			am
57	Phelps	490	Piney Way	10/19/23	B23-0267	Addendum #1 to B22-0017 - Drainage details that were not included on the landscape or erosion control sheets in the approved plans	Approved 10/23/23	Ready to issue			
58	Ion	498	Piney Way	9/20/23	B23-0059	296sf non-habitable detached storage shed/workshop with electrical access.	Planning approved 1/17/24	Bldg. - Conditionally Approved 10/11/23			ao
59	Avila/Farmer	615	Piney Way	2/22/24	B24-0059	Interior second floor remodel (no structural changes proposed), includes kitchen and bathroom remodel and the removal of a non-nearing partition wall behind the kitchen.		Under review			
60	Lee	684	Piney Way	9/10/20	B20-0168	Demo existing detached 416 sf work shed with bathroom & reconstruct new 416 sf garage/shop with electrical, keeping existing bathroom on existing slab/foundation.	Planning disapproved 9/15/20. Requires a Admin CDP and Parking Exception prior to review and approval of the building permit. Planning disapproved resubmittal 2/24/21.	Bldg. - Disapproved 3/1/21			nh
61	Giannini	750	Radcliff Ave.	7/22/19	B19-0156	Remove three existing panel antennas, three radio and replace with three radio intergrated antennas and assoicated cabling. Install equipment expansions to the top of existing cabinets (approx 1'2') with associated electrical wiring.	Approved 9/26/19.	Ready to issue			cj
62	Bello	951	Ridgeway St	2/12/24	B24-0048	Remove existing deck board, railing and install Trex deck board and cable railing, fix any dry rot, replace joists in kind for upper and lower decks.		Ready to issue			
63	Camargo	431	Rockview St	10/30/23	B23-0278	Rebuild deck on back of house approx 420 sf. Treated wood sub-structure, concrete pier w/ Simpson metal "Trex" composite deck, 42" tall railing entire deck 3 1/2" gap between pickets.	Planning disapproved 11/6/23	Bldg. - Approved 11/1/23			
64	Corsiglia	3027	Sandalwood Ave	1/25/24	B24-0027	Interior Demo (remodel application to follow) - Remove closet wall to expand size of master bdrm, remove bdrm #2 closet, remove bdrm #3 wall, shorten living room/kitchen wall by 9', remove cabinets, stove and lighting.		Bldg. - Approved 1/25/24			
65	Patel	646	Sequoia Ct	1/25/24	B24-0030	New two-story single family residence, 4,941 sf living, with 1,493 sf basement level garage, 1,156 sf of decking on various levels. Also see B24-0031 for 336 sf interior JADU (Jr. Accessory Dwelling Unit).		Under review			kf
66	Hanton	425	Shasta Ave	1/17/23	B23-0004	DIGEPLAN - Enclose the current breezeway to create a new 90 sf entry, a 350 sf addition creating a primary suite and bathroom, also create a valuted space in the existing garage by removing roof and replace with new composition roof.	Planning disapproved 2/16/23	Bldg. - Approved 8/15/23			gc
67	Parker	580	Shasta Ave	8/31/20	B20-0159	Add new detached garage	Planning under review. Planning disapproved 9/8/20. Need resubmittal	Bldg. - Disapproved 9/14/20			nh
68	Doughty/Erfanian	310	Sicily St	12/22/23	B23-0337	New Single Family Residence, 1,991 sf living, 287 sf garage with 2nd story 180 sf deck		Under review			

#	Applicant/ Property Owner			Application 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
69	Morro Bay Ventures	201	Verdon Ct.	1/4/23	B22-0273	DIGEPLAN - New single story, single-family residence, 2,361 sf living, with 483 sf covered porch and a 450 sf attached garage.	Planning disapproved 1/11/23. Planning approved 7/26/23	Bldg. - Approved 7/20/23			nh
70	Morro Bay Ventures	202	Verdon Ct.	1/4/23	B22-0277	DIGEPLAN - New single story, single-family residence, 2,361 sf living, with 483 sf covered porch and a 450 sf attached garage.	Planning disapproved 2/2/23. Planning approved 7.26.23	Bldg. - Approved 7/20/23			nh
71	Morro Bay Ventures	205	Verdon Ct.	1/4/23	B22-0274	DIGEPLAN - New single story, single-family residence, 2,312 sf living, with 168 sf and 250 sf covered porches and a 485 sf attached garage. See permit B22-0279 for attached ADU.	Planning disapproved 1/11/23. Planning approved 7/26/23	Bldg. - Conditionally Approved 7/20/23			nh
72	Morro Bay Ventures	205-A	Verdon Ct.	1/4/23	B22-0279	DIGEPLAN - New 517 sf attached Accessory Dwelling Unit (ADU). See permit B22-0274 for new SFR.	Planning disapproved 1/11/23. Planning approved 7/26/23	Bldg.- Conditionally Approved 7/20/23			nh
73	Morro Bay Ventures	206	Verdon Ct.	1/4/23	B22-0276	DIGEPLAN - New single story, single-family residence, 2,312 sf living, with 168 sf and 250 sf covered porches and a 485 sf attached garage.	Planning disapproved 1/11/23. Planning approved 7/26/23	Bldg. - Approved 7/20/23			nh
74	Morro Bay Ventures	210	Verdon Ct.	1/4/23	B22-0275	DIGEPLAN - New single story, single-family residence, 2,312 sf living, with 168 sf and 250 sf covered porches and a 485 sf attached garage. See permit B22-0280 for attached ADU.	Planning disapproved 1/11/23. Planning approved 7/26/23	Bldg. - Conditionally Approved 7/20/23			nh
75	Morro Bay Ventures	210-A	Verdon Ct.	1/4/23	B22-0280	DIGEPLAN - New 517 sf attached Accessory Dwelling Unit (ADU) - See permit B22-0275 for new SFR.	Planning disapproved 1/11/23. Planning approved 7/26/23	Bldg.- Conditionally Approved 7/20/23			nh
76	Casillas/Martinez	370	Zanzibar St.	12/20/23	1/1/00	Deck and rails replacement. 240 sf deck replacement (over 30" in height) with railing. *CODE ENFORCEMENT CASE*	Planning disapproved 1/3/24	Bldg.- Approved 1/3/24			ao
Planning Projects & Permits with Final Action											
1	Solu	1141	Main	11/15/2023	CDP23-024/CUP23-11	**Coastal Development Permit and Conditional Use Permit for the interior remodel of the Quonset Hut building at 1141 Main into a 10 room hotel.**	Incomplete letter sent 12/8. Resubmitted 1/2/24. Deemed Complete 1/24. Project noticing began 1/26, scheduled for 2/6 Planning Commission meeting.				st
2	California Coastal Investments, LLC	801	Embarcadero	6/28/2022	CUP22-09	**Concept/Precise Plan CUP for mixed-use redevelopment of the Libertine Brewing Co. building to convert existing second floor to 7 hotel units and first floor as mix of restaurant, coffee shop, outdoor dining, provision of new public access improvements including extension of Harborwalk**	Under review. Incomplete letter sent 7/27/22. Resubmitted 1/27. Corrections letter sent 3/17/23. Resubmittal received and corrections requested. Met with applicant 7/5/23 to discuss outstanding items. Resubmitted 8/1/23.. Project recommended for approval by PC on 12/19/2023 and scheduled for Council meeting on 1/23/2024. Council approved project with conditions	BLDG. - Disapproved 2/10/23 CO			cj

Staff Directory:
Scot Graham - sg Chad Ouimet - co Cindy Jacinth - cj Pam Newman - pn Nancy Hubbard - nh Susana Toner - st Alex Ortega - ao Kim Fowler - kf

AGENDA ITEM: A-2

DATE: _____

ACTION: DRAFT

ACTION MINUTES – MORRO BAY PLANNING COMMISSION
REGULAR MEETING – FEBRUARY 6, 2024
VETERANS MEMORIAL BUILDING – 5:30 PM

PRESENT:	Bill Roschen	Chairperson
	Mike Rodriguez	Vice-Chairperson
	Joe Ingraffia	Commissioner
	Asia King	Commissioner
	Eric Meyer	Commissioner
STAFF:	Scot Graham	Community Development Director
	Susana Toner	Assistant Planner

ESTABLISH QUORUM AND CALL TO ORDER

RECEPTION AND RECOGNITION FOR OUTGOING COMMUNITY DEVELOPMENT DIRECTOR SCOT GRAHAM

MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE
https://youtu.be/WVlsrBzY4Rw?t=2623

PLANNING COMMISSIONER ANNOUNCEMENTS
https://youtu.be/WVlsrBzY4Rw?t=2659

PLANNING COMMISSIONER ANNOUNCEMENTS
ELECTION OF CHAIR AND VICE-CHAIR
https://youtu.be/WVlsrBzY4Rw?t=2671

Commissioner Ingraffia nominates William Roschen as Chairperson and Mike Rodriguez as Vice-Chairperson. Commissioner Meyer seconds.

MOTION: Commissioner Ingraffia moved to nominate Commissioner William Roschen as Chairperson and Mike Rodriguez as Vice-Chairperson. Meyer, seconded, and the motion passes 5-0 Ingraffia, King, Meyer, Rodriguez, Roschen voting yes.

PUBLIC COMMENT PERIOD
https://youtu.be/WVlsrBzY4Rw?t=2726

Barry Brandon, Morro Bay, wanted to know what to expect and how to prepare 1260 Embarcadero Master Plan meeting on February 20, 2024.

Jamie Irons, Morro Bay, thanked Director Scot Graham for his accomplishments and years of service.

Terry Simmons, Morro Bay, announced his return to attending public meetings.

Betty Winholtz, Morro Bay, reminded the community February 1st is the beginning of nesting season. She also reminded trees are not to be trimmed or cut down unless a hazard.

Chairperson closed the Public Comment Period.
https://youtu.be/WVlsrBzY4Rw?t=3055

Public Participation:
Remote public participation is allowed in the following ways:

- *Community members are encouraged to submit agenda correspondence in advance of the meeting via email to the Community Development office at planningcommission@morrobayca.gov prior to the meeting.*

- *Members of the public may watch the meeting either on cable Channel 20 or as streamed on the City website.*

- *Alternatively, members of the public may watch the meeting and speak during general Public Comment or on a specific agenda item by logging in to the Zoom webinar using the information provided below. Please use the "raise hand" feature to indicate your desire to provide public comment. Each speaker will be allowed three minutes to provide input. Please click the link below to join the webinar:*
  - *https://us02web.zoom.us/j/82722747698?pwd=aWZpTzcwTHlRTk9xaTlmWVNWRWFUQT09*
    Password: 135692

*Or Telephone Attendee: (408) 638-0968 or (669) 900 6833 or (346) 248 7799; Webinar ID: 827 2274 7698; Password: 135692; Press * 9 to "Raise Hand" for Public Comment*

PRESENTATIONS

A. CONSENT CALENDAR

A-1 Current and Advanced Planning Processing List
Staff Recommendation: Receive and file.

A-2 Approval of minutes from the Planning Commission Meeting of September 19, 2023.
Staff Recommendation: Approve minutes as submitted.

Chairperson Roschen asked to postpone approval of the September 19, 2024, Planning Commission Meeting Minutes to make previously requested corrections.

Commission approved Consent to receive and file A-1.

B. PUBLIC HEARINGS

B-1 **Case No: Coastal Development Permit CDP23-024 and Conditional Use Permit CUP23-11**
Site Location: 1141 Main St, Morro Bay, CA
Proposal: Request for Coastal Development Permit and Conditional Use Permit and design review approval for an interior remodel of the existing 4,183 sqft Quonset Hut building into a 10-room hotel. The project is providing 11 parking spaces, including a Van Accessible space, 2 EV charging spaces, and an additional loading space at the front of the facility. Project also includes removal of major vegetation. The site has split zoning with the east side of the site in the C-1 Commercial Zoning District (new zoning designation will be Community Commercial) and the west half in the R-2 Residential Zoning District (new zoning designation will be Medium Density Residential). The property is not located within the coastal appeals jurisdiction.
CEQA Determination: Exempt under Section 15301, Class 1a and 1e for interior alterations to existing buildings.
Staff Recommendation: Conditionally Approve
Staff Contact: Susana Toner, Assistant Planner, stoner@morrobayca.gov

Susana Toner, Assistant Planner, presented the staff report.

Commissioners presented questions to staff.

Chris Allen, Architect, spoke about the project and answered questions from the Commissioners.

Joan Solu, Owner, spoke about the uniqueness of the project.

Chairperson Roschen opened the Public Comment Period.
https://youtu.be/WVlsrBzY4Rw?t=4284

Terry Simons, Morro Bay, spoke in favor of the project. He would like to see a community guideline for non-hosted hotels.

Andy Hemp, Morro Bay, is concerned frontage improvements would cause problems with egress and ingress to the Cypress RV and Mobile Home Park.

Sean Green, Morro Bay, spoke in favor of the project. He would like to know if this project is meeting the normal sidewalk requirements.

Garry Johnson, Morro Bay, spoke in favor of the project. He is pleased to see this project preserve a part of Morro Bay history. Mr. Johnson is hopeful the eleven spaces for parking is sufficient.

Homer Alexander, Morro Bay, feels this project will be a significant improvement for downtown. He is in favor of repurposing the 70-year-old building. This would be another source of revenue for the city. Mr. Alexander stated the Solos are successful multi-

business owners. He hopes this project will encourage other business owners to invest in the downtown.

Betty Winholtz, Morro Bay, stated the Solus do great projects and the Hamps have a good reputation. She encourages the City to come up with an amended requirement and work with two property owners. Ms. Winholtz disagrees with the removal of the existing tree.

Susan Stewart, Morro Bay, happy the Solus are doing the project. She feels that this project would encourage other properties to make improvements.

Vice-Chairperson Rodriguez asked John Solu if he had a driveway plan with the neighboring property. Mr. Solu responded they will be moving the drive approach approximately 3 feet to the north.

Chairperson Roschen closed the Public Comment Period.
https://youtu.be/WVlsrBzY4Rw?t=5630

Chris Allen, Architect, addressed the interior ceiling exposure.

Commissioners discussed the drive approach condition with Director Graham. The applicant and neighbor will work with the Public Works Department to revise the frontage improvements moving approximately three feet to the north.

MOTION: Vice-Chairperson Rodriguez moved to approve staff recommendation with the condition the applicant and neighbor work with the Public Works Department on a revision to frontage improvements. Commissioner Meyer seconded, and the motion passes 5-0, with Ingraffia, King, Meyer, Rodriguez, Roschen, voting yes.

C. NEW BUSINESS
https://youtu.be/WVlsrBzY4Rw?t=6593
None.

D. UNFINISHED BUSINESS
https://youtu.be/WVlsrBzY4Rw?t=6605
Director Graham shared the Public Benefits discussion will continue once the Interim Director is in place.

E. PLANNING COMMISSIONER COMMENTS/FUTURE AGENDA ITEMS
https://youtu.be/WVlsrBzY4Rw?t=6627
Commissioners discussed agenizing unmanned hotel discussion after a new Community Development Director is hired.

F. COMMUNITY DEVELOPMENT DIRECTOR COMMENTS
https://youtu.be/WVlsrBzY4Rw?t=6938
Director Graham thanked the Planning Commission and the community for allowing him to serve as Director for the last decade.

G. ADJOURNMENT

The meeting was adjourned at 7:28 p.m. to the next regular Planning Commission meeting at the Veteran's Memorial Building, 209 Surf Street, on February 20, 2024, at 6:00 p.m.

_____
Bill Roschen, Chairperson

ATTEST:

_____
Scot Graham, Secretary

AGENDA NO: C-1

MEETING DATE: March 5, 2024

Staff Report

TO: **Planning Commissioners** **DATE: February 28, 2024**

FROM: **Michael Codron, Interim Community Development Director**
Cindy Jacinth, Planning Manager

SUBJECT: Cal Poly City & Regional Planning Student Presentation of Draft 2024 Climate Action Plan (CAP) Update

RECOMMENDATION:

Receive presentation, review draft Climate Action Plan Update materials, and provide comment and feedback.

Climate Action Plan Background

The City adopted the Climate Action Plan (CAP) on January 14, 2014. The CAP is a long-range plan to reduce greenhouse gas emissions from City government operations and community activities within Morro Bay and prepare for the anticipated effects of climate change. The purpose of the CAP was to help achieve community goals such as lowering energy costs, reducing air pollution, supporting local economic development, and improving public health and quality of life. Additionally, the 2014 CAP was designed to comply with State emissions targets and provide a roadmap for achieving the city's GHG emissions reduction target of 15 percent below 2005 levels by the year 2020 and help Morro Bay prepare for anticipated climate change impacts.

Cal Poly SLO Graduate Students in City and Regional Planning

In September 2023, Cal Poly SLO graduate students partnered with the City to prepare an update of the 2014 CAP through the City & Regional Planning Department graduate level Community Planning Studio class (CRP 554). This activity included a kickoff community workshop on October 25, 2023 held at the Morro Bay Community Center which sought to provide an introduction to the CAP update project, small group discussions between the community and students followed by concluding remarks to summarize the participation.

After the community workshop, community outreach included stakeholder interviews, release of a community survey for input and feedback, participation at the downtown Saturday

Prepared By:___CJ_____ Department Review: _____MC_____

farmer's market, and meeting with the Morro Bay High School Environmental Club to discuss the CAP update.

Draft Climate Action Plan

Attached for Planning Commission review and to be discussed in the student presentation is the Draft Climate Action Plan Measures (Exhibit A) and the Draft Climate Action Plan Background Report (Exhibit B).

Within the draft Climate Action Plan Measures, the document is organized around thirteen various CAP goals and measures. These include parking management, jobs housing balance, active transportation, complete streets, transit, electric vehicles, building decarbonization, solar implementation and education, reach codes, public education, waste management, carbon sequestration, municipal operations, adaptation and hazard measures. The draft Background Report discusses an overview of background and existing conditions, including vulnerability assessment, state policy discussion, and lastly a policy audit of both the City's 2014 Climate Action Plan as well as Plan Morro Bay.

CONCLUSION:

Staff recommends the Planning Commission review the Cal Poly graduate students' draft Climate Action Plan update materials, provide comment and feedback.

Exhibits:

Exhibit A – Student Draft Climate Action Plan Measures
Exhibit B – Student Draft Climate Action Plan Background Report
Exhibit C – Climate Action Plan Poster

ONLINE ATTACHMENTS:

2014 Climate Action Plan https://www.morrobayca.gov/DocumentCenter/View/7279/Climate-Action-Plan---Adopted-11414

*More project information is available on the City website at:
www.morrobayca.gov/climateaction

PARKING MANAGEMENT (PM)

WHAT WOULD SUCCESS LOOK LIKE?

With strategies that focus on accurately monitoring and identifying where Morro Bay can reduce their current parking supply will promote infill development that can bolster the City's commercial areas. Managing supply and accurately pricing the cost of parking in Morro Bay will provide funds for infrastructural improvements and revenue to fund various measures within this Climate Action Plan.

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Community Health

Resiliency

Air Quality

Enhances Local Economy

Cost Savings

Description

By monitoring and re-assessing Morro Bay's current parking supply, requirements, and cost of parking, the City can actively reduce GHG emissions and provide revenue for the City and Morro Bay residents to make dictate infrastructural and environmentally resilient improvements across the city.

Equity Statement

Establishing paid parking in strategic locations throughout Morro Bay will allow the City to establish a fund to be used for community improvement projects. Through partnership with community organizations and residents, identifying the areas of most need can be funded through paid parking initiatives that can help support equity projects throughout the City. Parking fees should be implemented in such a way as to not levy an undue burden onto already marginalized communities regarding cost and access. Supporting equity initiatives through parking strategies can both improve the pedestrian safety of the residents and further the broader community goals and visions for a more equitable Morro Bay.

Measures:

PM-1:

Update curb regulations for on-street parking and actively manage off-street parking to improve demand and distribution

PM-2:

Establish Parking Benefit Districts in the Morro Rock parking lot and consider PBD for the Embarcadero

PM-3:

Implement demand-responsive pricing and paid parking in Morro Bay

Parking Management Goal and Measures

Overview

Assessing and re-inventing how the City of Morro Bay manages parking could provide co-benefits that will contribute to the health, safety, and economic viability of the city. Morro Bay's existing parking requirements and regulations often require more parking spaces than needed, resulting in inefficient land use and an over consumption of land by paved parking spaces In *Parking Reform Made Easy* by Richard Willson, UCLA professor and parking expert Donald Shoup highlights various issues that stem from standard minimum parking requirements that most cities subscribe to. These include but are not limited to subsidization of cars, increased vehicle travel, encouraging sprawl, worsening air pollution, raising housing costs, degrading urban design, and precluding walkability.

These underutilized on-street and off-street parking have negative environmental consequences including the urban heat island (UHI) effect, concentration of pollutants, and increased runoff. The UHI effect is a phenomenon where concrete and asphalt trap, absorb, and reemit heat leading to higher temperatures within urban environments. Impervious surfaces also prevent the natural process of water infiltration and can increase urban pollutant runoff and impact stormwater management. Stormwater runoff from impervious surfaces can cause short yet frequent durations of larger peak flows, alter stream channel morphology, increase stream temperatures, and lead to an increase level of pollutants such as pesticides, nutrients metals, oils, and organic pollutants[1]. Figure X portrays the relative increase in stormwater runoff from forested environments to increasingly urbanized environments. Morro Bay will face an increased risk of flooding and heat that is discussed within Chapter X: Adaptation.

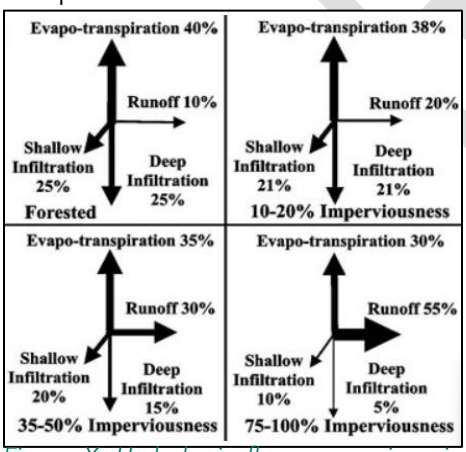

Figure X. Hydrologic flow comparison in forested areas to increasingly urbanized environments

Because of these negative environmental and economic impacts, cities across America have started to reimagine their parking infrastructure to reduce environmental impacts and realize potential economic benefits of establishing parking management programs. Parking spaces when underutilized, occupy valuable urban land, and decreases overall resiliency to environmental hazards[2]. Current practices such as minimum parking requirements encourage irregular land use patterns and prevent greater opportunity for Morro Bay to provide infill development with more housing and commercial opportunities. Identifying where Morro Bay can reduce their current parking supply while balancing parking

[1] EPA. (2012). Urbanization - Stormwater runoff. United States Environmental Protection Agency. https://www.epa.gov/caddis-vol2/caddis-volume-2-sources-stressors-responses-urbanization-stormwater-runoff

[2] *Reimagining parking: Unlikely spaces for climate resilience*. (2024, January 2). Yale Environment Review. https://environment-review.yale.edu/reimagining-parking-unlikely-spaces-climate-resilience

needs for Morro Bay residents and visitors will play a major role in creating a resilient Morro Bay.

Table X shows the results from a parking study completed in 2021 by Walker Consultants which found that Morro Bay parking requirements have resulted in approximately 1,977 spaces across the three most populous public parking destinations in Morro Bay (Embarcadero, Downtown, Morro Rock). With utilization rates only averaging approximately 50% outside of the peak summer season, Morro Bay evidently has more parking than is needed to accommodate the average daily levels of traffic. This oversupply points toward a larger need to re-evaluate land use patterns and identify areas where parking can be eliminated or reduced to reflect utilization rates more accurately.

Minimum parking requirements and free parking have been a trademark of American cities where the subsidization of the automobiles and their parking spaces leave cities to deal with their negative environmental and land use consequences. Free parking in a smaller city such as Morro Bay can lead to a scenario where free parking spaces are left vacant throughout most of year but are highly sought after and overutilized during peak travel times. This scenario leads to substantial temporary increases in congestion and provides justification for maintaining these underutilized spaces, even though they remain vacant most of the year. A combination of innovative strategies centered on actively reducing Morro Bay's current parking supply while accurately and effectively pricing parking spaces where appropriate will reflect how the City prioritizes curb space and off-street parking. The future of Morro Bay with revised parking requirements will provide more opportunity for commercial and residential infill, where innovative paid parking policies can lead to social, economic, and environmental co-benefits for residents and visitors of Morro Bay to enjoy and have a say in .Strategies such as demand-based pricing and Parking Benefit Districts can effectively "price the curb" in Morro Bay, where visitors and residents can substantially increase City revenue to invest in transportation and infrastructural improvements.

Table X. Morro Bay 2021 Parking Conditions and Peak Utilization Rates

Current Parking Conditions		Summer (Peak Hour)		Winter (Peak Hour)	
Location	**Available Spaces**	**Weekday Utilization**	**Weekend Utilization**	**Weekday Utilization**	**Weekend Utilization**
Embarcadero	1,136	761.12 (67%)	976.96 (86%)	477.12 (42%)	761.12 (67%)
Downtown	457	214.79 (47%)	329.04 (72%)	173.66 (38%)	237.64 (52%)
Morro Rock	384	207.36 (54%)	341.76 (89%)	96 (25%)	257.28 (67%)
Sum of Parking Spaces	**1,977**	**1,183 (60%)**	**1674.76 (83%)**	**746.78 (38%)**	**1256.04 (64%)**

Goal

Parking management measures will effectively monitor parking supply, reduce GHG emissions by promoting alternative modes of travel, and provide a source of revenue for future projects to improve transportation and pedestrian infrastructure for the City of Morro Bay.

Measures

PM-1: Update curb regulations for on-street parking and actively manage off-street parking to improve demand and distribution

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay Goal CIR 4, CIR 4.2, IA CIR 18*	**TBD**		City Planning Staff Department of Finance Community Development Administration

Implementing Actions

1.1 - Adhere to *Plan Morro Bay* CIR 4.1 and establish maximum parking requirements and eliminate minimum parking requirements within the Moro Bay Zoning Code

1.2 - Require parking costs to be unbundled from residential and commercial leases

1.3 – Enforce business compliance with parking cash-out requirements

1.4 – Build no new off-street, City owned parking

1.5 – Establish 3-hour time limits along the Embarcadero between 9 a.m. – 7 p.m. for on-street parking spaces

PM-2: Establish Parking Benefit Districts in the Morro Rock parking lot and consider PBD for the Embarcadero

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay CIR 1.4, Goal CIR 4, CIR 4.1, CIR 4.2, CIR 4.5CIR 1.4, IA CIR 17, IA CIR 18*	**TBD**		City Planning Staff Community Development Administration Department of Finance

Implementing Actions

2.1- Implement and conduct parking pilot program at Morro Rock

2.2 - Codify Parking Benefit District implementation in the municipal code and create a parking benefit district establishment ordinance: "Such moneys shall be used for the purposes stated in the parking district establishment ordinance

2.3 - Initiate conversation with local stakeholders and community members to determine use of revenue to enhance the specified Parking Benefit District

PM-3: Implement demand-responsive pricing and paid parking in Morro Bay

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay* Goal CIR 4, CIR 4.2, IA CIR 18	**TBD**		City Planning Staff Community Development Administration Department of Finance

Implementing Actions

3.1- Establish a paid parking pilot program for on-street spaces between Harbor Street and Pacific Street (39 spaces)

3.2 – Monitor pilot program and expand tier-based pricing for the Embarcadero on-street parking with a multi-space meter system

3.3 – Adopt a Parking Ambassador model of enforcement that is hospitality and customer-service oriented

3.4 – Identify and locate areas to establish as free parking zones within walking distance from the core areas of Morro Bay

3.5 – Have "Pay-by-Cell" option for paid parking

3.6 – Explore residential parking pass program that focuses on reduced pricing and parking benefits for residents while actively pricing tourists visiting Morro Bay

JOBS HOUSING BALANCE (JH)

WHAT WOULD SUCCESS LOOK LIKE?

Successful implementation of jobs housing balance goals and measures would involve the procurement of high-quality jobs and affordable housing options, contributing to increased community self-containment and reduced commute trips.

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Community Health

Resiliency

Enhances Local Economy

Air Quality

Brief Description

Establish more sustainable transportation patterns and reduce commuting related emissions by increasing head of household jobs and affordable housing in Morro Bay.

Equity Statement

Maximizing the opportunity for affordable housing development within Morro Bay and providing more job opportunities to support the rising cost of housing directly leads to equitable outcomes. Morro Bay should prioritize the development of these strategies to support lower-income households and members of its community facing housing or job insecurity. Supporting retired residents or young families through housing initiatives can curate a more equitable Morro Bay and reduce social vulnerability across affected demographic populations.

Measures:

JH-1:

Adopt programs and policies that incentivize development projects that match Morro Bay's existing population and job base to reduce commute trips

JH-2:

Establish Morro Bay as a professional hub for several industries capitalizing on the city's focus on natural stewardship, sustainable energy, and coastal climate adaptation

JH-3:

Reduce daily car trips taken outside the city through regional transit collaboration, ride sharing programs, telecommunication, and other trip reduction programs and incentives

Jobs Housing Balance Goal and Measures

Overview

For many cities in California, transportation makes up the largest portion of GHG emissions for all sectors tracked. The same pattern is found in Morro Bay with approximately 40% of emissions produced coming from the transportation sector (the next highest sector being 29% from residential energy use) (California Climate Action Plan Database, 2023). Strategies focused on managing transportation patterns to create more sustainable and less car dependent travel habits are commonly pursued in emissions reduction plans and are generally referred to as transportation demand management (TDM) measures.

Many TDM measures center around jobs housing balance (JH) are aimed at reducing daily work trips made by residents commuting outside of the city and nonresidents commuting into the city. Understanding the relationship between the existing housing and employment types in Morro Bay is critical to informing TDM and JH measures and establishing sustainable transportation patterns in Morro Bay and the surrounding region.

Figure 1: Downtown Morro Bay is made up predominantly of single-story visitor serving businesses.

Morro Bay's dominant industries are visitor serving and generally do not provide head of household wages (Figure 2). The high cost of living, combined with the high proportion of visitor serving businesses, creates a mismatch whereby residents are forced to commute out for high paying jobs, and nonresidents who cannot afford the high cost of living, are forced to commute in.

Measures related to TDM and JH balance in Morro Bay will range in approach but may include changing land use standards to incentivize more head of household workspaces and affordable housing or may look to establish trip reduction programs to lower vehicle trips into and out of the city.

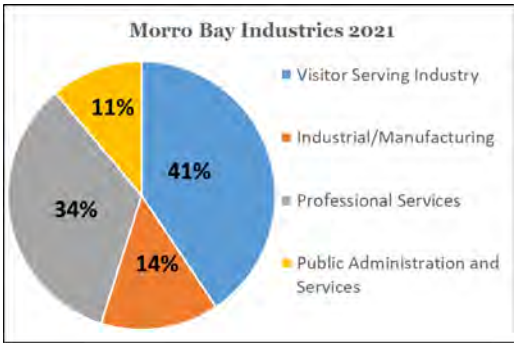

Figure 2: Morro Bay Industries 2021, US Census

Measures aimed at addressing TDM and JH balance in Morro Bay will be focused on: (1) Increasing head of household jobs, (2) providing more affordable housing options to match existing jobs, and (3) establishing more sustainable transportation patterns in Morro Bay.

Successful implementation of these measures in Morro Bay will result in denser commercial zones in

terms of both residential and commercial use. This increased density will include high quality office spaces, professional workspaces including production and manufacturing studio space, as well as a range of housing options in established commercial cores.

In conjunction with increasing density downtown and adjacent areas, a range of multifamily housing options would provide affordable housing for lower income employees who currently do not live in Morro Bay. These developments would provide much needed variety to Morro Bay's housing stock, which is currently made up of 78% single family homes (Figure 3). Increasing multifamily and affordable housing will provide support for the artistic and creative communities that give Morro Bay its unique character and charm.

Overall reduction in trips made both into and out of the city will decrease emissions produced from vehicle miles traveled (VMTs). Coupling this reduction of intercity commuting with improvement in transit, bike, and pedestrian infrastructure in Morro Bay would provide residents a variety of transportation mode choices for destinations around the city.

Morro Bay currently offers many aspects that contribute to a high quality of life. By increasing head of household jobs and affordable housing, coupled with improvements to transit, bike, and pedestrian infrastructure aimed at reducing car trips, residents of all incomes` could afford to remain within the city to work, shop, and recreate.

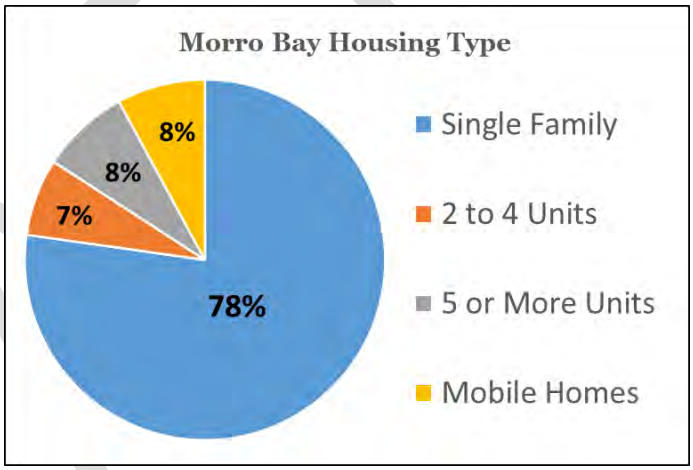

Figure 3: Morro Bay Housing Type, Morro Bay Housing Element

Figure 4: Morro Bay's neighborhoods are dominated by single-family units.

Goal

Morro Bay will be a community with high paying jobs, affordable housing options, sustainable transportation, and high community self-containment, where residents of all income levels and backgrounds can afford to live, work, and move.

Measures

JH-1: Adopt programs and policies that incentivize development projects that match Morro Bay's existing population and job base to reduce commute trips in and out of the community

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	ED-1, 1.8 &1.9 ED-2, 2.5 ED-4, 4.2 H-1, 1.1, 1.2, 1.4, 1.7 H-5, 5.2	**TBD**		HASLO People's Self-Help Housing HCD Chamber of Commerce

Implementing Actions

1.1– Incentivize redevelopment of one-story buildings downtown by adopting developer friendly policies such as reducing parking requirements for expansion of use expedited permitting process, or reduced fees

1.2– Provide incentives for projects that propose higher density, affordable deed restricted, and special needs housing in the form of financial assistance, development exceptions, priority access to water supply, and expedited permitting processes

1.3– Partner with People's Self Help and Housing Authority of San Luis Obispo to provide funding and resources for affordable housing projects in Morro Bay

1.4 - Initiate conversations with developers to utilize state density bonus laws and other resources to create more high-density projects

JH-2: Establish Morro Bay as a professional hub for several industries capitalizing on the city's focus on natural stewardship, sustainable energy, and coastal climate adaptation.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	ED-1, 1.8 &1.9 ED-4, 4.2, 4.3 C-5, 5.1	**TBD**		Renewable energy companies Morro Bay National Estuary Program California State Parks Local universities and high school Chamber of Commerce

Implementing Actions

2.1– Incentivize the development of a conference center development along the waterfront or downtown to provide a venue for conference and symposium events

2.2– Establish partnerships with Cuesta College and Cal Poly for applied climate action research as it relates to natural stewardship, green energy, and climate adaptation

2.3– Develop a Research Application Program (RAP) where new and innovative solutions to climate change may be tested and applied in the city, establishing Morro Bay as a global center for applied learning and practical innovations to climate issues

JH-3: Reduce daily car trips taken outside the city through regional transit collaboration, transit-oriented developments, ride sharing programs, and telecommunication incentives.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	H-1, 1.2 C-2 CIR-1, 1.1, 1.6 CIR-2, 2.1, 2.2, 2.3	**TBD**		City employees SLOCOG & RTA Neighboring Jurisdictions HALSO & People's Self-Help

Implementing Actions

3.1– Develop municipal remote/telework and carpool programs to reduce trips taken into the city from city staff who live outside the city

3.2– Develop a venue for coordination of ride sharing and incentives to increase ride sharing, telecommuting, and other employee trip reduction measures among private employers and employees

3.3– Partner with SLOCOG and RTA to establish regular commuter bus trips between Morro Bay and the primary jobs centers to the east and south

3.4– Pursue grants that would provide funding for affordable housing projects near existing transit facilities to boost transit ridership and decrease single occupancy vehicle trips

ACTIVE TRANSPORTATION (AT)

WHAT WOULD SUCCESS LOOK LIKE?

Bike and e-bike mode share increases throughout the city as access to bikes, safe routes, and bike parking increase.

TOTAL GHG REDUCED

5 MTCO2e

TOTAL ESTIMATED COST

$$ (Range)

CO-BENEFITS

Community Health

Air Quality

Enhances Local Economy

Cost Savings

Brief Description

Increase mode share of active transportation. Improve infrastructure and safety to encourage more cycling and micro mobility, lowering emissions from the transportation sector.

Equity Statement

Expanding and improving the bicycle infrastructure throughout Morro Bay can be done equitably through an approach that prioritizes communities within the city that are vulnerable to reduced public health outcomes from age, mobility impairments, or the lack of access to active transportation alternatives. Identifying areas that are in most need of bicycle and pedestrian infrastructure based off these factors can improve health outcomes for the most vulnerable residents, while improving the interconnected within the city and reducing social vulnerability.

Measures:

AT-1:
Create an e-bikeshare system across the city

AT-2:
Establish a standard street plan to implement bicycle and pedestrian infrastructure improvements

AT-3:
Update then 2011 Bike Master Plan, including maps of finished and proposed projects

AT-4:
Increase bicycle and micro mobility parking facilities throughout the city.

Active Transportation Goal and Measures

Overview

The California Air Resource Board (CARB) has identified that in California, transportation is responsible for a significant portion of harmful emissions, contributing to 40% of greenhouse gas (GHG) emissions, 80% of nitrogen oxides (NOx) emissions, and 90% of emissions from diesel particulate matter. In 2019, it was found that Morro Bay experienced its largest share of emissions from the transportation sector, amounting to 37.9%. The widespread reliance on personal vehicles across the United States typically results in the transportation sector being the largest emitter of pollutants in numerous urban areas.

While small changes in mode share to cycling have fewer effects in reducing GHG emissions for a small municipality than effective transit, many cities have recognized the importance of shifting a significant number of journeys to bikes and e-bikes. A 2020 paper, "Quantifying Greenhouse Gas Emissions Reduction from Bike Share Systems: a Model Considering Real-world Trips and Transportation Mode Choice Patterns" found that an e-bike can decrease carbon emissions by 108-120 g per kilometer per person. Another 2020 analysis found that people who bicycled every day had 84% lower carbon dioxide emissions from all daily travel than non-cyclists. For this reason, many cities have committed to increasing bike mode share for local trips through improved safety, new infrastructure, and bikeshare programs.

Robust research has shown that one of the largest barriers keeping Americans from cycling more often is concerns over safety. Various studies have found that around 60% of any given community lists safety as a primary reason not to bike. At the same time, research has also shown that safe, predictable, connected, and reliable bike infrastructure solves this issue, increasing bike mode share. The most effective treatments are usually those that separate bike routes from automobiles with physical barriers or spacing. These can include Class IV bike paths with bollards or curbs, and Class I paths, which are separate from roadways entirely. Morro Bay can adopt strategies that directly address these issues, increasing bike mode share and cutting GHG emissions.

A bike-friendly Morro Bay will feature easy access to bikes, particularly for visitors, through a bikeshare program with docks throughout the city. Riders will navigate safe bike routes, built through a standard street design plan on the repaving schedule. Existing network maps and future improvements will be outlined in an updated Bike Master Plan.

Goal

An e-bike-share program with well-placed stations will make cycling more accessible and affordable for visitors and locals alike. Improved bike infrastructure, created through the adoption of standard street plans, will make cycling in the city safer and more intuitive. Mode share will increase, cutting GHG emissions

Measures

AT-1: Create an e-bikeshare system throughout the city

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	CIR-2, 2.6, CIR-1, 1.1	**TBD**		Public Works Recreation Services Bikeshare provider

Implementing Actions

1.1–Create a request for applications for private companies to apply to offer an e-bikeshare service to the City

1.2–Collaborate with the company to identify key locations for bike docks, travel routes, and pricing

1.3–Track the number of people using bike share and number of bikes parked outside of docked station areas

AT-2: Establish a Standard Street Plan to implement bike and pedestrian infrastructure improvements

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	CIR-1, 1.1, 1.4, 1.12	**TBD**		Public Works

Implementing Actions

2.1–Conduct an inventory of their streets, categorizing them based on current width and intended uses

2.2–Create standard cross section plans for each of these categories, and implement them over time as streets are repaved

AT-3: Update the 2011 Bike Master Plan

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	CIR-1	**TBD**	 	Planning Department Consultant

Implementing Actions

3.1–Partner with a consultant to carry out public outreach, identify key routes, and update the Bike Master Plan

3.2–Create an updated map, new mode share goals, and a project priority list

AT-4: Increase bike and micro mobility parking facilities

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	CIR-2, 2.3, CIR-4, 4.1	**TBD**		Habor Patrol MBNEP

Implementing Actions

4.1–Identify popular locations for cycling including the Embarcadero, downtown, schools, beaches, and parks.

4.2– Create a priority list for bike parking locations based on locations identified.

4.3- Create a budget for the purchase and installation of bike parking

COMPLETE STREETS (CS)

WHAT WOULD SUCCESS LOOK LIKE?

Successful implementation of Complete Streets measures would result in improved traffic safety for all road users, as well as more comfortable and welcoming streetscapes for residents and tourists of Morro Bay.

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Brief Description

Implement Complete Streets infrastructure to enhance safety and promote the usage of alternative modes of travel within the core areas of Morro Bay.

Equity Statement

Developing equity within complete streets for areas that have observed high traffic accidents, pollution, and tend to be solely reliant on a car can improve the ability of these neighborhoods to connect to the broader Morro Bay community through active transit and increase pedestrian safety. Targeting this issue within communities that are disproportionately both older and younger residents can improve social equity and reduce social vulnerability. Expanded walkability throughout Morro Bay will also benefit the broader public health outcomes of all residents.

Measures:

CS-1:

Develop Complete Streets infrastructure in Morro Bay

CS-2:

Explore the feasibility of street closures for automobile access along select commercial zones in Morro Bay

Complete Streets Goal and Measures

Overview

The transportation sector accounted for 39% of total GHG emissions within Morro Bay, largely due to historical practices that established complete automobile dependency within most of the American built environment. Throughout most of the twentieth century, decision-makers planned out their cities with the deliberate and sole intent of promoting automobile dependency and urban sprawl. In the twenty-first century, this has created barriers for anyone seeking to travel by any means other than a private vehicle. The encouragement of multimodal communities and complete streets infrastructure can reduce GHGs. The reduction of automobile traffic in the city will aid in promoting the usage of travel alternatives, ultimately lessening the City's GHG emissions.

The City's General Plan, *Plan Morro Bay*, states that many city streets already exemplify the complete streets approach. However, according to the City's Bike Map, there are only four roads with Class II bike lanes (Harbor Street, Pacific Street, Morro Avenue, and a part of Main Street), whereas the rest have little or no bicycle infrastructure. The heart of downtown Morro Bay, including Morro Bay Boulevard, and the densest commercial strip of Main Street, has no supportive bicycle infrastructure. A primary goal within the City's 2011 Bicycle and Pedestrian Plan is to "adopt a 'Complete Streets' policy," along with the institution of a city-wide educational program that encourages non-motorized travel alternatives. Other goals such as the provision of short- and long-term bicycle parking areas complement the City's initiative towards multimodal viability, and a lessened dependence on the private automobile.

The implementation of complete streets, along with the reduction of motorized traffic on popular streets, can create a streetscape that prioritizes safety, comfort, and connectivity for all who use them. Complete streets are not inherently anti-car. Rather, this kind of infrastructure enables a community to drive, bike, walk, or take public transportation safely and efficiently, which will ultimately lead to a lessening of a community's greenhouse gas emissions, one of the ultimate goals for Morro Bay.

Figure X. Graphic from https://smartgrowthamerica.org/what-are-complete-streets/

Goal

The implementation of Complete Streets infrastructure within areas of Morro Bay will create more safe, accessible, and equitable streetscapes, lower carbon emissions, and create more welcoming environments for all residents and visitors of Morro Bay.

Measures

CS-1: Develop Complete Streets infrastructure in Morro Bay

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*2014 Climate Action Plan:* *TL-1, TL-2, TL-3* *2011 Bicycle and Pedestrian Master Plan: OBJ-1, OBJ-12* *Plan Morro Bay: CIR-9, CIR-10*	**TBD**		Public Works Downtown Design District Team SLOCOG

Implementing Actions

1.1–Explore state and federal funding opportunities for Complete Streets infrastructure

1.2–Conduct public engagement with the community to help stakeholders understand the economic, environmental, and community benefits of a Complete Streets approach/network

1.3-Through conditions of approval, require all new repavement projects within and near the Downtown corridor (segments of Morro Bay Boulevard and Main Street) and along the Embarcadero to incorporate Complete Streets infrastructure

1.4-Require all new road repavement projects within the downtown core and along the Embarcadero to implement traffic calming improvements as appropriate (e.g., marked raised crosswalks, count-down signal timers, curb extensions, speed tables, median islands, etc.)

CS-2: Explore the feasibility of street closures for automobile access along select commercial zones in Morro Bay

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay: LU-8.4*	**TBD**		Downtown Design District Team SLOCOG Public Works

Implementing Actions

2.1–Explore federal and state funding opportunities for street enhancement projects, with an emphasis on closing certain streets to automobile traffic

2.2–Administer a public education campaign about the potential economic, environmental, and community benefits of street closures, with an emphasis on active transportation, safety (Vision Zero), and local business benefits

2.3-Conduct a study to gauge the feasibility of street closures on Main Street (between Morro Bay Boulevard and Harbor Street) and along the Embarcadero (between Marina Street and Beach Street)

TRANSIT (TR)

WHAT WOULD SUCCESS LOOK LIKE?

Successful transit improvements will see an increase in transit mode share both locally and regionally and reduced automobile usage within Morro Bay.

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Brief Description

Improve transit service and increase ridership by residents and visitors.

Equity Statement

Expanding access to public transportation can support the ability of all residents of Morro Bay to interact with the broader community and improve safety for residents for otherwise drive or walk. Expanding access to public transportation will also improve the social capital of the community, allowing for more interconnectedness with underrepresented communities and the more affluent neighborhoods.

Measures:

TR-1:
Coordinate with SLOCOG and RTA to improve local connectivity to regional transit

TR-2:
Continue to improve local transit service and explore innovative solutions to modernize Morro Bay Transit's bus and customer-serving infrastructure

TR-3:
Increase outreach and education about local and regional transit options to Morro Bay residents and visitors

Transit Goal and Measures

Overview

According to the California Air Resource Board (CARB), transportation accounts for 40% of GHG emissions, 80% of nitrogen oxide emissions, and 90% of diesel particulate matter emissions in the State of California. In 2019, transportation made up 37.9% of Morro Bay's emissions. Due to overdependence on automobiles in the United States, transportation is the highest emitter in many cities. This is especially true of those without adequate access to public transit systems like bus or rail. Public transit is one of the most efficient ways to combat automobile usage and reduce GHG emissions in the transportation sector. In 2018, public transit saved 63 million $MTCO_2e$ versus single-occupancy vehicles and ride sharing in the United States (McGraw, 2021).

Morro Bay is primarily served by Morro Bay Transit (MBT) and the San Luis Obispo Regional Transit Authority (RTA). MBT operates its fixed-route/Call-A-Ride service on weekdays and the Trolley on weekends. Regional transit is provided by RTA routes 12 and 15. Commuter mode share for transit in Morro Bay was 0.6% in 2022 (US Census, 2024). Due to the COVID-19 pandemic, ridership on MBT's fixed route/Call-A-Ride and Trolley services was 44.8% and 76% lower in FY 22-23 when compared to FY 18-19. In accordance with the Innovative Clean Transit (ICT) regulation, MBT plans on phasing out its gas-powered fleet with electric vehicles starting in 2030.

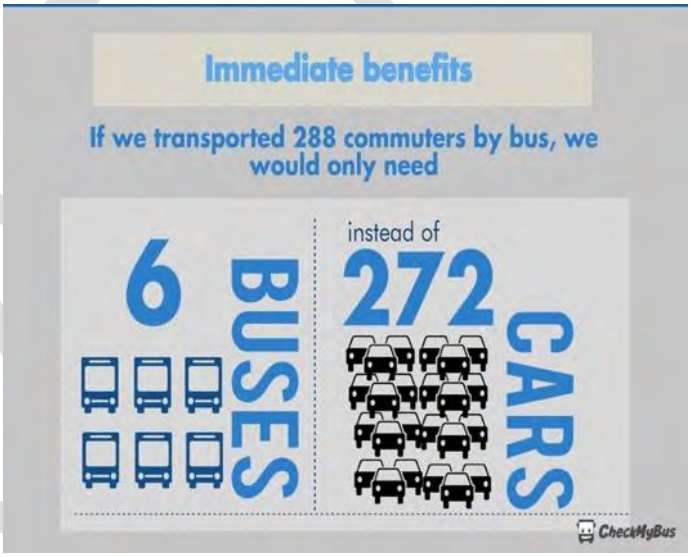

Figure 1. Buses versus cars (source: CheckMyBus)

A climate-friendly Morro Bay that prioritizes transit as one of its main modes of transportation will reduce emissions in the transportation sector and VMT from single-occupancy vehicles. Improving transit for residents and visitors and a transit mode share goal of 2% by 2030 will have numerous co-benefits, including improved air quality from fewer automobiles, community health benefits through exercise and connectivity to health services, and enhancements to the local economy. The measures outlined in this section will help Morro Bay achieve increased ridership through local service improvements, regional connectivity enhancements, and increased education and outreach of different transit options in the City.

Goal

Transit measures will effectively reduce reliance on single-occupancy vehicles locally and regionally while providing environmental, social, and economic co-benefits for Morro Bay residents and visitors alike. Through these improvements, Morro Bay will aim to increase transit mode share to 2% by 2030.

Measures

TR-1: Coordinate with RTA and SLOCOG to improve local connectivity to regional transit

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay CIR-1.1* *CIR-1.5* *CIR-1.6* *CIR-1.8* *CIR-1.13* *CIR-2.3* *CIR-2.6* *CIR-4.7*	**TBD**		MBT RTA Public Works SLOCOG

Implementing Actions

1.1– Create Park and Ride lots near transit service with provisions for active transportation such as bicycle parking

1.2– Allow free transfers between RTA and Morro Bay Transit with single-ride and day passes bought through Morro Bay Transit

1.3- Pilot the "Two-Loop Plan" from the SRTP to increase transfer opportunities between RTA and Morro Bay Transit

1.4– Explore transferring ownership and operation of Morro Bay Transit to RTA

TR-2: Continue to improve local transit service and explore innovative solutions to modernize Morro Bay Transit's bus and customer-serving infrastructure

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay CIR-1.1* *CIR-1.6* *CIR-1.7* *CIR-1.9*	**TBD**		CalSTA Caltrans MBT Public Works SLOCOG

Implementing Actions

2.1– Shorten headways by implementing strategies from the SRTP

2.2– Explore discounted fares for student riders

2.3- Install Automatic Vehicle Location on buses and implement real-time tracking on Morro Bay Transit through the website and/or a mobile application.

2.4- Implement digital payment options through a mobile app or open loop payments through Cal-ITP

2.5- Develop a system for digitally scheduling Call-A-Ride service

2.6- Explore installing benches, shelters, and/or lighting at high-volume transit stops

2.7- Seek funding to hire more administrative staff for Morro Bay Transit

2.8- Explore utilizing autonomous vehicles for driverless shuttle services in tourist areas such as the Embarcadero

TR-3: Increase outreach and education about local and regional transit options to Morro Bay residents and visitors

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay CIR-1.5* *CIR-1.6*	**TBD**		Local Business Owners MBT RTA SLOCOG

Implementing Actions

3.1– Develop an online marketing strategy to advertise Morro Bay Transit's services and improvement projects

3.2– Attend and advertise Morro Bay Transit at local events such as the Farmer's Market, at schools, and at the community center

3.3– Continue participation in the Youth Ride Free program

3.4- Partner with SLOCOG and RTA to advertise other transit options such as Ride-On Express and Senior Go!

3.5- Coordinate with local hotels to inform visitors about transit options

ELECTRIC VEHICLES (EV)

WHAT WOULD SUCCESS LOOK LIKE?

Morro Bay would be EV-ready, with EV chargers available where and when people need them.

TOTAL GHG REDUCED

TBD MTCO2e

TOTAL ESTIMATED COST

$$ TBD

CO-BENEFITS


Community Health


Air Quality


Enhances Local Economy


Cost Savings

Brief Description

Increasing electric vehicle (EV) charging capacity will support the future transportation needs of Morro Bay. As EVs become more prevalent, residents, businesses, city operations, and visitors will need more places to charge their vehicles. Morro Bay can prepare by creating an electric vehicle readiness plan that will identify opportunity sites and funding opportunities for EV charging. The City can create supportive policies, funding mechanisms, and educational opportunities to help the transition to EVs.

Equity Statement

Electric vehicle ownership can be a significant hurdle for low income and older residents. Morro Bay should begin installing public electric vehicle chargers either through direct purchasing or by partnering with private businesses to install them. Those who rent their home or who do not have a garage are limited in their ability to install home chargers and would greatly benefit from publicly available chargers that can support the switch to electric vehicles.

Measures:

EV-1:
Create an electric vehicle readiness plan

EV-2:
Create supportive policies and funding mechanisms for electric vehicles

EV-3:
Electric vehicle education and outreach

Electric Vehicle Goal and Measures

Overview

Transportation is responsible for 48% of Morro Bay's greenhouse gas (GHG) emissions (Figure 1). Shifting from internal combustion engine vehicles to electric vehicles (EVs) can be an integral part of reducing GHG emissions while still allowing people ease of travel associated with personal vehicles. Because most of Morro Bay's electricity is provided by Central Coast Community Energy (3CE) which has pledged 100% non-carbon sources of energy by 2030, electrifying the vehicles in Morro Bay will significantly reduce GHG emissions.

Across California, local governments are analyzing their EV needs by creating EV readiness plans to meet their mode share goals. They are helping the transition to EVs through installing public chargers, adopting regulations and fees that support EV ownership, and providing public education. The City of Morro Bay has been working to build chargers and simplify the permitting process. As of 2023, the City had 7 publicly accessible charging stations, with 5 more planned. The City has streamlined its application and permitting process for commercial and residential chargers. And as of 2023, the City has received $26,000 in grants and $22,000 from parking in-lieu fees for an EV station along the Embarcadero.

Morro Bay will need to accelerate and coordinate the shift to EV technology to be prepared for the future. A successful strategy will provide the charging capacity for city operations, businesses, residents, and visitors, alike. The transition to EVs will improve air quality, promote public health, reduce GHGs, and help the tourist economy thrive.

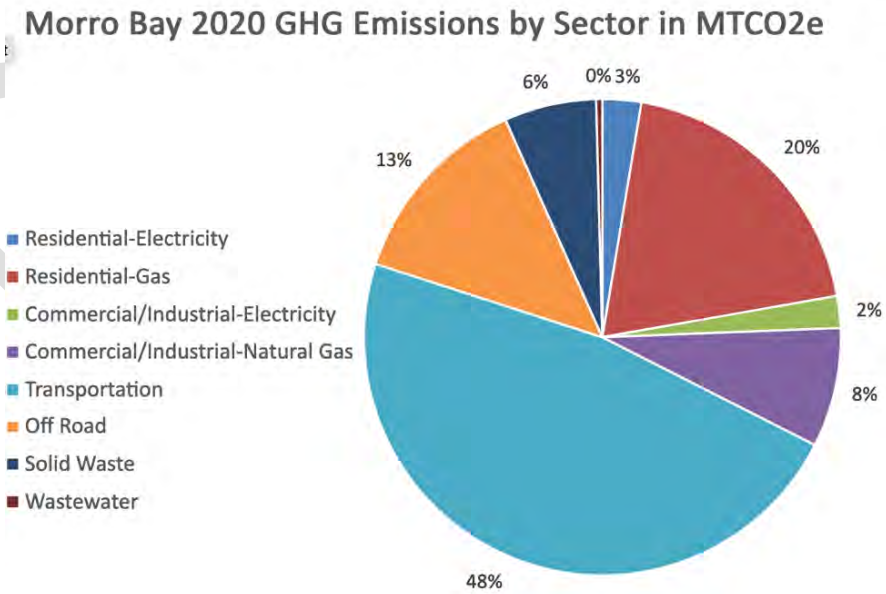

Figure x. Transportation makes up 48% of Morro Bay's greenhouse gas emissions.

Goal

Electric vehicle measures will provide the framework for adequate EV infrastructure to mobilize the residents, workers, and visitors of Morro Bay. A well implemented strategy will help Morro Bay reduce greenhouse gas emissions, save money, provide equitable access to EV charging, and keep Morro Bay a top tourist destination.

Measures

EV-1: Create an electric vehicle readiness plan

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	CIR 4.7	**TBD**		CARB CEC SLOCOG

Implementing Actions

1.1- Analyze current and future needs for EV charging in Morro Bay for both residents and visitors. Adopt goals and benchmarks for an EV infrastructure buildout in line with the biannual AB 2127 EV Charging Infrastructure Assessment

1.2- Identify locations for future development of Level 2 and 3 public and shared private charging stations throughout Morro Bay with a focus on equitable distribution and efficiency

1.3- Identify potential funding sources including grants and public/private partnerships, promoting Morro Bay as EV-friendly

EV-2: Create supportive policies and funding mechanisms for electric vehicles

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	CIR 4.7	**TBD**		Chamber TBID

Implementing Actions

2.1- Adopt REACH building codes, going beyond CALGreen codes, to require additional EV infrastructure in new developments and remodels, where feasible

2.2 - Remove barriers that are prohibitive to charging vehicles, such as parking restrictions where public and shared public charging facilities are planned

2.3- Create an EV valet ordinance and zoning code to manage parking demand and circulation

2.4- Adopt EV infrastructure funding mechanisms such as fees for short term homestay permits and hotels where EV charging is not accommodated

2.5- Propose a transient GHG tax, tourism lodging fee, or increase sales tax to pay for public EV infrastructure

EV-3: Electric vehicle education and outreach

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	CIR 4.7	**TBD**	   	C5 CEC 3CE SLO Climate Coalition TBID

Implementing Actions

3.1- Provide access to EV educational content, contractors, rebates, and charger locations on the city website

3.2- Advertise EV charging workshops and showcases occurring in the County

3.3- Participate in partner meetings for EV charging updates and opportunities

3.4 – Contact local owners of existing multi-family dwellings and hotels to determine their interest in installing EV chargers

BUILDING DECARBONIZATION (BD)

WHAT WOULD SUCCESS LOOK LIKE?

A successful building decarbonization program would result in the successful completion of energy efficiency retrofit projects throughout the city, leading to a substantial reduction in GHG emissions related to building maintenance.

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Air Quality

Enhances Local Economy

Cost Savings

Public Health

Resiliency

Brief Description

Expand building decarbonization projects throughout the city of Morro Bay to reduce GHG emissions associated with the maintenance of buildings.

Equity Statement

Expanding access to incentive programs and assistance for implementing building decarbonization retrofits for Morro Bay residents is a necessity. Ensuring that vulnerable populations are properly represented in accessibility programs for decarbonization efforts ensures the equitable implementation of policies. Elderly and lower-income residents will be less likely to undertake these retrofits without assistance and education on existing incentives. Morro Bay should ensure proper consideration of these residents throughout the process of expanding decarbonization efforts throughout the community.

Measures:

BD-1:
Identify and pursue state and federal funding for building energy efficiency retrofit programs

BD-2:
Educate Morro Bay residents on the benefits of building retrofits

BD-3:
Address the supply side of building energy efficiency by encouraging residents to get their energy from renewable sources

BD-4:
Provide low or no-cost recycled building materials to insulate and weatherize homes

Building Decarbonization Goal and Measures

Overview

Morro Bay's 2014 CAP projected that in 2020, residential emissions would account for 25% of the city's total greenhouse gas (GHG) emissions. Building emissions come from two primary sources: (1) emissions from construction and (2) operational emissions from heating, cooling, and powering buildings. Just over 1% of land in Morro Bay is currently undeveloped and suitable for development (Plan Morro Bay, 2020). Therefore, emissions related to construction in Morro Bay will be negligible in the near term. However, the city of Morro Bay has an ageing housing stock. Two thirds of Morro Bay's housing (66.56%) was constructed before 1980 according to U.S. Census figures (Table B25034). The design of older buildings tends to be energy inefficient due to a range of factors from poor insulation to energy consumptive appliances. By encouraging building retrofits that increase energy efficiency, the city can significantly reduce its GHG emissions.

There are a range of specific actions the city can take to reduce its building-related emissions. The City of Morro Bay should first identify and pursue state and federal funding programs to support local retrofit projects. Once sufficient funding is acquired to fund the first few retrofit projects, the City should begin educating the public on the resources that are available. This outreach effort would include the creation of a public facing website that provides information on the various types of property retrofits, how residents and business owners can secure grant funding for property improvements and estimates on how much they can save on their monthly electrical bills through retrofits.

It is also important to conduct outreach in person. This would likely include hosting a roundtable including residents and business owners to provide information on how to retrofit your property in Morro Bay. City Staff and representatives of Central Coast Community Energy (3CE) should be available to answer technical questions.

If the City implemented all the measures described in this section, it would achieve a significant reduction in the city's GHG emissions related to the operation of buildings. Initially, the focus would be on providing funding to retrofit the most energy consumptive buildings in the city.

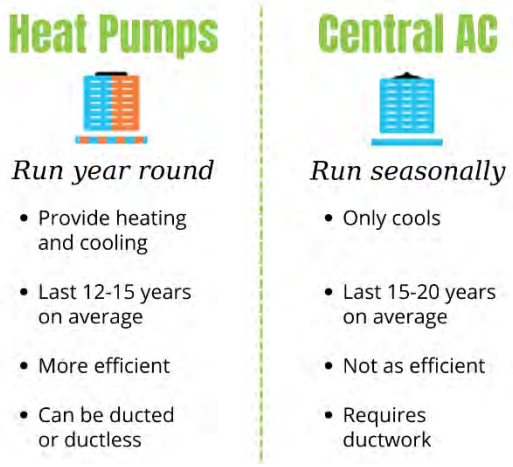

Figure X. Heat pumps are one example of energy efficient appliances that can be added to reduce GHG emissions as part of a larger building retrofit

Goal

Building decarbonization measures, including pursuing state and federal funding for energy efficiency retrofits, educating building owners on how much money they can save each month on their electric bills by retrofitting their buildings, and encouraging residents to get their energy from all renewable sources, can substantially reduce the GHG emissions associated with the operation of buildings throughout the City of Morro Bay.

Measures

BD-1: Identify and pursue state and federal funding for building energy efficiency retrofit programs

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	C-3, C-3.1 (2014 Climate Action Plan)	**TBD**		California Energy Commission (CEC) California State Library (publishes the California Grants Portal)

Implementing Actions

1.1– Hire a grant manager to perform the following implementation actions. Alternatively, appoint a member of city staff to implement the following actions

1.2– Create a list of grant applications for which Morro Bay is eligible

1.3– Identify federal grant opportunities offered through the Inflation Reduction Act of 2022

1.4– Identify state grant opportunities offered through the California Grants Portal. Identify grant opportunities offered through the federal Home Efficiency Rebates (HOMES) program and Home Electrification and Appliance Rebates (HEEHRA) program that were created by the Inflation Reduction Act of 2022 to support building decarbonization projects

BD-2: Educate Morro Bay residents on the benefits of building retrofits

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD		**TBD**		Central Coast Energy (3CE) Community Development Department (Planning Division)

Implementing Actions

2.1– Create a website that educates residents and business owners on how they can retrofit their buildings, how they can access funding to pay for building upgrades, and the monthly energy savings they can expect from a range of retrofit projects

2.2– Request a list of the one hundred highest energy consuming properties in Morro Bay. Direct the grant manager responsible for building decarbonization related grant applications to contact property owners and inform them of currently available funding for retrofit projects. For property owners who express interest in learning more, invite them to the public meeting described below and provide contact information for a member of city staff who can respond to their questions

2.3.– Host a public meeting for local business owners and residents to the various retrofits that can be done on their properties along with associated costs, timelines, and available funding. The meeting can include representatives of city staff and 3CE to answer questions

BD-3: Address the supply side of building energy efficiency by encouraging residents to get their energy from renewable sources

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD		**TBD**		Central Coast Energy (3CE) Community Development Department (Planning Division)

Implementing Actions

3.1– Direct a member of city staff to inquire with 3CE about making the 100 percent renewable energy option for their customers opt out rather than opt in.

3.2– If 3CE is unable to make this option opt out, encourage adoption by offering tax rebates that cover the difference in cost between the two options

BD-4: Provide low or no-cost recycled building materials to insulate and weatherize homes

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD		**TBD**		Habitat for Humanity Community Development Department (Building Division)

Implementing Actions

4.1– Designate space in a city-owned building for storage of recycled building materials

4.2– Reach out to local developers to inquire about the possibility of sending City staff to pick up overstock and unused building materials

4.3 - Contact Habitat for Humanity to see if they are interested in opening a new ReStore location in Morro Bay

4.4 - Provide information about pick up location, available inventory, and pricing on the City's building decarbonization website. Post a public service announcement about the service in local media and on community bulletins

4.5 - Provide a display in this space that educates visitors on the best weatherization materials accompanied by associated energy savings

SOLAR IMPLEMENTATION & EDUCATION(SP)

WHAT WOULD SUCCESS LOOK LIKE?

An increase in solar projects and installations both within the residential and commercial sector of Morro Bay, including inquiries and project quotes from installers

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS


Resiliency


Air Quality


Enhances Local Economy/ Community


Cost Savings

Brief Description

Morro Bay's solar implementation measures align with California's renewable energy goals, leveraging state resources and mandates to educate the community, streamlining solar permitting, and fostering partnerships. These efforts support the transition to solar power, aiming to reduce emissions and promote a clean energy future. By following these guidelines, Morro Bay aims to enhance sustainability and environmental stewardship effectively.

Equity Statement

Pursuit of solar installation in Morro Bay is a critical component of improving resilience and adaptability throughout the community. Equitable rollout of solar installation programs shall include multi-lingual educational material and coordination with community stakeholder groups and vulnerable populations. Taking steps to ensure that older residents and lower-income neighborhoods are prioritized in City projects to expand solar installations can ensure that disproportionately at-risk residents have equitable access to the solar installation incentives and assistance.

Measures:

CS-1:

Implement program to produce education/ information about solar readily available to Morro Bay residents

CS-2:

Create convenient program/system where Morro Bay Residents can identify and apply for all relevant Solar rebates and incentives

CS-3:

Develop Partnership Program with Solar providers

CS-4:

Offer Solar Evaluation and Consultation Service

CS-5:

Streamline permitting and inspection process

Solar Implementation Goal and Measures

Overview

The pursuit of further popularizing rooftop solar implementation in Morro Bay, California, is an urgent and critical response to the global climate crisis. This initiative is not only a local effort to harness renewable energy sources but also a part of a broader, vital movement towards sustainability and carbon neutrality. Morro Bay, with its favorable climate conditions and commitment to green initiatives, stands at the forefront of adopting solar technologies. This section aims to explore the feasibility, benefits, and strategies for widespread rooftop solar adoption in Morro Bay, highlighting its importance as a sustainable solution to energy production and a significant step in combating climate change. Through this exploration, the section will highlight the relevance of rooftop solar as a key component in Morro Bay's climate action plan, reflecting on the potential environmental, economic, and social benefits of such an initiative within the current context of renewable energy advancements and climate policy.

The strategy of furthering rooftop solar implementation in Morro Bay is a pertinent climate issue because it directly addresses the urgent need for sustainable, renewable energy sources to reduce greenhouse gas emissions. It's particularly relevant for Morro Bay, given its goal to update the Climate Action Plan, recognizing the area's bright solar exposure, which is pertinent for major PV solar systems. Utilizing this potential can significantly contribute to the shape of Morro Bay’s steps towards an energy domain with sustainability and renewability in mind. This move towards greener energy can help lower the carbon footprint and curb the adverse impacts of climate change in the region, making it both a timely and technologically appealing project.

While other strategies sections primarily focus on goals in the form of new measure proposal and creation; This section will concentrate on the goal of furthering education and familiarity on solar implementation in 2024 on an individual level. With the billing structure change from NEM 2.0 to NEM 3.0 in 2023, solar payback periods have extended, even with the installation of backup battery systems. While it is still financially lucrative to implement solar and battery systems on a residential and commercial level, these changes have tarnished the idea of switching to solar systems and made it further confusing to understand on a fundamental level. Our measure’s goals will be to create an educational program to ease the transition into implementing solar on both a residential and commercial level.

Goal

Advocate education of Photovoltaic Solar Systems and the rebates/costs associated will increase solar implementation on both a residential and commercial level, reduce GHG emissions by producing, harnessing, and re-distributing clean, usable energy on an individual level, and lay a more familiar framework and system for new and future customers to inquire, purchase, and maintain their own systems.

Measures

SP-1: Implement education and information about solar systems relevant to today

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	**California Solar Consumer Protection Guide**	**TBD**		Public Works Planning SLO Climate Coalition Local Installers REACH 3CE (Energy Providers)

Implementing Actions

1.1 – Implement Planning project/team for solar data/information compilation
1.2 – Coordinate with stakeholders (local solar installers, energy providers, hardware dealers) to produce accurate data and information regarding solar implementation in Morro Bay
1.3 – Produce informational guide readily accessible to Morro Bay residents (I.E, webpage on Morro Bay website)
1.4 – Community Engagement: Holding/organizing talks and meetings throughout the city to engage with community members regarding solar implementation

SP-2: Create a convenient resource system for Morro Bay residents to understand how to apply for all relevant solar rebates and incentives.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	**California Solar Initiative (CSI)**	**TBD**		Public Works Planning Local Installers State/Federal Govt Utility Companies

Implementing Actions

2.1- Contact corresponding State/Federal departments, local installers, local providers, and other stakeholders for identification of rebates/incentives applicable to Morro Bay residents

2.2 – Produce online guide that allows residents to easily navigate and apply for incentives through the appropriate providers

CS-3: Develop a Partnership Program with Solar Providers

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	**Senate Bill 100**	**TBD**		Public Works Planning Local Installers 5C

Implementing Actions

3.1- Identify Potential Partners: Research and compile a list of solar panel manufacturers and local installation companies interested in partnering with the city

3.2 – Negotiate Terms: Engage in negotiations with these providers to establish discounted rates or bulk purchasing agreements exclusively for Morro Bay residents and businesses

3.3 – Formalize Partnerships: Draft and sign partnership agreements that detail the terms, conditions, and duration of the partnership

3.4 – Launch a marketing campaign to inform the community about the partnership program and its benefits

3.5--Monitor and Evaluate: Regularly review the partnership's effectiveness and adjust the program as needed to ensure it meets its objectives

CS-4: Offer a Solar Evaluation and Consultation Service through the City

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	**Assembly Bill 2188 (Solar Permitting Guidebook)**	**TBD**		Public Works Planning Local Installers Local Educational Institutions Energy Providers

Implementing Actions

4.1- Train Staff or Volunteers: Ensure that those offering the evaluation and consultation services are knowledgeable about solar energy, installation processes, and financial considerations

4.2 – Set Up Appointment Scheduling: Implement an online booking system where residents and businesses can easily schedule their solar evaluations

4.3 – Conduct Evaluations: Perform on-site or virtual evaluations to assess properties for solar potential and provide personalized recommendations

SP-5: Adopt CalAPP permitting process at or before State deadline

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	**California Automated Permit Processing Program (CalAPP)**	**TBD**		Public Works Planning Building

Implementing Actions

5.1- Conduct a comprehensive review of the current permitting process to identify areas for integration with CalAPP

5.2 – Upgrade or adapt the city's IT infrastructure to ensure compatibility with CalAPP, including software and hardware requirements

5.3 – Organize training sessions for city staff on using CalAPP, focusing on application processing, customer service, and technical troubleshooting

5.4 Launch an information campaign to educate residents and local solar installers about the new CalAPP process, including how to access and use the system

5.5 - Monitor compliance with state deadlines for CalAPP adoption and report progress to relevant state bodies

REACH CODES (RC)

WHAT WOULD SUCCESS LOOK LIKE?

Success for Morro Bay with reach code implementation would mean lowered carbon emissions, increased resilience to climate impacts, and a sustainable, inclusive urban environment.

TOTAL GHG REDUCED
TBD

TOTAL ESTIMATED COST
TBD

CO-BENEFITS

Community Health

Resiliency

Enhances Local Economy

Cost Savings

Brief Description
Reach codes empower local governments to exceed state energy efficiency standards. Fast tracking climate action goals, these codes aim to combat climate change by reducing carbon emissions and promoting sustainable urban development.

Equity Statement
Reach codes should seek to improve equity throughout Morro Bay by prioritizing implementation strategies for the most vulnerable populations The City should collaborate with relevant regulatory agencies on how to best create codes that can support community resilience and do not disproportionately harm or create undue burdens for underserved groups.

Measures:

RC-1:

Implement reach code for building electrification

RC-2:

Provide financial support and guidance to ease the initial costs associated with adopting sustainable building practices. Align reach codes with cities economic goals in general plan

RC-3:

Engage in strategic collaboration with developers and industry stakeholders

RC-4:

Implement monitoring system to track progress of reach codes on carbon emissions, energy consumption, and other relevant metrics

Reach Code Goal and Measures

Overview

In the face of escalating climate change concerns, local governments are taking the initiative to curb carbon emissions and foster sustainable urban development. One strategy is the adoption of reach codes within climate action plans (CAPs). Reach codes, also known as local building energy codes, extend beyond state-mandated minimum requirements for energy efficiency in building design and construction. Over the last eleven years, there has been an increase in the development and implementation of reach codes as referenced in Figure 1. These codes empower municipalities to play a core role in mitigating climate change impacts, reducing greenhouse gas emissions, and transitioning toward cleaner, more sustainable energy practices. These derive from the California Building Standards Code (Title 24, CA Building Code). Unlike conventional codes, these reach codes set minimum requirements for specific measures while also challenging buildings to outperform the state's Energy Code (Title 24, Part 6). By surpassing mandated standards, Morro Bay's reach codes empower the community to adopt more energy-efficient and environmentally conscious building practices, fostering a progressive and adaptable urban landscape.

Developing a local reach code involves a seven-step process, integrated into the city's climate action plan or related planning documents. This process requires careful consideration of existing state and local resources, adherence to amended CA Building Code compliance requirements, and active involvement of jurisdiction staff.

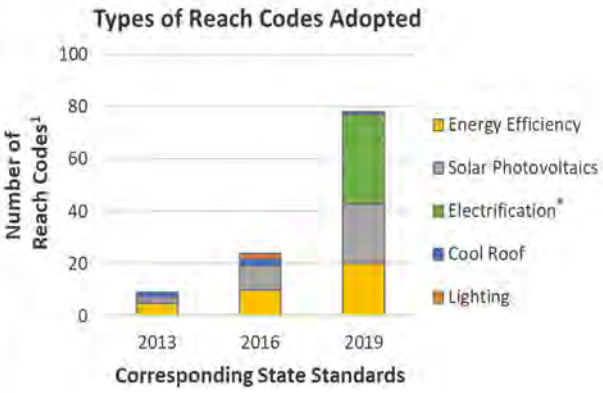

Figure X: Types of Reach Codes (Steele, 2021).

Stakeholder engagement, particularly with community members, is crucial in shaping the draft policy to ensure a positive impact on both the environment and the community. Key decision-makers, such as the city council and planning commission, should collaborate closely with the staff to translate data into tangible policy outputs. While reach codes can be adopted at any time, it is recommended to coordinate their adoption with the triennial Building Standards Code cycle, aligning them with the new statewide standards effective from January 1st. If the reach code amends the Energy Code, it must be approved by the California Energy Commission (CEC) to ensure compliance and reapproval with each triennial Energy Code update. All adopted ordinances amending the Building Standards Code must adhere to legal requirements. Examples of adaptation-focused reach codes, such as onsite water reuse and improved building efficiency standards, demonstrate the city's commitment to environmental stewardship and public health. As Morro Bay faces challenges like heat waves and wildfires, the positive impact of these reach codes extends beyond mitigating emissions to fostering

neighborhood stabilization, community health equity, and enhanced indoor and outdoor air quality.

Developing and implementing reach codes presents challenges, particularly in addressing existing building stock for most local jurisdictions. While new construction allows for easier compliance with state energy code regulations, the transition for existing buildings requires more streamlined implementation resources. There is a notable gap in resources that communicate modifications and operational updates needed for energy efficiency and GHG reduction in existing buildings. The success of reach codes is closely tied to community-wide behavioral change, emphasizing the need for transparent stakeholder engagement. Challenges also arise from the deep connection between reach code success and environmental justice, necessitating inclusive community engagement to avoid excluding historically disadvantaged groups. To overcome these hurdles, local jurisdictions must prioritize holistic community engagement, enhance transparency, and consider options like forming Community Advisory Boards dedicated to the reach code's development and implementation process.

In Morro Bay's past endeavors to implement reach codes, challenges arose, impeding the successful enforcement and adoption of these progressive measures. However, drawing inspiration from the successes of other municipalities, particularly the commendable outcomes achieved by San Luis Obispo, California, Morro Bay is poised to revitalize its commitment to reach codes. A renewed focus on building electrification emerges as a strategic pathway for the city to emerge as a champion in green initiatives. Aligning with contemporary environmental priorities, Morro Bay will be at the forefront of innovation and environmental consciousness, showcasing its dedication to sustainable urban development. By learning from past challenges and leveraging successful models, Morro Bay aspires to set a new standard in environmentally conscious policies through the implementation of a robust reach code tailored to building electrification.

To avoid legal issues that may have hampered previous attempts, Morro Bay should take proactive measures to ensure the legality and enforceability of the new reach code. Engaging in thorough legal reviews and consultations during the drafting phase becomes paramount, ensuring that the code complies with state regulations and does not face legal challenges. Furthermore, collaboration with legal experts, local stakeholders, organizations such as CEC and community members in the drafting process fosters a collective understanding of the code's implications and addresses potential concerns upfront. By adopting a transparent and inclusive approach, Morro Bay will fortify the legal foundation of the reach codes but also builds community support, enhancing the likelihood of successful implementation and enforcement.

Goal

Implementation of reach codes, specifically, a reach code centered around building electrification within Morro Bay aims to surpass state-mandated energy standards, fostering a sustainable built environment. By prioritizing building electrification, EV infrastructure, and other energy-efficient measures, the goal is to significantly reduce carbon emissions, enhance community health, and bolster resilience.

Measures

RC-1: Implement reach code for building electrification.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	**Chp 17.23, Chp 17.28**	**TBD**	 	Local Environmental Organizations

Implementing Actions

1.1 – Conduct existing conditions and survey of buildings

1.2 – Collaborate with utilities to compile findings on most in need buildings

1.3 – Organize community workshops, webinars, and information sessions to educate residents, builders, and businesses on the advantages of building electrification

RC-2: Provide financial support and guidance to ease the initial costs associated with adopting sustainable building practices

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD		**TBD**	   	Local Financial Institutions, Chamber of Commerce

Implementing Actions

2.1- Establish financial incentives such as grants, subsidies, or tax credits to support property owners and developers in adopting sustainable building practices outlined in reach codes

2.2 - Align reach codes with the economic goals outlined in the city's general plan, emphasizing job creation, economic growth, and local business development

2.3- Engage in outreach campaigns to inform businesses about the economic benefits and long-term savings associated with sustainable building practices under reach codes

RC-3: Strategic collaboration with developers and industry stakeholders

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	**Chp 17.36.070. Chp 17.45**	**TBD**	  	CEC, Developers, City Planning Department

Implementing Actions

3.1 – Initiate a dialogue with developers and industry stakeholders through regular meetings, forums, and workshops to understand their perspectives and concerns

3.2 – Establish a dedicated liaison or committee to facilitate ongoing communication and collaboration between the city and industry stakeholders

3.3 – Seek input from the California Energy Commission (CEC) as a primary stakeholder, ensuring alignment with state regulations and fostering a cooperative approach to reach code implementation

RC-4: Implement monitoring system to track progress of reach codes on carbon emissions, energy consumption, and other relevant metrics

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	**Chp 17.23**	**TBD**	 	Environmental consultants, Technology providers

Implementing Actions

4.1 – Develop a comprehensive monitoring and reporting system that tracks key metrics, including carbon emissions, energy consumption, and other relevant indicators specified in reach codes

4.2 – Regularly publish reports on the progress and achievements resulting from reach code implementation to ensure transparency and community awareness

4.3 – Use technology, such as energy monitoring software or smart meters, to streamline data collection and analysis for efficient monitoring of reach code effectiveness

PUBLIC EDUCTATION (PE)

WHAT WOULD SUCCESS LOOK LIKE?

A public educated on the importance of sustainability and personal actions they can take.

TOTAL GHG REDUCED

TBD MTCO2e

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Brief Description

Create a public education program to promote sustainability and personal action.

Equity Statement

Prioritizing public education strategies that serve underrepresented communities, such as school-aged children and elderly residents, can support further climate education for the populations that are at the highest risk of future climate hazards. Developing new implementation strategies for multi-lingual and multi-platform educational programs can ensure the city can disperse important information to all residents. Expanding educational outreach opportunities to inform community members about access to public amenities and emergency services such as cooling and warming centers can improve public health outcomes overall.

Measures:

PE-1:

Implement a public education program around ecosystem education and sustainability

PE-2:

Establish a resilience hub as a center for sustainability programs and disaster center

Public Education Goal and Measures

Overview

Although over half of the American population is worried about climate change, most people don't know what they can do to combat it. It is easy to get overwhelmed, but there are steps anyone can take in their everyday life. According to Project Drawdown, the top three high-impact climate actions for households and individuals are eat plant-rich diets, reduce food waste, and install solar panels.

By educating the public about what goes into the food they consume, Morro Bay can bring awareness to high carbon products such as beef and imported goods. Instead, promoting plant-based alternatives and local produce that are good for the health of each individual and the local economy. Community gardens can help provide fresh produce and food waste can get recycled there to grow more food. This kind of circular ecosystem can divert waste from the landfill and provide recreation and nutrition to the community.

For homeowners, home upgrades such as solar photovoltaics and replacing gas appliances for electric ones may seem daunting with price barriers. However, these renovations can be seen as an investment that will save energy and money over the span of several years. There are many community resources available to make the upgrading process as smooth and easy as possible. Making these resources easily accessible to homeowners can reduce the community's overall energy use.

Morro Bay is home to many renters, who may not have a say in retrofitting their homes to be more sustainable. In this case, the programs mentioned above would be better geared towards their landlords. Renters, on the other hand, can take personal actions to use energy more efficiently and cost effectively. One simple way they can do this is by running appliances such as laundry machines and dish washers during non-peak energy hours. From 12am to 3pm, energy supply to demand ratio is at its highest. During the day there is an abundant amount of solar energy, and most people aren't home to consume electricity. After 12am, most people are asleep and not using much energy. By simply delaying start times on appliances, renters, and everyone else, can save energy on their electricity bill.

Another large demographic in Morro Bay is tourists and visitors. Tourists may feel no obligation to save money or help reduce Morro Bay's greenhouse gas footprint, but with the right public education that can change. By asking tourists to only use what they need and use alternative modes of transportation to explore will be beneficial to Morro Bay. The City can also educate tourists and residents about the local wildlife that makes Morro Bay so special. Partnering with the Morro Bay National Estuary Program for this will be key.

In the 2014 Climate Action Plan, Morro Bay planned to create an energy efficiency outreach campaign targeting a specific group for one week every year but it was not implemented. This idea should be brought back to focus on one sustainable topic a year for a designated week. A prime time for this to happen is in April around Earth Day when sustainable interest is high. The campaign can be targeted at both residents and tourists with community led activities and outreach.

Goal

Public education and outreach measures will promote sustainability, cost-effectiveness, and greenhouse gas reduction. Public education and outreach strategies serve as guiding principles for the City of Morro Bay to effectively educate the public on steps individuals can take for environmental, social, and economic co-benefits.

Measures

PE-1: Implement a public education program around ecosystem education and sustainability

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	A-7 BD-2 BD-4.4 RC-1.3 RC-2.3 SP-1.3 SQ-1.3 SQ-4.2 TR-3.2	**TBD**		Central Coast Community Energy California Education and Environment Initiative California Energy Commission Morro Bay Beautiful Morro Bay National Estuary Program San Luis Coastal Unified School District SLO Climate Coalition

Implementing Actions

1.1–Establish programs in school to teach kids about the local ecosystem and sustainability practices

1.2–Increase public education around the Bay to bring awareness to locals and visitors

1.3–Create a personal action sustainability campaign to teach residents about how they can reduce their carbon footprints

1.4–Establish one week around Earth Day to focus on a decided upon sustainability topic

PE-2: Establish a resilience hub as a center for sustainability programs and disaster center

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	JH-2.1	**TBD**		SLO Climate Coalition Urban Sustainability Directors Network

Implementing Actions

2.1–Develop a site for the resilience hub that is out of any hazard areas

2.2–Implement programs focused on public education and community resiliency to occur during regular operating times

2.3–Create an evacuation plan and resources at the resilience hub for natural disasters or extreme weather events

2.4–Create a plan for after extreme weather events to help the community rebound from the disruption

WASTE MANAGEMENT (WM)

WHAT WOULD SUCCESS LOOK LIKE?

Success would be becoming a zero-waste community with efficient waste diversion, active participation from residents and businesses, serving as a model for others, and contributing to statewide sustainability goals, resulting in a cleaner environment, and preserved natural resources.

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Community Health

Resiliency

Enhances Local Economy

Brief Description

Strengthen waste management practices by implementing innovative strategies aimed at maximizing resource recovery.

Equity Statement

Equity in waste management practices is an evolving issue in climate planning. Equity within waste management will focus on equal opportunity for waste disposal and should ensure it exists across all neighborhoods, focusing on pollution levels, from waste management facilities and collection services. City officials should ensure that there is equal access to public waste receptacles in underserved communities, and that waste management facilities are not placed in such a way as to disproportionately pollute already marginalized communities.

Measures:

WM-1:

Implement a building deconstruction ordinance for waste management

WM-2:

Establish an ordinance to eliminate single-use plastics and promote reuse

WM-3:

Engage in the Ocean Friendly Restaurants program to combat plastic waste

WM-4:

Join REfed's initiative and integrate solutions to combat food waste

Waste Management Goal and Measures

Overview

Morro Bay's waste management measure outlines a visionary roadmap for creating a cleaner, more sustainable community. The goal is to establish an integrated waste management system that aligns with local, regional, and statewide initiatives, fostering environmental sustainability, circular economy principles, and climate resilience. Through strategic partnerships, innovative programs, and community engagement, Morro Bay aims to significantly reduce waste generation, combat food waste, and promote responsible resource utilization. By adopting a multi-faceted approach incorporating innovative technologies, regulatory measures, and community-driven initiatives, they City aspires to contribute to a future characterized by reduced environmental impact, enhanced public awareness, and a commitment to circular economy practices.

The measure encompasses several key initiatives, including plastic reduction and regulation, community engagement in food waste reduction, collaboration with national food waste combat initiatives, and statewide organic material diversion efforts. Each initiative is carefully designed to align with state goals, enhance community resilience, and contribute to a circular, sustainable future.

By implementing these strategies, Morro Bay aims to lead the charge in waste reduction, climate action, and holistic environmental stewardship. We recognize the importance of proactive waste management in preserving Morro Bay's natural beauty, supporting its tourism-focused economy, and ensuring a high quality of life for residents and visitors alike. Through collaborative efforts and innovative solutions, the City is committed to building a more sustainable future.

Figure xx: Food Waste

Goal

Waste management measures, including building deconstruction and food waste reduction, will work to offset Morro Bay's carbon emissions, improve community health and resilience to create a more climate adapted community.

Measures

WM-1: Implement a building deconstruction ordinance for waste management

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD		**TBD**	 	Public Works

Implementing Actions

1.1 – Draft and implement a deconstruction ordinance, mandating the meticulous disassembly of building components

1.2 – Encourage and incentivize the reuse and recycling of materials from construction and demolition activities

1.3 – Regularly assess the effectiveness of the deconstruction ordinance and adjust as needed

WM-2: Establish an ordinance to eliminate single-use plastics and promote reuse

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD		**TBD**	 	Public Works

Implementing Actions

2.1- Draft and enforce ordinances that eliminate the use of single-use plastics in various capacities

2.2 - Promote the use of reusable containers and utensils by implementing incentives and awareness campaigns

2.3- Mandate the use of certified compostable materials for disposable items

2.4 – Ensure that all materials sent to compost facilities are genuinely compostable

2.5 - Mandate the availability of reusable food service ware and discourage single-use accessories

WM-3: Engage in the ocean friendly restaurants program to combat plastic waste

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD		**TBD**	 	Public Works

Implementing Actions

3.1 – The city will encourage and enroll local restaurants in the Ocean Friendly Restaurants program

3.2 – Establish mandatory criteria for certification, such as the use of reusable food ware

3.3 – Encourage optional criteria, including discounts for reusable items and providing vegetarian/vegan options

3.4 – Regularly assess and verify compliance with the program's criteria

3.5 – Promote and celebrate certified restaurants to encourage broader adoption

WM-4: Join REfed's initiative and integrate solutions to combat food waste

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD		**TBD**		Public Works

Implementing Actions

4.1 – Implement strategies, informed by REfed's insights, to reduce the 38% surplus in the food supply

4.2 – Align initiatives with global goals to cut food loss and waste by 2025 or 2030

4.3 – Regularly assess and adjust strategies based on the evolving landscape of food waste reduction

CARBON SEQUESTRATION (SQ)

WHAT WOULD SUCCESS LOOK LIKE?

Successful implementation of the carbon sequestration measures would result in the planting of 200 new trees within the city, the creation of a greenbelt program to support carbon farming practices in agricultural areas, and the protection of Morro Bay's estuary and natural habitats.

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Community Health | Resiliency | Air Quality

Brief Description

Expand local vegetation and manage Morro Bay's natural resources and open space in a way that promotes carbon and blue carbon storage.

Equity Statement

Carbon sequestration efforts that both protect vulnerable habitats and seek to improve equitable outcomes for access to urban greenery through targeted implementation measures. Equitable access to natural resources can have a wide-reaching impact for the overall public health of a city as well as helping older and younger populations, and those with mobility difficulties. Integrating additional greenery into vulnerable neighborhoods can support underserved populations that are more likely to have inequitable access to natural resources or a disproportionate exposure to extreme heat.

Measures:

SQ-1:
Densify Morro Bay's urban tree cover and promote water-wise landscaping

SQ-2:
Collaborate with and provide farmers with resources for better agricultural and grazing practices and healthy soils

SQ-3:
Conserve and protect Morro Bay's open space and natural habitats

SQ-4:
Facilitate the continued maintenance of eelgrass in the estuary to increase blue carbon storage

Carbon Sequestration Goal and Measures

Overview

Biological carbon sequestration is the process of carbon being taken from the atmosphere and stored in vegetation and soils. When carbon is captured by oceans and wetlands and stored in aquatic vegetation and soils, it is referred to as blue carbon. Carbon storage is a critical facet of climate action planning as it offsets carbon emissions by expanding vegetation, protecting open space and natural habitats, and promoting climate friendly agricultural practices. Supporting Morro Bay's urban tree canopy, estuarine habitats, coastal wetlands, and vast acreage of agricultural lands within the planning area will help mitigate the foreseeable consequences of climate change while improving quality of life for residents and animal species in the area.

Within an urban setting, tree planting is a primary method to sequester carbon. Currently, the City's *Major Vegetation Removal, Replacement and Protection Guidelines* allow single family homes to remove up to two trees per year without replacing them. Adjusting these guidelines so that all trees removed must be replaced is one example of a strategy that would improve local carbon sequestration. Within the estuary, restoring eelgrass would sequester blue carbon and provide nesting and foraging sites for important aquatic species. Although most agricultural areas are outside city limits but within the planning area, coming up with a plan to promote healthy soils (i.e. cover cropping, reduced tillage) will allow these areas to already be climate friendly in the event the sphere of influence is ever absorbed into City limits. Moreover, it will help Morro Bay as a region to become more adapted and resilient towards climate change.

A climate-friendly Morro Bay that maximizes its carbon storage potential will manage and protect it natural resources while increasing urban vegetation. Following these strategies will not only store carbon, but will improve local air quality, reduce heat, and manage stormwater, all of which promote community health and environmental safety.

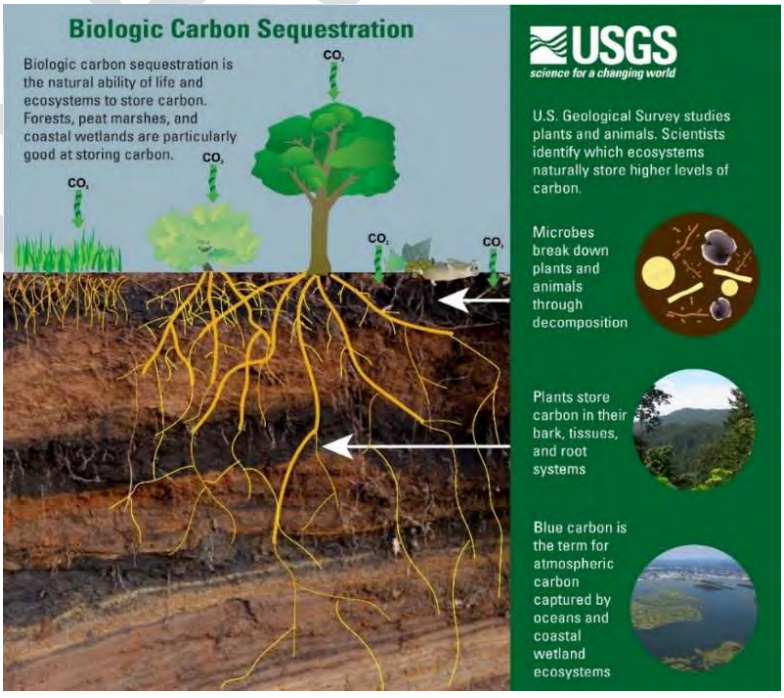

Figure X. Carbon Sequestration Graphic

Goal

Carbon sequestration measures, including tree planting, open space and habitat conservation, eelgrass restoration, and healthy soils practices will work to offset Morro Bay's carbon emissions, improve air quality, and reduce heat, leading to a more climate adapted and resilient community.

Measures

SQ-1: Densify Morro Bay's urban tree cover and promote water-wise landscaping

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay POLICY C-9.13 IMPLEMENTATION ACTION C-23* Urban Forest Management Plan Major Vegetation Removal, Replacement and Protection Guidelines	**TBD**		Public Works Recreation Services Recreation and Parks San Luis Coastal Unified School District

Implementing Actions

1.1–Adjust the *Major Vegetation Removal, Replacement and Protection Guidelines* so that single-family homes must replace every tree they have removed

1.2–Locate candidate sites and plant 200 new trees by 2035, such as parks or open spaces

1.3–Collaborate with local community groups and/or schools to host tree planting events and environmental education workshops

SQ-2: Collaborate with and provide farmers with resources for better agricultural and grazing practices to promote healthy soils

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay POLICY CD-1.6*	**TBD**		SLO County CSLRCD California Dept of Agriculture

Implementing Actions

2.1–Prioritize carbon farming and healthy soils practices

2.2–Institute a greenbelt enhancement program to assist the agricultural areas within the sphere of influence and planning area in becoming more climate friendly

2.3–Identify Sources of Funding

SQ-3: Conserve and protect Morro Bay's open space and natural habitats

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay POLICY CD-1.11 POLICY CD-1.13 POLICY OS-6.1*	**TBD**		CSLRCD California State Parks MBNEP

Implementing Actions

3.1– Focus restoration and management efforts on higher-sequestering habitats like oak woodlands and coastal wetlands.

3.2– Plant native and drought tolerant trees and shrubs in open spaces and natural lands

SQ-4: Facilitate the continued maintenance of eelgrass in the estuary to increase blue carbon storage

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay POLICY CD-1.15 POLICY OS-4.6*	**TBD**		Habor Patrol MBNEP California State Parks Cal Poly

Implementing Actions

4.1– Work with partners such as the Morro Bay National Estuary Program or Cal Poly SLO in restoring eelgrass in the bay

4.2– Host educational meetings surrounding the importance of eelgrass health and how residents can be involved in eelgrass and aquatic resources protection

MUNICIPAL OPERATIONS (MO)

WHAT WOULD SUCCESS LOOK LIKE?

Successful incorporation of sustainable practices throughout municipal operations will result in the full conversion of the municipal fleet to electric vehicles and adapting all city-owned buildings and facilities for energy efficiency.

TOTAL GHG REDUCED

TBD

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Brief Description

Transition the municipal fleet to fully electric vehicles and retrofit city-owned buildings and facilities to support solar panel installation and energy efficient alternatives.

Equity Statement

Addressing equity through the conversion of city vehicle fleets and facilities will be best implemented through the prioritization of transitioning community-facing facilities such as community centers, public libraries, and public gathering spaces. Transitioning to electric vehicles within departments that support the most direct needs of the public, such as public works or parks and recreation, will improve outcomes and the adaptability of the City to respond to community needs while prioritizing equity. Additional steps the City may take are to develop emergency plans for communities disproportionately affected by natural disasters or power outages.

Measures:

MO-1:
Conduct and maintain an energy audit program for city-owned vehicles, buildings, and facilities to track energy costs and retrofit needs

MO-2:
Install dedicated municipal electric vehicle charging stations for long-term support of the city vehicle fleet, alongside the purchase of electric vehicle alternatives

MO-3:
Purchase electric vehicles based on previously established order of priority

MO-4:
Retrofit city-owned buildings and facilities to become more energy efficient

Municipal Operations Goal and Measures

Overview

Municipal vehicle fleets, facilities, and buildings are contributors to a community's greenhouse gas emissions. Essential city vehicles, facilities, infrastructure, and municipal buildings can improve their climate resilience by transitioning off fossil fuels and improving energy efficiency.

The necessary first step towards achieving energy efficiency across city operations is to conduct an energy audit of all facilities, buildings, and vehicles. Having a catalogue of city-owned property and its energy requirements and costs is a necessary component of transitioning to clean energy solutions. This can become a long-term cost saving initiative for any local government, but requires an extensive review of all municipal departments and existing facilities and cooperation across all sectors of local governments.

Transitioning municipal vehicle fleets and existing facilities to energy efficient alternatives can drastically improve the resilience of a local government and can decrease both greenhouse gas emissions and annual maintenance costs for upkeep. Frequent inspections and daily maintenance of vehicles will become less costly when using electric vehicles, especially when there is less need for long-range capable vehicles in a relatively smaller community such as Morro Bay. While the greenhouse gas emissions from the municipal fleet is low compared to the broader emissions of residential and tourist vehicles, electrification is a necessary step that can contribute to improved air quality and allows the City to lead by example when incentivizing the use of electric vehicles among its residents.

Implementing energy efficient alternatives, such as rooftop solar panels and green infrastructure retrofits in buildings, as well as transitioning to electric vehicles, will increase the City's adaptability and resilience to future climate hazards. Relatively simple implementation actions are to being developing a matrix for which buildings need solar panel installation. More significant projects include retrofitting existing buildings to become more energy efficient through double-paned windows, installation of heat pumps, and even construction of green infrastructure to support improved air quality and stormwater management. Undertaking these projects requires much-needed capital but the long-term benefits will improve efficiency and cost-saving abilities for local governments. Developing energy independence within a city government allows for more flexibility and proof of success when exploring other climate adaptations.

Figure X. Energy efficient facilities and vehicle fleets.

Goal

Morro Bay will implement energy efficient retrofits in existing buildings and facilities and begin the process of transitioning the municipal vehicle fleet to electric vehicles. The City of Morro Bay shall seek cost-saving and energy efficient alternatives to current operations to reduce GHG emissions and improve internal adaptability.

Measures

MO-1: Conduct and maintain an energy audit program for City-owned vehicles, buildings, and facilities to track energy costs and retrofit needs

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay* C-6.3, *Plan Morro Bay* Goal CD-2, Implementation Action CD-8	**TBD**		City Administration, Finance, Community Development, Morro Bay Fire Dept., Harbor Dept., Police Dept., Public Works, Recreation Services

Implementing Actions

1.1–Create a master document of all city-owned vehicles detailing their age, departmental use, cost, and lifespan

1.2–Identify municipal buildings for solar energy installation opportunities and necessary retrofits based off lifespan and building condition

1.3–Partner with city departments to identify essential vehicle needs and potential exemptions from electric vehicle transition

MO-2: Install dedicated municipal electric vehicle charging stations for long-term support of the city vehicle fleet

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay* C-6.3	**TBD**		City Administration, Dept. of Finance, Community Dev., Public Works, Community Stakeholders

Implementing Actions

2.1–Identify city-owned sites that can support installation of electric-vehicle charging stations for municipal uses

2.2–Explore opportunities for funding sources that can be used for the purchase or seek cooperation with private business owners to allow municipal vehicles to be charged in private lots until dedicated city chargers can be installed

2.3 Choose installation sites to correspond to the location of the departments that will operate the newly purchased EVs

MO-3: Purchase electric vehicles based on previously established order of priority

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay* C-6.3	**TBD**		City Administration, Dept. of Finance, Community Dev., Public Works

Implementing Actions

3.1– Identify the vehicles that have surpassed their operational lifespan and should be considered first for replacement with electric alternatives

3.2– Calculate a full purchase and operational cost accounting for a suitable replacement vehicles along with necessary retrofits to convert the vehicle into an exempt municipal vehicle

3.3– Work with the relevant city department to coordinate installation of corresponding vehicle chargers at the most convenient and suitable location possible for that department's needs

MO-4: Retrofit city-owned buildings and facilities to become more energy efficient

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	*Plan Morro Bay* C-6.3, *Plan Morro Bay* Goal CD-2, Implementation Action CD-8	**TBD**		City Administration, Dept. of Finance, Community Dev., Public Works

Implementing Actions

4.1– Identify the buildings and facilities that have reached a predetermined threshold for reconstruction or those that need retrofitting to best prioritize facilities that are in the most need of infrastructure improvements

4.2– Identify and develop a matrix of buildings with and without rooftop solar panels to prioritize these developments alongside additional retrofits outlined in Implementing Action 3.1

4.3– Calculate full retrofit and operational costs for conversion to energy efficient building practices and begin seeking funding sources for said projects

4.4– Work with the relevant city department to coordinate installation of corresponding energy efficient improvements

Adaptation

WHAT WOULD SUCCESS LOOK LIKE?

Successfully executed adaptation will create a Morro Bay prepared to not only live with but prosper in the face of increased climate hazards. Climate hazards will not hinder the operations of the city, its tourism industry, or lead to unnecessary loss of life and property with adaptation measures properly implemented.

TOTAL ESTIMATED COST

TBD

CO-BENEFITS

Community Health

Resiliency

Air Quality

Enhances Local Economy

Cost Savings

Description

Adaptation concerns ways Morro Bay will respond to increasing threats from climate driven hazards. Measures outlined in this section will increase resiliency against all anticipated hazards, allow for long term cost savings in the face of natural disasters, and provide monitoring and funding framework.

Equity

Climate adaptation measures seek to improve resilience against climate hazards and prioritize communities with the highest exposure. Communities within coastal and flood zones should be targeted for implementation actions based on those expected to experience the most immediate impacts and then the most severe. Targeting these areas within the city increases social and physical resilience creating an overall stronger capability to save lives and property for all.

Section Overview

Flooding (FL)

Sea Level Rise (SL)

Landslide (LS)

Urban Heat (UH)

Wildfire (WF)

Fog (FG)

Tourism (TS)

Education (ED)

Monitoring

Funding

Adaptation and Hazards

Overview

Adaptation is how cities respond to climate hazards such as flooding, sea level rise, heat, and hurricanes. This section's adaptation strategies for Morro Bay encompass updates to the existing 2014 CAP and more extensively, the 2021 General Plan public safety element. The goal of these strategies is to ensure Morro Bay is prepared for the long-term impacts of climate hazards. They focus on expanding existing measures beyond the recommended level form the state and federal governments, which often lag current and future conditions.

Morro Bay is exposed to six main hazards with five–flooding, sea level rise, heat, wildfire, and landslides–falling under both the city's jurisdiction and posing immediate threats to the city's residents, economy, and infrastructure. This section provides Morro Bay with long-term strategies to mitigate these hazards' effects, with an emphasis on nature-based solutions where possible. Each hazard contains an overview of its local impact before the recommended adaptation strategies.

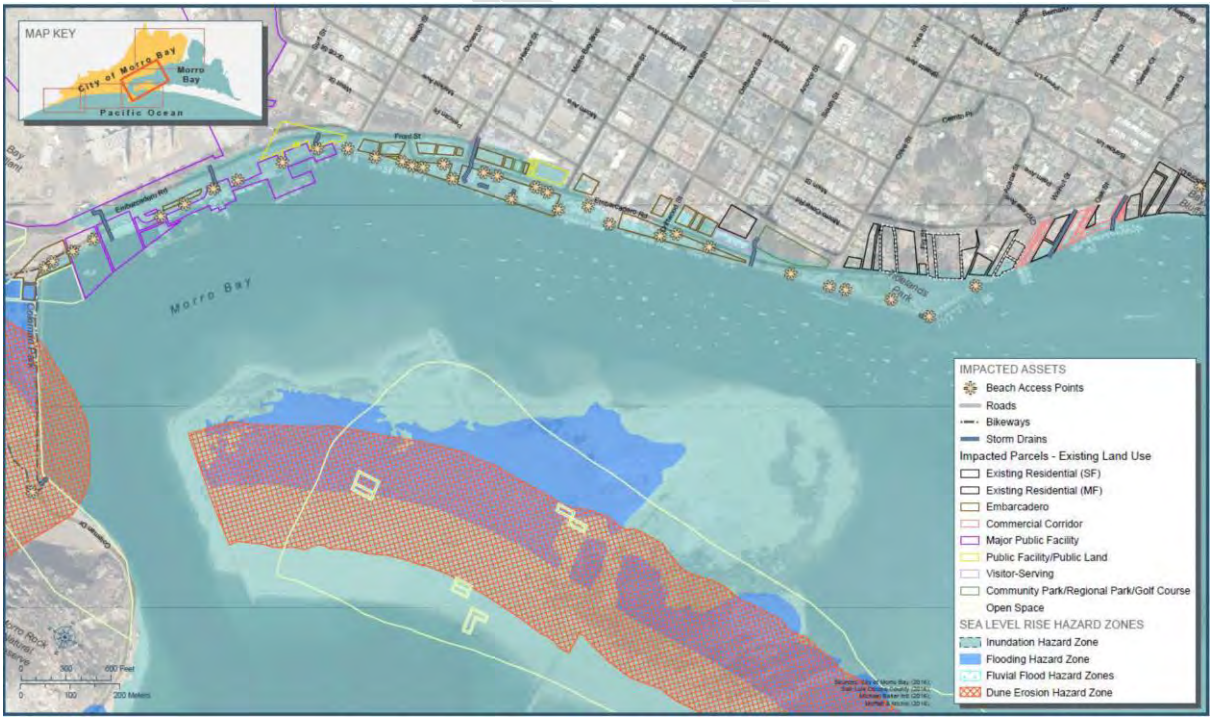

Figure X. Sea level rise and flood exposure for the Embarcadero area

Flooding (FL)

Riverine flooding in Morro Bay is a serious concern and the most immediate impact the community faces. With large flooding events threatening life and property in the last two rainy seasons, adaptation strategies to meet increasingly severe rainfall events are of utmost importance. Existing federal flood mapping on 100-to-500-year floods is updated infrequently and often underestimates flood frequency and risk. First Street, a non-profit industry leader in catastrophe modelling, identified the Central Coast as three more at risk for 100-year flood events than FEMA's assessment as well as 100-year floods having a 70-year frequency between 1970 and 2018. With climate change making these statistics worse in the coming decades, it is safe to assume current 100-year floodplains are outdated, posing threats to life and property if continually relied upon. To rectify this, the city shall use the 500-year floodplain from existing studies until more updated flooding data is published by FEMA in 2027. Even then, the long-term safety of the community is best supported and ensured by updating flood impacted general plan and CAP policies to use 500-year floodplain exposure as a baseline for policies.

To mitigate against flooding events of all sizes and forms, enhancing the city's blue-green infrastructure provides a nature based low-cost method of turning the urban form into a "sponge" to quickly absorb floods. Simple examples of this include restoring riparian zones along creeks and streams and increasing the number of impervious surfaces and bioswales.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	General Plan Safety Element, CAP	**TBD**		Public works, State agencies for blue-green work, Property and business owners

FL-1: Update flood guidance to a 500-year flood level in the CAP and General Plan

Implementing Actions

FL-1.1 – Update all city flood maps and models in 2027 with new FEMA models or sooner if other, equally accurate models exist

FL-1.2 – Evaluate all city buildings and infrastructure risks based on a 500-year flood and pursue retrofits where necessary

FL-1.3 – Update *Plan Morro Bay* policy PS 3-6 to require 500-year floodplains for all requirements to acknowledge coastal hazard risks

FL-1.4 – Update PS 3-8 to require floor elevations in homes to be two feet above the 500-year flood elevation.
FL-1.5 – In PS 3-11, specify floodplain as 500-year.
FL-1.6 – Model overland flow hazards and identify areas most susceptible to overland flow flooding events

FL-2: Adopt Blue-Green Flood Plan

Implementing Actions

FL-2.1 Institute mandatory setbacks from creeks for new development to promote riparian growth

FL-2.2 Increase impervious surfaces citywide through includes bioswales in complete street designs

FL-2.3 Adopt an impervious surface density bonus for new developments,

FL-.2.4 Target natural drainage improvements to areas susceptible to overland flow flooding.

Figure X: A restored stream illustrating a healthy Blue-Green flood area

Sea Level Rise (SL)

Morro Bay remains 20-30 years from experiencing tangible sea level rise (SLR) impacts, providing ample preparation time. The majority of SLR effects on Morro Bay are inundation of the parking lot and strand near Morro Rock as well as pushing the floodplain up and inward near creek deltas. Morro Bay's extensive dune network provides it with a degree of insulation against SLR impacts for many of its neighborhoods. However, dune migration inward will clash with development, creating coastal squeeze where development and sea level rise combine to shrink beaches and dune area. Coastal squeeze is addressed in this section. SLR scenarios predict between 2 and 3.5 feet of rise by 2125. Adaptation measures focus on updating existing general plan and CAP language to accurately capture SLR in this range and timeframe as well as pursuing nature-based solutions to ensuring the safety of the city and its assets.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	General Plan Safety Element, CAP	**TBD**		Coastal Commission, Federal government, environmental groups

SL-1: Update Sea Level Rise guidance to reflect the highest likely hazard scenario

Implementing Actions

SL-1.1 – Morro Bay shall include king tide data, showing the extent king tides will impact the city in each modeled SLR scenario, whether undertaken by city staff or a hired consultant. SLR policies should reflect these models as the maximum hazard extent will be the most severe SLR scenario plus king tides

SL-1.2 – Study expected dune height and dune toe growth and integrate findings into SLR planning

SL-1.3 – Update PS 3-6 to use a 75-year sea level rise time horizon to 2100 or 2125

SL-1.4 – Use exclusively native grasses and plants in dune nourishments and remove all non-native plants when possible

SL-1.5 Continue to fund and improve injection measures to prevent seawater intrusion in groundwater wells

SL-2: Use parking benefit districts to reduce parking demand in areas vulnerable to sea level rise

Implementing Actions

SL-2.1 – Establish paid parking for the Morro Rock parking lot with residential passes
SL-2.2 – Incrementally raise parking fees every few years to decrease demand
SL-2.3 – Study the occupancy effects of pricing parking at Morro Rock based on the temperature in various inland cities (in response to demand spikes)
SL-2.4 – Reduce parking (e.g. remove spaces) at Morro Rock and the Embarcadero in areas where sea level rise impacts will first happen
SL-2.5 – Direct a portion of parking revenue from these areas toward climate adaptation measures such as dune nourishment and riparian restoration

SL-3: Minimize Coastal Squeeze

Implementing Actions

SL-3.1 – Study managed retreat strategies to adapt to receding dunes and engage with affected parties along Beachcomber Drive and Driftwood parking lot
SL-3.2 – Study feasibility of dune nourishment, sandscaping, sand fencing, and native plant introduction. Look to Santa Monica for guidance and investigate Coastal Commission Compliance
SL-3.3 – Use transfers of development rights (TDRs) for landowners whose properties will be impacted by dune migration and/or sea level rise to allow conservation of land and relocation of exposed developments

Figure X: An early stage dune nourishment project

Landslide (LS)

Currently the general plan identifies landslides as a seismic driven hazard, however, rainfall events frequently trigger landslides on areas with a 15% or greater slope. Therefore, given the expected increase in extreme rainfall events due to climate change, landslides qualify as a climate hazard. Any update to the general plan's safety element or CAP shall include models and code which plan for non-seismic landslides.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	General Plan Safety Element, CAP	**TBD**		USGS, Public Works, Landowners

LS-1: Create landslide hazard guidance and models which includes rainfall and climate driven factors in addition to existing seismic models

Implementing Actions

LS-1.1 - To accurately produce climate driven landslide models and maps for the city's general and climate action plan should include at a minimum: slope, 500-year rainfall events, soil type, and vegetation

LS-1.2 – Amend general plan policy PS 2-2 to include landslides in new development warnings and disclosures where possible

LS-1.3 – Prohibit new development in any area with extreme landslide risk

LS-1.4 –Integrate burn scar data from the past five years into landslide modeling to reflect heightened risks associated with recently burned areas

Urban Heat (UH)

The general plan, CAP, and 2017 resilience report have extreme heat as a hazard which will decrease the number of tourists. The opposite is likely true. When extreme heat events occur in Morro Bay, they will also occur for inland areas throughout San Luis Obispo County and into the Central Valley. Residents from these areas are drawn to the relatively cooler temperatures of Morro Bay, just as they are on an average summer day. Therefore, a day where it is 95 degrees in Morro Bay with the sea breeze and cool waters, will still attract large numbers of tourists seeking to escape the 100–110-degree heat further inland. Heat strategies will use this future along with natural strategies to reduce the impact of heat on public health.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	General Plan Safety Element, CAP	**TBD**		School District, Public Works

UH-1: Concentrate urban heat policies to accommodate an increase in visitors while maintaining temperature reduction measures

Implementing Actions

UH-1.1– Update existing language on future heat impacts on the city to reflect an *increase* in tourists due to climate induced warming

UH-2.2- Reduce impervious surfaces in new developments where possible

UH-2.3– Cost permitting, pursue a low albedo or green roof strategy on city owned buildings

UH-2.4– Improve urban canopy density through increased plantings and maintenance

UH-2.5 – Use deep root and drought tolerant plants to decrease irrigation needs and drought resilience

UH-2.6 – Monitor and collect data on tourist arrivals during high heat days. Count parking occupancy rates, bus arrivals, and the temperature in Morro Bay, San Luis Obispo, and Atascadero

Wildfire (WF)

Wildfire's pose threats through direct fire damage, slope destabilization in burn scars, and smoke, all of which will be addressed in adaptation strategies. The wildland-urban-interface, or WUI is the area, around 100 meters, between the edge of development and where human caused fire threats extend into nature. Currently, Morro Bay's wildfire hazard is low on city land, and the areas exposed to fire hazards are largely covered by Cal Fire's jurisdiction. However, the WUI boundary is expected to expand into more perilous territory with the city's growth, requiring strategies to mitigate wildfire risk. Burn scars become areas of high risk for landslides and mudflows when rains follow a fire in a period of 0-5 years, integrating this risk into landslide models will help alleviate this risk. Smoke is an omnipresent hazard with wildfires, including those far from Morro Bay. Alerting the community to smoke before it arrives can save public health.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	General Plan Safety Element, CAP	**TBD**		CalFire, EPA

WF-1: Ensure future risks of fire and smoke are captured in city policy and the community is made aware of their threats

Implementing Actions

WF-1.1 – Require development wildfire prone zones to be made aware of exposure and limit city expansion into areas of high wildfire hazard if possible

WF-1.2 - Use city resources such as the city website, text alerts, and billboards to broadcast forecasted wildfire smoke. Guidance can include to keep indoors wear masks outside, and hold school and work remotely

WF-1.3 – Publicize airnow.gov's AQI level on city website during fire season

Fog (FG)

Climate change is expected to reduce the number of foggy days. City staff should monitor the newly launched USGS project which looks at the effects of climate change on fog to determine if there will be any tangible impacts on Morro Bay. Adjustments to vegetation health and solar energy generation capacity may be necessary with fog day changes.

Figure X: Morro Rock shrouded in fog

Tourism (TS)

Tourism's massive role in Morro Bay's economy will be directly threatened by climate driven hazards. From ocean acidification threatening fishing stocks to sea level rise impacting beaches, the city must be adequately prepared for to adapt its economy to a changing climate. This section provides guidance for ways to mitigate economic losses and continue a prosperous tourism industry well into the future.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	General Plan Safety Element, CAP	**TBD**		Business Owners, Chamber of Commerce

Implementing Actions

TS-1– Conduct outreach with fishing tours and other fishing industry businesses to determine expected impacts on industry related to climate change (e.g. ocean acidification, temperature change, migration changes)
TS-2- Plan for increased tourist volumes in peak summer heat months of July-October
TS-3 – Prioritize funding and planning to ensure areas of high tourism and commercial volume are insulated from flood and SLR impacts
TS-4 – Ensure areas of high tourist volume are prioritized in shading programs to reduce heat impact on public health

Figure X: A local boat tour

Education (ED)

An adapted community is one aware of the threats it is facing, the ways to combat them, and can take steps at the government and individual level to mitigate the threat's impacts. To ensure this, it is vital to educate the community and visitors alike on the impact climate change will have on Morro Bay and the adaptation measures the city is undertaking to ensure safety of all people in the community. Education extends from the city's schools, to signage, to informing people through all available channels.

GHG Reduction	Relevant Measures	Cost	Co-benefits	Key Partners
TBD	General Plan Safety Element, CAP	**TBD**		School District, Public Works

ED-1: Educate the community on the effects of climate driven hazards

ED-1.1 – Introduce local climate hazards section into local curriculum in a kid friendly and interactive way. Examples can include: the dangers of flooding and nature-based solutions to help the community, sea level rise basics and the importance of healthy sand dunes via beach field trips

ED-1.2 – Calculate and understand the cost of doing nothing to adapt to hazards. This can be as simple as a hazard risk assessment for city and private property

ED-1.3 – Make hazard and exposure reports more easily accessible to the public on city websites and at outreach events. Communicating the threats faced by the community creates necessary awareness and allows the community to be educated against fearmongering and climate denial

ED-1.4 – Invest in signage along Embarcadero, Morro Rock, and other areas where climate impacts are expected. An example could be a sign on the walkway to Morro Rock showing which areas will be submerged by sea-level rise and measures the city is taking to mitigate the impacts

Monitoring

To ensure all the hazards impacting Morro Bay are accurately modeled and safeguarded against, a robust schedule of monitoring is required. The table below outlines timing and sources to ensure hazards are adequately monitored.

Hazard	Frequency	Source
Flood	With every new FEMA update, CAP update, or relevant consultant work	FEMA
Sea Level Rise	10 years	NOAA Digital Coast
Landslide	With every 100-year + rainfall event and/or fire within 100 meters of city boundary	NOAA/NWS for rainfall
Wildfire	5 years	CalFire, USFS, or best available data
Urban Heat	Yearly	NWS
Smoke	Daily during dry season	EPA (airnow.gov)

Funding

Adaptation measures range from simple code or website changes to multi-million dollar restoration projects. Grants are widely available on a state and federal level to support expensive projects, especially for sea level rise and flood resiliency. Prioritizing writing grants or hiring a grant writer will help immensely. The city should also pursue bolstering its revenue through parking and taxes as adaptation can receive a larger amount of funding for city projects.

Funding Level	Source and Name	Estimated Amount ($-$$$)
Local	Increased parking fees in high tourist areas	$$
Local	Implement (initiate referendum) a small tourist sales tax increase with fully exemption for residents	$$$
State	CalTrans Climate Adaptation Planning Grants	$100,000-1.5 million ($$)
State	Coastal Conservancy Grants	$200,000-2 million ($$$)
State	Coastal Resilience Planning- Coastal Commission	$$
State	Public Infrastructure Sea Level Rise Projects	$$$
Federal	National Coastal Resilience Fund – National Fish and Wildlife Service	$$$
Federal	Hazard Mitigation Grants- FEMA	$$$
Federal	Urban and Community Forestry Grants - USFS	$$

City of Morro Bay
2024 Climate Action Plan Update

Background Report

Prepared by California Polytechnic State University, San Luis Obispo

City and Regional Planning Department

CRP 554 Community Planning Studio

Draft Version: 26 February 2024

Table of Contents

1. Introduction

1.1 Background Report

This report provides background information and analysis in support of updating the 2014 City of Morro Bay Climate Action Plan. The report was prepared by Cal Poly city and regional planning graduate students as part of their community planning studio course for Fall of 2023 (see below). The report includes the following sections:

1. Introduction
2. Background and Existing Conditions
3. Greenhouse Gas Emissions Inventory
4. Vulnerability Assessment
5. State and Regional Policy Context
6. Policy Audit: 2014 Morro Bay Climate Action Plan
7. Policy Audit: Plan Morro Bay (General Plan)
8. Resources for Best Practice

1.2 List of Preparers

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2. Background and Existing Conditions

2.1 Introduction

This chapter is an overview of the background and existing conditions for the City of Morro Bay. The chapter provides essential information that will allow the updated Climate Action Plan (CAP) goals to be tailored to the city's specific needs.

Government Structure

The City of Morro Bay operates under a council-manager form of government. In this style of municipality, the city council serves as the legislative body, responsible for setting policies, ordinances, and goals for the City. The city manager, appointed by the council, carries out these policies and manages the day-to-day operations of the City. This system ensures a transparent, accountable, and responsive approach to local governance.

The City Council is composed of five elected members at-large who represent the diverse interests of the City's population. They deliberate on key issues, make decisions on City policies and regulations, and allocate resources to address the most pressing needs of the community. The council meetings are open to the public, providing opportunities for residents to engage with their elected officials, share concerns, and voice their opinions on matters of public interest.

The City consists of seven departments that operate under the purview of the city manager:

- Administrative Services Department: oversees Finance and Information Technology divisions
- Community Development Department: handles physical growth and city development, with its functions including code enforcement and planning; oversees Engineering, Maintenance, and Utilities divisions
- Fire Department: provides a variety of all-risk emergency services, including fire suppression, ocean water rescues, paramedic emergency medical services, and technical rescue
- Harbor Department: oversees public safety, waterfront property management, public access, code enforcement, and facility maintenance within the State-granted Tidelands Trust area
- Police Department: provides 24-hour a day, 7-days a week law enforcement and crime prevention
- Public Works: handles the engineering, maintenance, utilities, and administration divisions
- Recreation: provides recreational services and opportunities, including youth and adult sports and the community pool

An organizational chart outlining the full structure of Morro Bay's government is shown in Figure 2.1.

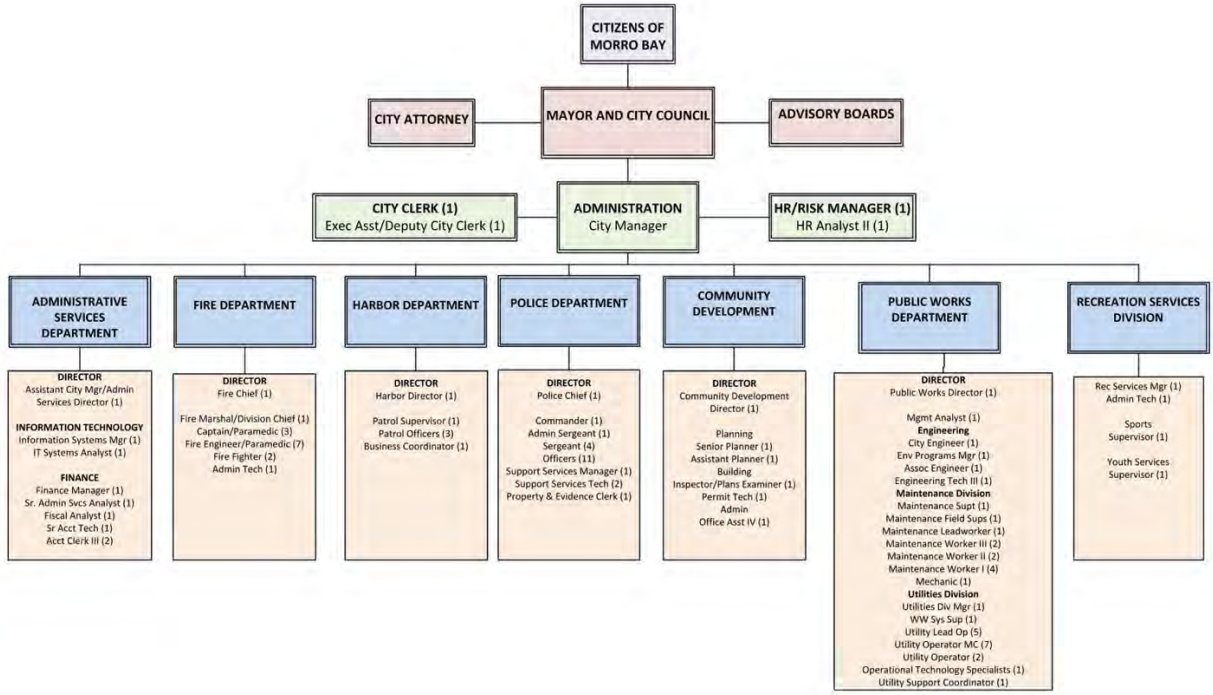

Figure 2.1: City of Morro Bay Organizational Chart (Morro Bay 2022-2023 Budget Report, 2022)

Budget and Spending

The City's budget reflects Morro Bay's priorities and aspirations. It is a comprehensive financial plan that outlines the allocation of resources to various city departments and initiatives. The *City of Morro Bay FY 2023-24 Adopted Operating and Capital Budget* represents the commitment to fiscal responsibility and is drafted through a transparent and ministerial process. The budget is a critical tool for addressing pressing issues, maintaining essential services, and investing in the long-term prosperity of the city. The total FY 23-24 expenditure budget is $56.1 million net of transfers, which is an increase of 4.9% from the previous year, primarily due to rising personnel costs and inflation. A breakdown of the general fund by departmental budget is shown in Figure 2.2.

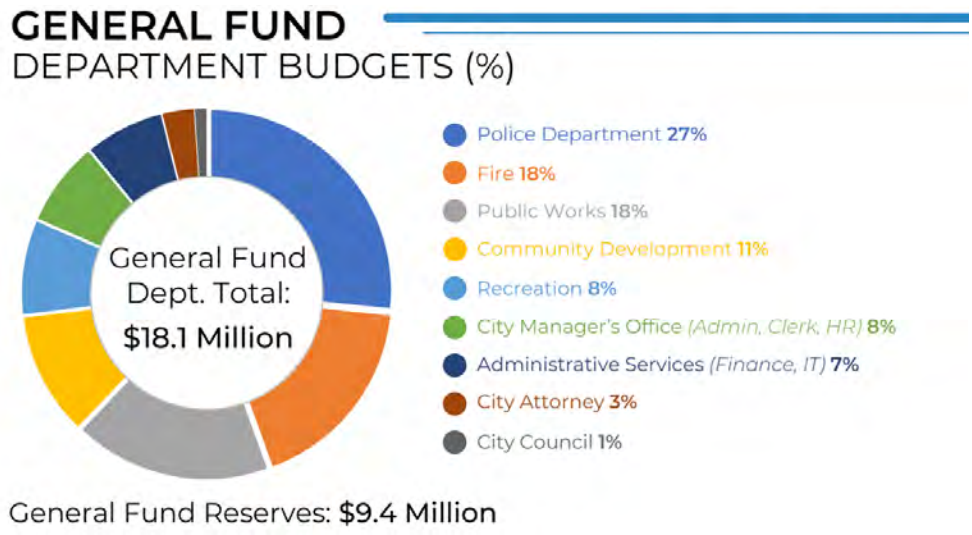

Figure 2.2: General Fund by Department Budgets, FY 23-24 (FY 2023-24 Budget in Brief, 2023)

The City has multiple revenue streams that feed into its budget. Service payments make up the largest revenue source at 48% of all revenue, indicating a robust utility service sector. The next largest source is primary tax revenue, at 37%, which supports general services like public safety and infrastructure maintenance. This includes sales and use tax at 15.57%, property tax at 11.55%, and transient occupancy tax at 9.46%. Property taxes have steadily increased by 3-4% annually, indicating a stable property market. Sales tax and transient occupancy tax have surpassed pre-pandemic levels but are projected to grow moderately at 2-3% for FY 24-25 and beyond.

The City also has special revenue sources and other funds. These funds cater to specific city initiatives. These include Measures E and Q, which impose an additional 1.5% local sales tax (fund uses broken down in **Error! Reference source not found.**), the Tourism Business Improvement District (TBID), and Community Development Grants. The Economic Development Fund and Affordable Housing In-Lieu funds support the City's growth strategies and provision of essential services. The Governmental Impact Fees and Community Benefit Fund are collected to support community projects and mitigate the impact of developments.

Figure 2.3: Local Revenue (Measure E/Q) Breakdown, FY 23-24 (FY 2023-24 Budget in Brief, 2023)

Total citywide revenues are projected at $45.9 million net of transfers, which is a decrease of 1% mainly due to the non-receipt of one-time American Rescue Plan Act funds. The City utilizes fund balances to finance one-time capital improvement projects, indicating a use of saved reserves for development purposes. The City plans to spend $19.5 million on 31 capital improvement projects in FY 23-24, underlining a significant investment in infrastructure. These projects include $1.2 million in spending towards storm recovery and mitigation, $11.2 million towards water and sewer infrastructure, and $2.1 million towards roadway improvements and paving, as shown in Figure 2.4.

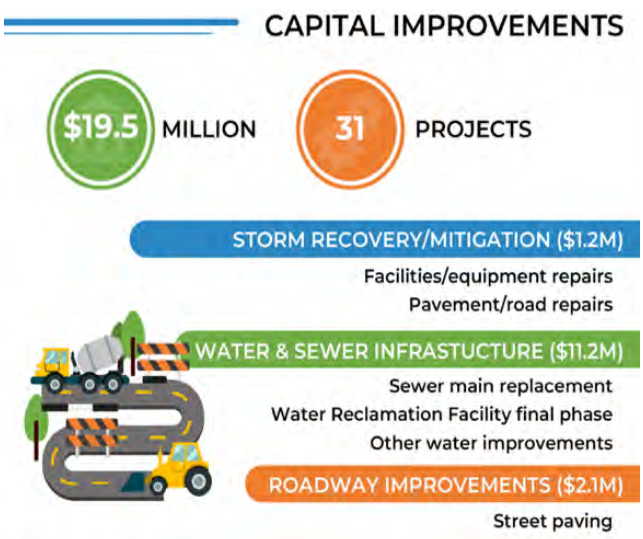

Figure 2.4: Capital Improvement Projects, FY 23-24 (FY 2023-24 Budget in Brief, 2023)

The City has the following operating expenditures on a departmental level for FY 23-24:

- Public Works (37%): largest share due to encompassing all water and sewer service operating costs
- Police (15%) and Fire (11%): reflecting the City's emphasis on public safety
- Non-Departmental Costs: includes debt service, City rental property maintenance, and a placeholder for anticipated personnel cost increases due to labor negotiations

The budget contains numerous funding sources. These include the General Fund, which acts as the primary funding source for the City and serves to fund core administrative and operational tasks. General Fund balances over the past years have shown variations, with an unassigned balance peaking in FY 21-22 at approximately $6.4 million. It also includes the Risk Management Fund, which protects the City in the case of unforeseen incidents, and Information Technology Fund, which covers spending for information technology equipment. These are part of the internal service funds, and total $1.249 million for FY 23-24. The City also has multiple enterprise funds, which cover the costs of goods that are financed through user fees and service charges. These include transit, harbor, water, and sewer, whose operating fund budgets are shown in Figure 2.5.

Figure 2.5: Enterprise Operating Funds, FY 23-24 (FY 2023-24 Budget in Brief, 2023)

The City's reserve policies are being met, with General Fund reserves projected at $9.4 million at the end of FY 23-24. Other significant reserves include the Water Fund ($1.9 million), Sewer Fund ($1.5 million), and Harbor Fund ($0.5 million). The total citywide reserves at the end of FY 23-24 are estimated to be $14.5 million, equating to 40% of the Citywide Operating Budget.

2.2 Characteristics of Morro Bay

Land Use

The City of Morro Bay contains a wide range of land uses. Figure 2.6 shows on-the-ground land uses for Morro Bay based on *Plan Morro Bay* goals and policies using 2016 data from San Luis Obispo County, and the City of Morro Bay. Regarding existing land uses, *Plan Morro Bay* states:

> "Nearly half of the land in Morro Bay is either a part of Morro Bay State Park or the beach, with additional parks and open space combined being another 18 percent. Single-family homes make up another 14 percent; multifamily homes make up less than 1 percent. Combined agricultural uses represent 6.25 percent. Just over 1 percent of developable land in Morro Bay is currently undeveloped, and as a result any new population growth will likely require increased redevelopment density in key areas or annexation of new land" (p. 3-9).

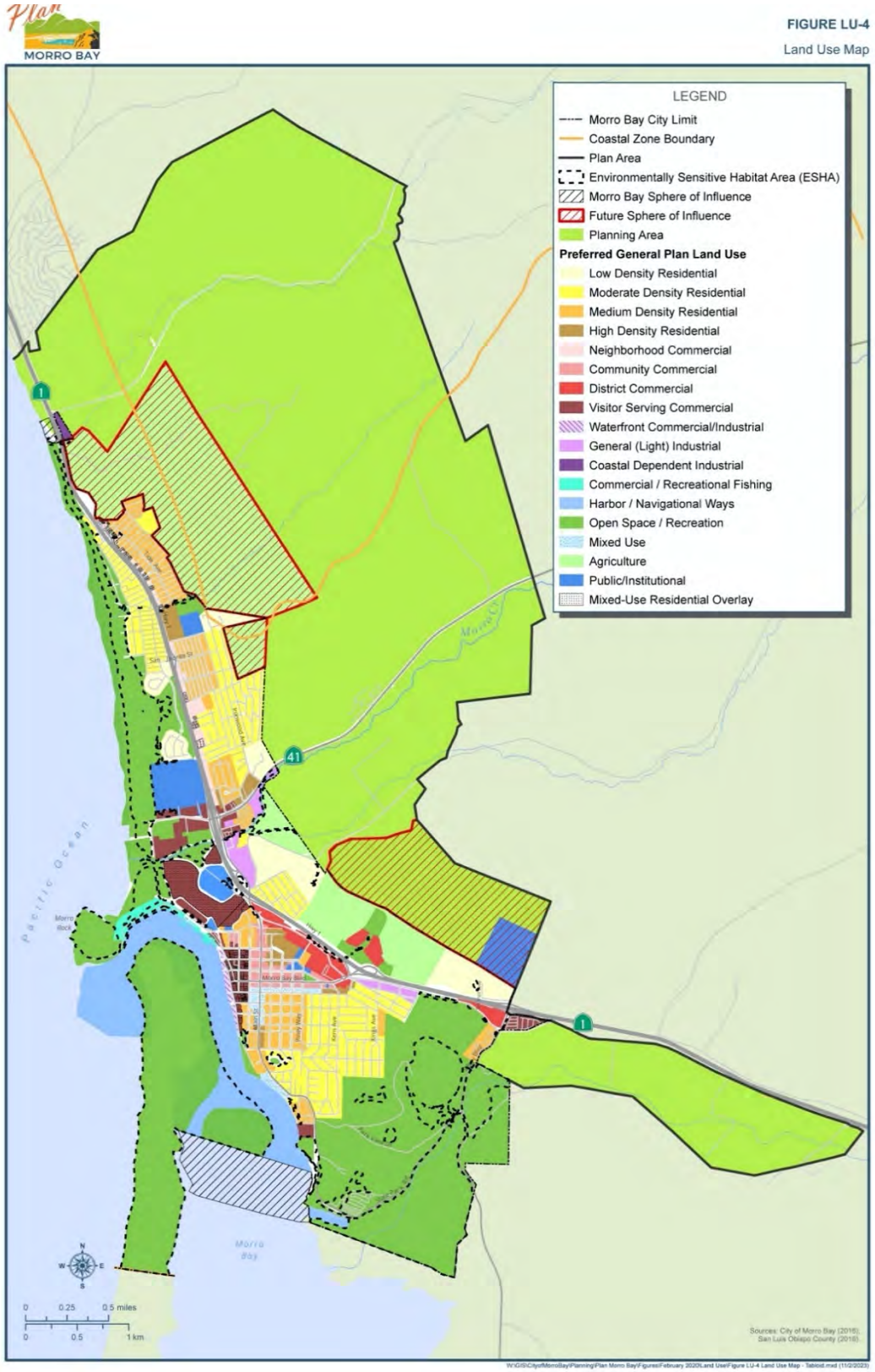

Figure 2.6: Morro Bay Land Use Map (Plan Morro Bay, 2021, p. 3-20)

Population and Income

According to the US Census, the population of Morro Bay has grown by 4.89% since 2012 from 10,282 people to 10,785 people in 2021. As of 2021, the median age in Morro Bay is 51.3 years old, compared to the State average of 37.9 years, respectively. 3.6% of the population under 5 years old, 13.8% under 18 years old, and 28.5% aged 65 years or older (US Census, 2021). Figure 2.7 shows the 2021 population distribution by age cohort and gender. The population is projected to increase to 12,261 by 2050, representing a 20% increase from 10,234 residents in 2010 (*2020-2028 Housing Element*, 2020, p. 3-26). This will put the City's population above the 12,200 resident limit set by Measure F in 1984.

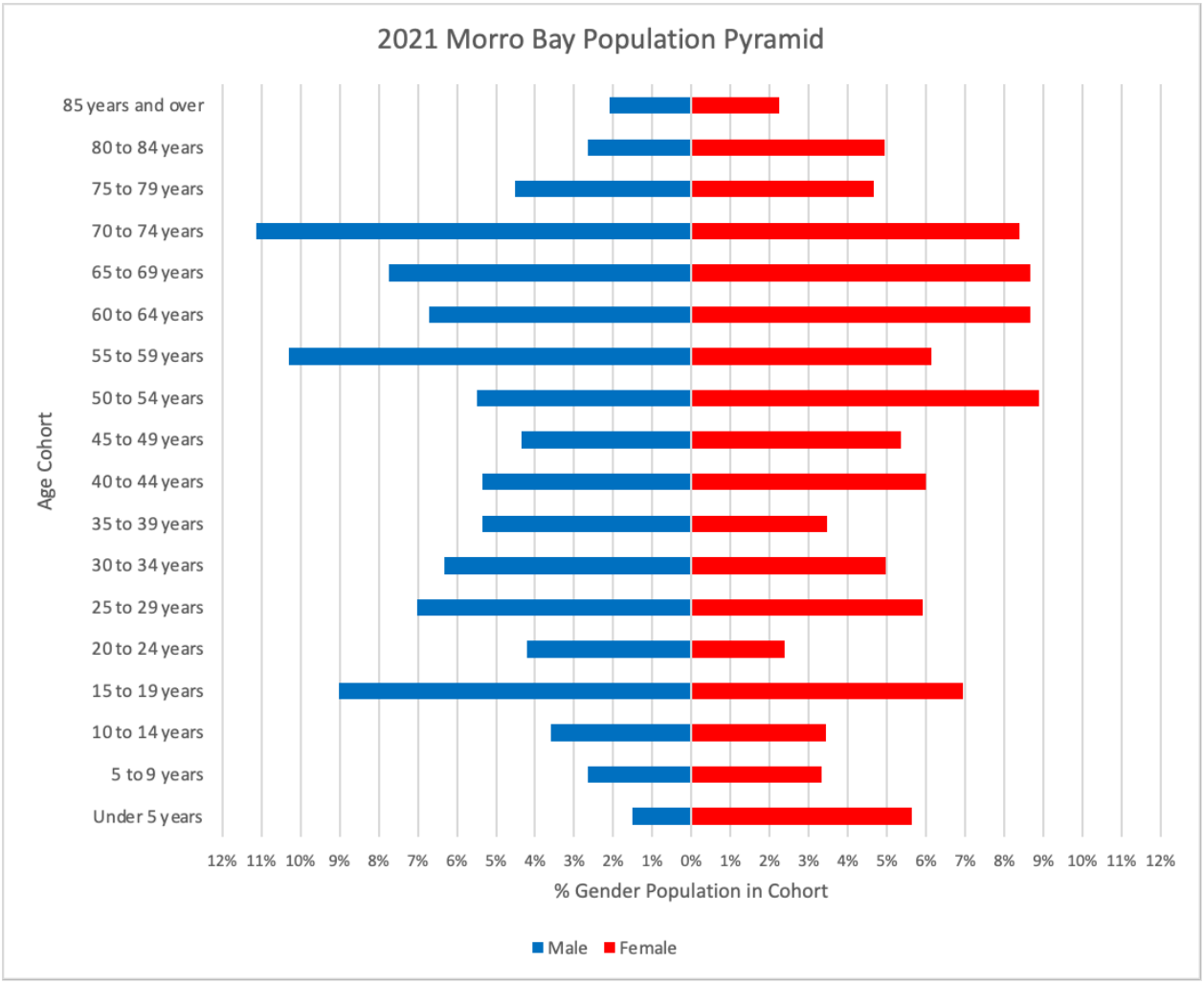

Figure 2.7: 2021 Morro Bay Population Pyramid (US Census, 2021)

As of 2023, census tract 6079010603, as shown in Figure 2.8, is designated as low-income under the definition laid out in Assembly Bill 1550, qualifying it as a California Climate Investments Priority Population. Under state law, Priority Populations are required to receive at least 35% of California Climate Investments.

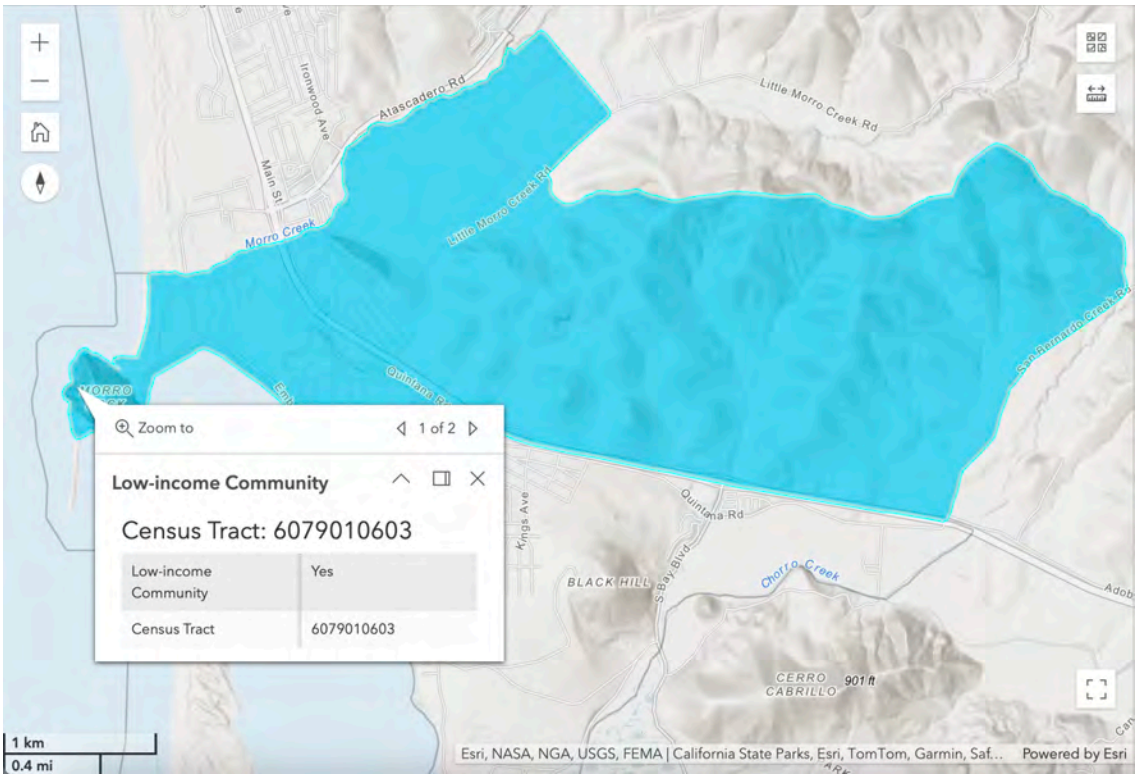

Figure 2.8: Morro Bay Low-Income Community Census Tract (California Air Resources Board, 2023)

Morro Bay's cost of living is slightly higher than the California average. In 2021, the median rent in Morro Bay was $1,646 versus $1,698 statewide. As of 2021, the average income of a Morro Bay resident is $32,613 a year, and the median household income is $80,808 a year (US Census, 2021). As of October 2023, the unemployment rate in Morro Bay is 6.7% versus the California average of 4.8% (Employment Development Department, 2023).

Economy and Tourism

As of 2021, the primary business sectors by employee population in Morro Bay include, but are not limited to (US Census, 2021):

- Educational services, and health care and social assistance: 17.8%
- Retail trade: 15.2%
- arts, entertainment, and recreation, and accommodation and food services: 14.3%
- Professional, scientific, and management, and administrative and waste management services: 11.4%
- Construction: 9.8%
- Public administration: 9.4%

Since 2022, Morro Bay has seen a job market increase of 1.3%, with future job growth over the upcoming decade forecast at 34.2%, which is higher than the US average of 33.5%. These trends indicate a growing and diversifying local economy, with potential in sectors like tourism, retail, and healthcare.

Tourism is also a strong contributor to the economy of Morro Bay. The information in the following paragraph is taken from the Morro Bay *Destination Tourism Strategy* (2019). The City has approximately 900 hotel and motel rooms and 250 vacation rental units. Between 2016 and 2018, the City of Morro Bay saw approximately 800,000 visitors annually, with 65% of visitors staying overnight and 35% of visitors only staying for the day. The city sees approximately $160 million in revenue from tourism. As of 2017, tourists in Morro Bay spent $161 million, which accounted for a 9% share of tourism spending in San Luis Obispo County. The summer quarter for this period saw the strongest numbers of tourists, with an average occupancy of 76% from 2016-2018. The chart in

Figure 2.9 shows a breakdown of tourist spending by category in 2017.

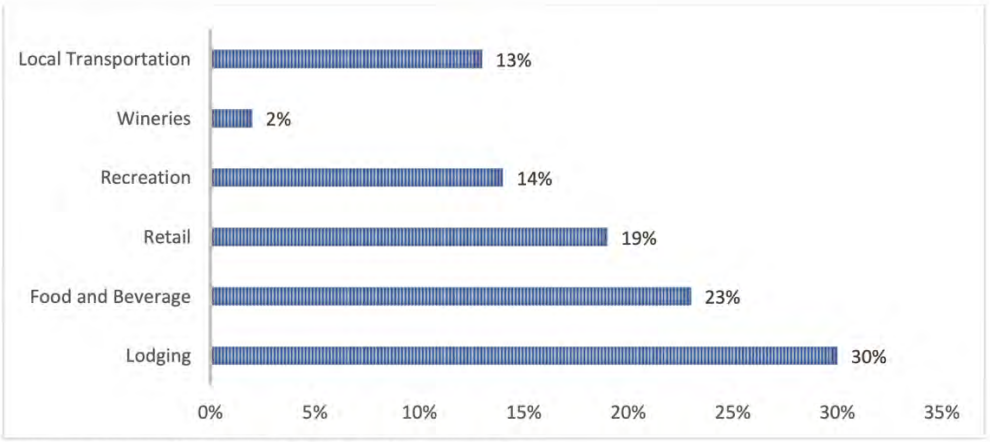

Figure 2.9: Morro Bay Tourism Spending in 2017 (Morro Bay Destination Tourism Strategy, 2019)

Morro Bay also brings in a significant amount of revenue from its 10% transient occupancy tax and 3% TBID tax. In FY 22-23, the City received a total of $4,259,254 in transient occupancy taxes and $1,188,426 in TBID taxes collected from hotel stays, RV and mobile homes, and short-term rentals (City of Morro Bay, 2023).

2.3 Housing and Transportation

Housing Overview

All statistics in this section are sourced from the City's *2020-2028 Housing Element* and the US Census. The housing stock in Morro Bay is characterized by a variety of factors including the number of housing units, their type (such as single-family, mobile home, or apartment), occupancy type (owner-occupied vs. rental), household size, and the size of the unit itself.

The 2017 age distribution in Morro Bay shows a population that is older than most cities, with 55% of residents aged 45 or older. As of 2017, 57% of households are owner-occupied and 43% are renter-occupied, with a variation in age distribution among householders. Morro Bay contains larger proportion of older residents in owner-occupied units and a younger demographic in renter-occupied units.

The Regional Housing Needs Assessment (RHNA) projects the amount of housing required to accommodate future population growth at all income levels. According to the *2020-2028 Housing Element*:

> "…the City of Morro Bay will need to allow for 157 housing units affordable to lower-income households to comply with the City's regional allocation targets for these income levels. In addition, the City will need to allow for 70 housing units available to moderate-income households. A total of 391 new housing units have been allocated by HCD and SLOCOG for the City of Morro Bay from 2019 through 2028. As of September 2020, there have been 76 housing units constructed or approved since the beginning of the projection period. As a result, the City will need to accommodate an additional 315 housing units to meet Morro Bay's 2019–2028 RHNA" (p. 3-60).

As of 2018, Morro Bay reported a total of 6,466 housing units, representing an increase of 2.31% from 6,320 units in 2010. The types of housing units are split between 72% single-family detached homes, 6% attached single-family homes, 15% multifamily units, and 8% mobile homes. The age of housing is also varied; approximately 21% of housing in Morro Bay was built after 1990, with about 66% of housing being over 40 years old.

This age distribution indicates that a significant portion of the housing stock may require rehabilitation, including plumbing, roof repairs, foundation work, and other types of maintenance or updates. It also means that housing is less likely to contain more climate-friendly features like electric heat pump heating. **Error! Reference source not found.** shows a breakdown of occupied housing units by the age of their structure.

There is a mix of heating fuel types feeding homes in Morro Bay. The most common type of fuel is utility gas, which fuels 75% of homes. The next most common fuel type is electricity at 21%.

Table 2.2 shows a breakdown of household heating fuel types by number of units and percentage.

Table 2.1: Occupied Housing Units by Age, 2021

Year Structure Built	Units	Percentage
2020 or later	13	0.3%
2010 to 2019	256	5%
2000 to 2009	498	10%
1980 to 1999	884	18%
1960 to 1979	1,789	37%
1940 to 1959	1,269	26%

1939 or earlier	175	4%
Total Units	4,884	100%
Source: US Census, 2021		

Table 2.1: Households by Heating Fuel Type, 2021

Heating Fuel Type	Units	Percentage
Utility Gas	3,662	75%
Bottled, tank, or LP gas	44	1%
Electricity	1,044	21%
Fuel oil, kerosene, etc.	0	0%
Coal or coke	0	0%
All other fuels	64	1%
No fuel used	70	1%
Total Units	4,884	100%
Source: US Census, 2021		

The number of households in Morro Bay remained virtually unchanged from 2010 to 2017, with a total of 4,846 households in 2017. Morro Bay has a low incidence of overcrowding, with less than 1% of all occupied housing being overcrowded.

Approximately 39% of the households consist of individuals living alone, 55% are between 2 and 4 persons, and 6% are large households with 5 or more persons. The overall vacancy rate in Morro Bay was estimated at 22% in 2017, with a significant portion of the vacant units being used for seasonal, recreational, or occasional use. Excluding these types of units, the vacancy rate falls to 1%, indicating a limited availability of units for sale or rent. In 2015, a significant number of households in Morro Bay were overpaying for housing relative to their income. This includes 890 lower-income households and 370 extremely low-income renter households severely overpaying (more than 50% of income on housing costs).

Jobs/Housing Balance

The inflow/outflow rates for workers in Morro Bay is provided by 2021 US Census data and is shown in Figure 2.10. The number of workers in Morro Bay who live outside versus within the city is disproportionate, with approximately 3.1 workers coming into the city for every 1 worker already living there (at 2,636 workers versus 851 workers). The number of people who live in Morro Bay but work outside the city is the highest at 3,385 workers. As of 2017, the city has a

jobs/housing balance of 1.07, indicating a lack of jobs available within Morro Bay for its residents (*Plan Morro Bay*, 2021, p. 3-26). An ideal range for jobs/housing balance ratio would be 1.0 or below, indicating a plentiful job market versus housing availability.

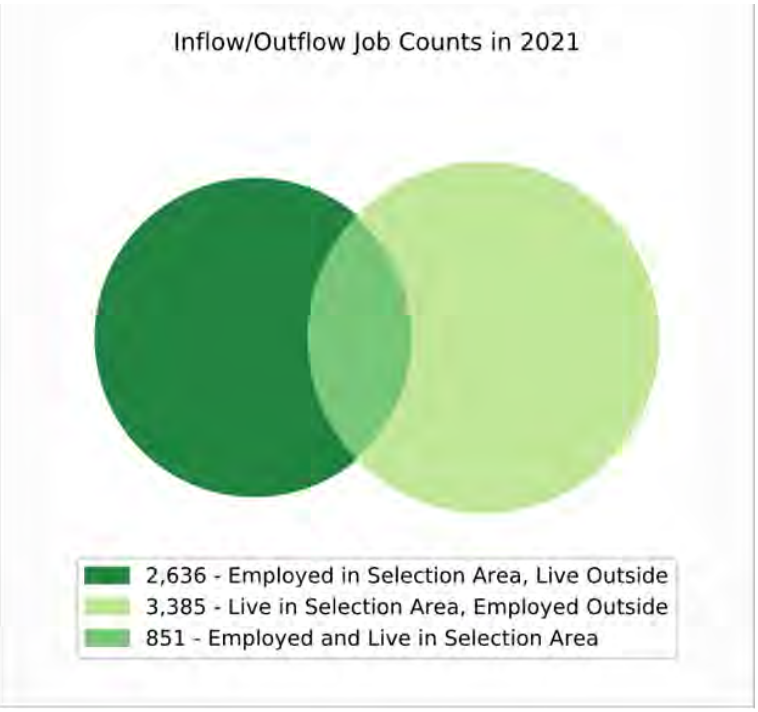

Figure 2.10: Inflow/Outflow Counts for Morro Bay (US Census, 2021)

Public Transit

Statistics in this section were obtained from the *Morro Bay Transit Short Range Transit Plan 2019-2023* (SRTP), Morro Bay Transit, and the San Luis Obispo Regional Transit Authority (SLORTA). The City of Morro Bay has multiple public transportation options available to residents and visitors. Morro Bay Transit is a city-operated transit service consisting of two services. Morro Bay Transit's Fixed Route operates Monday through Friday from 6:25 am to 6:45 pm. The route consists of 17 stops and operates in a loop within city limits. The Call-a-Ride service operates concurrently, with buses traveling up to 3-quarters of a mile off-route to pick up scheduled passengers. The Fixed Route saw 10,773 riders during FY 22-23, with an average trip length of 0.4 miles and $7,964.88 total revenue (Morro Bay Transit, personal communication, December 4, 2023). As a result of the COVID-19 pandemic, ridership has been severely affected since FY 2018-19 The Fixed Route map, schedule, stops, and fare information are shown in Figure 2.11.

The second service option is the Morro Bay Trolley, which operates seasonally in Downtown Morro Bay from June to the end of September on Saturday and Sunday from 10:00 am to 5:00

pm. The Trolley consists of the 5-stop north route and the 8-stop downtown route. The Trolley saw 3,545 riders during FY 22-23, with an average trip length of 0.6 miles and $3,875.35 total revenue (Morro Bay Transit, personal communication, December 4, 2023). The Trolley map, schedule, stops, and fare information are shown in **Error! Reference source not found.**.

The SRTP provides an outline of Morro Bay Transit's goals for improvement for 2019-2023. These goals include service improvements, such as implementing a two-loop service on the fixed route, providing on-demand service to the Natural History Museum, later service hours on weekdays and Saturdays, and earlier trolley service. It also includes capital improvements such as new vehicles for the trolley and fixed route service, automatic vehicle location technology on new buses, and bus stop and Transit Hub improvements. These, along with customer service and other management strategy improvements, are projected to increase ridership over the course of the SRTP.

Figure 2.11: Morro Bay Transit Fixed-Route Map (Morro Bay Transit, 2022)

Morro Bay Transit is funded through the Transit Operating enterprise fund, with capital improvements funded through the Transit Capital Improvement enterprise fund. As of 2023, Morro Bay Transit has a fleet of three gasoline vehicles for the trolley route and two gasoline vehicles for the Fixed Route (Morro Bay Transit, personal communication, December 4, 2023).

SLORTA operates two routes that go through Morro Bay. RTA route 12 runs between San Luis Obispo and Los Osos/Baywood Park. The route operates hourly on weekdays with limited service in Morro Bay on Saturday and Sunday. Within city limits, it stops at Morro Bay City Park (connections to Route 15 and Morro Bay Transit), South Bay at Quintana, and Cuesta College. RTA route 15 runs between Morro Bay and San Simeon. Within city limits, bus stops are located at Morro Bay City Park (connections to Route 12 and Morro Bay Transit), Main at San Jacinto, and Morro Bay High School (on a limited basis). As per the RTA, the route operates five roundtrips on weekdays and Saturdays and three roundtrips on Sundays. Figure 2.12 shows 2016 and 2017 annual ridership data for routes 12 and 15.

Table 19: RTA Ridership by Month and Year

	Route 12		Route 15	
Month	2016	2017	2016	2017
January	12,054	13,244	871	1,421
February	15,797	13,767	1,224	1,138
March	17,729	15,733	1,280	1,447
April	13,340	12,166	1,068	1,227
May	12,125	12,678	1,072	982
June	12,350	12,283	1,388	1,430
July	6,195	11,550	1,094	1,445
August	15,913	13,167	1,350	1,634
September	16,574	13,098	1,216	1,335
October	15,473	14,350	1,108	1,457
November	14,512	12,420	1,172	1,392
December [1]	11,114	12,184	1,241	1,274
Total	163,176	168,824	14,084	15,682
% Change		*3%*		*11%*

Note 1: Data for last two weeks of 2017 is estimated.
Source: RTA, December 2017

Figure 2.12: SLORTA Routes 12 and 15 Ridership Data (Morro Bay Short Range Transit Plan 2019-2023, 2018)

Registered Vehicles

The California Air Resource Board (CARB) Web Fleet Database contains vehicle registration data for the state, including vehicle type, fuel type, and fuel technology. As of 2021, the City of Morro Bay had 10,045 registered vehicles, equating to approximately 0.93 vehicles per resident. Of these vehicles, about 97.9% are fueled by gasoline or diesel and use internal combustion engines versus 2.1% electric or plug-in hybrid electric vehicles.

contains a breakdown of registered vehicles in Morro Bay by fuel type and fuel technology for 2021.

Table 2.2: Registered Vehicles by Fuel Type, 2021

Fuel Type	Fuel Technology	# of Registered Vehicles	% of Registered Vehicles
Gasoline	ICE	9,283	92.41%
Gasoline	PHEV	85	0.01%
Diesel	ICE	552	5.50%
Electric	BEV	124	1.23%
Natural Gas	ICE	1	<0.01%
Total Vehicles	-	10,045	

ICE = Internal Combustion Engine

PHEV = Plug-in Hybrid Electric Vehicle

BEV = Battery Electric Vehicle

Source: California Air Resource Board Fleet Database; https://arb.ca.gov/emfac/fleet-db

Electric Vehicle Charging

There are seven existing electric vehicle charging stations in Morro Bay (two different types located at the Hampton Inn). Planned stations include two on the Embarcadero, one at Del Mar Park, one on the lot of a former Bank of America location, and one at Tidelands Park. Table 2.3 shows the complete list of existing and planned electric vehicle charging stations for Morro Bay. The table shows the station location name and address, status, charging network, whether the charger is public or private, charging type, number of EVSE ports, and connector type.

Table 2.3: Electric Vehicle Charging Stations, 2023

Location Name	Address	Status	Network	Public/Private	Type	EVSE Ports	Connectors
Albertson's	730 Quintana Rd	Existing	Electrify America	Public	DC Fast	4	CHAdeMO; CCS
Best Western San Marcos Inn	250 Pacific St	Existing	None	Private	Level 2	1	NACS
Best Western Tradewinds	225 Beach St	Existing	None	Private	Level 2	1	NACS
Del Mar Park	3060 Ironwood Ave	Planned	NA	Public	NA	NA	NA
Embarcadero	1205 Embarcadero	Planned	NA	Public	NA	NA	NA
Embarcadero	1247 Embarcadero	Planned	NA	Public	NA	NA	NA
Hampton Inn	295 Atascadero Rd	Existing	None	Public	Level 2	8	J1772
Hampton Inn	295 Atascadero Rd	Existing	Noodoe EV	Public	DC Fast	2	CCS
Hotel Avisa	590 Morro Ave	Existing	Unknown	Public	Level 2	2	J1772
NA	390 Morro Bay Blvd	Planned	Tesla	Public	DC Fast	NA	NACS
Natural Healing Center	495 Morro Bay Blvd	Existing	ChargePoint	Public	Level 2	2	J1772
Tidelands Park	351 Embarcadero	Planned	NA	Public	Level 2	4	NA

NA = Not Available
Sources: Alternative Fuels Data Center, ChargeHub, City of Morro Bay Public Works Department, PlugShare, Tesla

2011 Morro Bay Bicycle and Pedestrian Plan

In 2012, the City adopted the *2011 Morro Bay Bicycle & Pedestrian Master Plan* to guide policy on bicycle and pedestrian development. This plan consists of community and stakeholder outreach, an existing conditions report, a policies summary, goals and objectives, and an analysis of funding sources to guide the future development of bike and pedestrian infrastructure in the city. The plan also includes several specific recommended infrastructure improvement projects. The highest priority project is the Safe Routes to School for Del Mar Elementary, due to it being in accordance with the 2008 California Complete Streets Act and the large number of students it would benefit.

Due to the plan's age, its data and policies are out of date. However, it is important to understand the goals that were adopted. These include:

- "Adopt a 'Complete Streets' policy, requiring bicycle and pedestrian improvements in all transportation and development (private or public) projects subject to discretionary review" (p. 25)
- "Develop a City-wide educational Program for non-motorized use, including paper maps, pathways for play and road safety education" (p. 25)
- "Provide short and long term bike parking at targeted locations while further developing the "Racks with Plaques" Program" (p. 25)

A map of Morro Bay's bicycle network and infrastructure is shown in Figure 2.13.

Figure 2.13: Morro Bay Bicycle Map (City of Morro Bay, n.d.)

2.4 Energy and Waste

Energy Providers and Solar Installations

As of January 2020, Central Coast Community Energy (3CE) and PG&E are Morro Bay's electricity providers. About 96% of Morro Bay customers have chosen 3CE (Jeff Railsback, personal communication, 23 October 2023). Regardless, the city is served by PG&E infrastructure for electricity transmission. 3CE offers discounts and incentives for new and remodel gas-free construction and for vehicle electrification. Due to California's regulations on utility providers, Morro Bay residents do not have the option to choose their natural gas. SoCalGas is the only natural gas provider for the area.

Due to its coastal location and plentiful exposure to sunlight, solar installations have proven popular in Morro Bay. Since 2014, the city has received approximately 400 applications to install solar from residential and commercial customers.

Table 2.5 shows a yearly breakdown of the number of applications approved in Morro Bay.

Table 2.5: Solar Application Approvals, 2014-2023

Year	Commercial	Residential
2014	1	25
2015	2	45
2016	1	46
2017	1	18
2018	2	16
2019	5	28
2020	2	38
2021	0	45
2022	1	56
2023*	3	60
Total	18	377

* = through July

Source: City of Morro Bay

There are numerous incentives available to offset the cost of installing solar in Morro Bay. The federal Investment Tax Credit allows a 30% deduction of the cost of installing a solar system from federal taxes through 2032. The State of California offers the Active Solar Energy Exclusion which excludes new active solar construction from being assessed for tax purposes through January 1, 2025. Additionally, solar system owners can take advantage of net energy metering (NEM), which is a billing mechanism that allows homeowners and businesses to receive credits for the excess solar energy they generate and send back to the grid. As of April 15, 2023, California implemented NEM 3.0 as the latest iteration of this system.

Solid Waste

In Morro Bay, solid waste disposal and collection are governed by Chapter 8.16 of the City's municipal code. Morro Bay Garbage Service (MBGS), the organization responsible for these tasks, ensures weekly garbage collection for both residential and commercial properties. While garbage collection is a mandatory service for all residents and businesses, programs for green waste and recycling curbside collection are offered as optional services. MBGS also facilitates biannual "clean up days," allowing residents and businesses to dispose of excess garbage at no additional cost.

The City addresses state goals for land fill diversion through recycling and green waste programs on the City's Garbage and Recycling webpage as well as the *Plan Morro Bay* Conservation Element (p. 4-53). Senate Bill (SB) 1383, a state law aimed at reducing emissions produced from food waste in landfills, became effective in January of 2022 (IWMA, SB 1383). Although Morro Bay currently lacks a city-specific food waste diversion or composting program, it collaborates closely with the San Luis Obispo County Integrated Waste Management Authority (IWMA). This partnership ensures that Morro Bay effectively meets the requirements set forth by SB 1383 and continues to explore innovative solutions for waste management and reduction.

3. Greenhouse Gas Emissions Inventory

3.1 Introduction

Reducing greenhouse gas (GHG) emissions is a major component of climate action planning. It serves as a measure for how much pollution goes into the air that can be tracked over time and keeps communities accountable. In Morro Bay, City documents including the 2021 *Plan Morro Bay* and the 2014 *City of Morro Bay Climate Action Plan* contain policy related to reducing GHGs, and the City has conducted numerous GHG inventories to quantify GHG emissions by source. As state laws, protocols, and methodologies for assessing GHG emissions evolve, emission targets and policies should be periodically reassessed to stay consistent with state law and continue to meet Morro Bay's climate goals.

Table 3.1 shows state GHG emissions reduction targets as of 2023.

Table 3.4: State of California GHG Emissions Reduction Targets

Target Year	Target	Law
2010	2000 level	EO S-03-05 (2005)
2020	1990 level	AB 32 (2006) Global Warming Solutions Act of 2006 EO S-03-05 (2005)
2030	40% below 1990 level	SB 32 (2016) California Global Warming Solutions Act
2045	"Net Zero" (also says "as soon as possible" and net negative after 2045) AB 1279 states that absolute emission reduction must be 85% below 1990	AB 1279 (2022) California Climate Crisis Act

Explanation of State Legislation and Policies to reduce GHGs:

Executive Order (E.O.) S-3-05: Signed in 2005; by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32: California Global Warming Solutions Act of 2006 requires California to reduce its GHG emissions to 1990 levels by 2020 – a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario.

Senate Bill (SB) 32: Passed in 2016, requires the California Air Resources Board (CARB) ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030.

SB 100: Passed in 2018, updates the state's Renewables Portfolio Standard to ensure that by 2030 at least 60 percent of California's electricity is renewable. All retail electricity to be renewable and zero-carbon sourced by 2045.

SB 1383: Effective 2022, regulations require that jurisdictions conduct education and outreach on organics recycling to all residents, businesses (including those that generate edible food that can be donated) haulers, solid waste facilities, and local food banks and other food recovery organizations. The regulations aims to divert 50% of organic waste from landfills below 2014 levels by 2020 and 75% by 2025.

AB 1279: Passed in 2022, requires the state to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

The City's 2021 General Plan/Local Coastal Plan (LCP) also seeks to reduce carbon dioxide equivalent (CO_2e) emissions and states the following goals, policies, and objectives in the Conservation Element of *Plan Morro Bay*:

> Goal C-4: Greenhouse gas emissions in Morro Bay are reduced and consistent with state goals.
>
> Policy C-4.1: Emissions Reduction Target. By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing the community on a path to meet the state's 2050 greenhouse gas emissions reduction goals.
>
> Policy C-4.2: Climate Action Plan. Continue to implement and regularly evaluate the Morro Bay Climate Action Plan and greenhouse gas inventory to evaluate progress, celebrate successes, and adjust strategies as needed to meet emissions goals.
>
> Policy C-4.3: Greenhouse Gas Inventory. Continue to update the greenhouse gas inventory to determine whether emissions are within recommended levels.

Policy C-4.4: Greenhouse Gas Reduction Strategies. Pursue a variety of greenhouse gas reduction strategies across the transportation, residential, waste, and commercial sectors, commensurate with their share of the community's greenhouse gas emissions. Renewable energy will be key in reducing greenhouse gas emissions.

Policy C-4.5: Grant Funding. Seek grant funding to support implementation of greenhouse gas reduction projects for the City, as well as for residents and businesses.

Implementation Action C-6: Establish greenhouse gas emissions thresholds of significance and standardize potential mitigation measures for both discretionary and ministerial actions.

Implementation Action C-7: Update the City's Climate Action Plan for consistency with SB 32 and SB 1383.

Implementation Action C-8: Regularly communicate with County, state, and federal departments and agencies, medical providers, and organizations regarding available grant funding, such as for active transportation and healthy communities, that can aid the City in reaching its emissions targets. Work with local homeowners, businesses, and organizations to take advantage of these grants.

3.2 2014 Climate Action Plan

In 2014, the City of Morro Bay produced its first *Climate Action Plan* (CAP), to provide city guidance for climate resiliency and reducing GHGs. In the CAP, the City committed to reducing GHGs to 1990 levels by 2020, equal to 15% below 2005 levels, consistent with state law AB 32. The 2014 CAP updated the 2005 baseline inventory of GHG emissions of 55,677 $MTCO_2e$, projected GHG emissions by 2020 in a "business as usual" scenario and established a target of 47,325 $MTCO_2e$ by 2020 to meet the AB 32 mandatory reductions (see Figure 3.12: Projections of metric tons of CO2e for the year 2020 from the Greenhouse Gas Emission Inventory of the 2014 Morro Bay Climate Action Plan (Figure ES-5: Business-as-usual forecast in relation to state-recommended reduction target)..

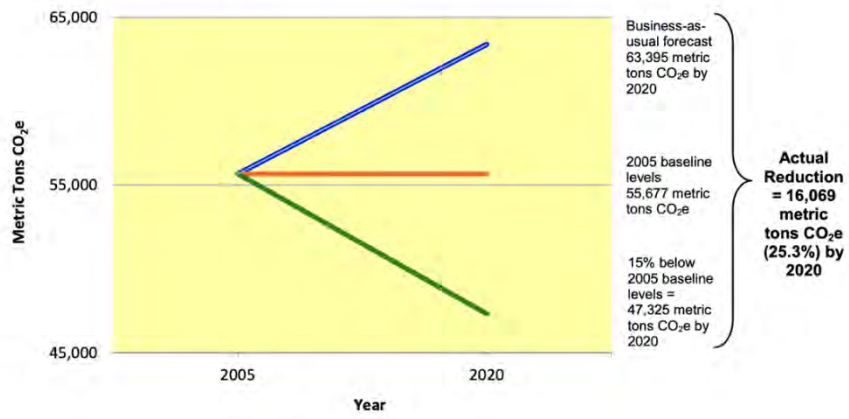

Figure 3.12: Projections of metric tons of CO_2e for the year 2020 from the Greenhouse Gas Emission Inventory of the 2014 Morro Bay Climate Action Plan (Figure ES-5: Business-as-usual forecast in relation to state-recommended reduction target).

The 2014 CAP identified and quantified sources of both community and municipal GHG emissions to provide baseline data for local action and policy decisions. The total 2005 baseline levels of GHG emissions from all community and government sources was 55,677 $MTCO_2e$. Community sources of GHGs by sector, from greatest to least, were: transportation, residential energy use, commercial/industrial energy use, off-road vehicles and equipment, landfill solid waste, and wastewater treatment (see Figure 3.13: Community and government sources of GHGs from the Greenhouse Gas Emission Inventory of the 2014 Morro Bay Climate Action Plan (Figure ES-1: Community GHG Emissions by Sector, 2005).). Municipal sources accounted for 3.5% of total GHG emissions, with wastewater facilities, municipal employee commutes, vehicle fleet, and buildings and facilities as the greatest emission sources (see Figure 3.14).

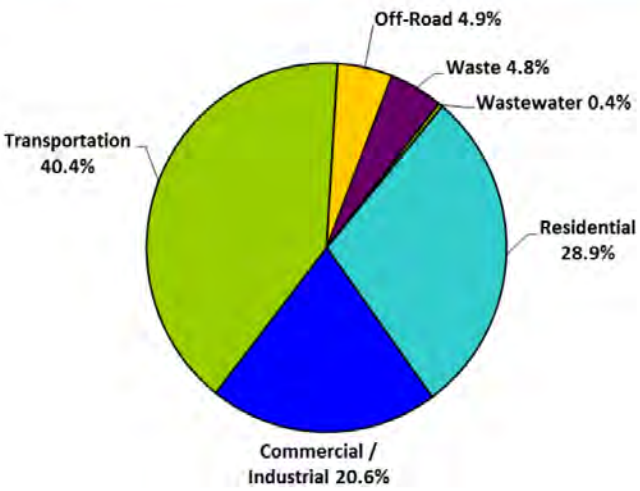

Figure 3.13: Community and government sources of GHGs from the Greenhouse Gas Emission Inventory of the 2014 Morro Bay Climate Action Plan (Figure ES-1: Community GHG Emissions by Sector, 2005).

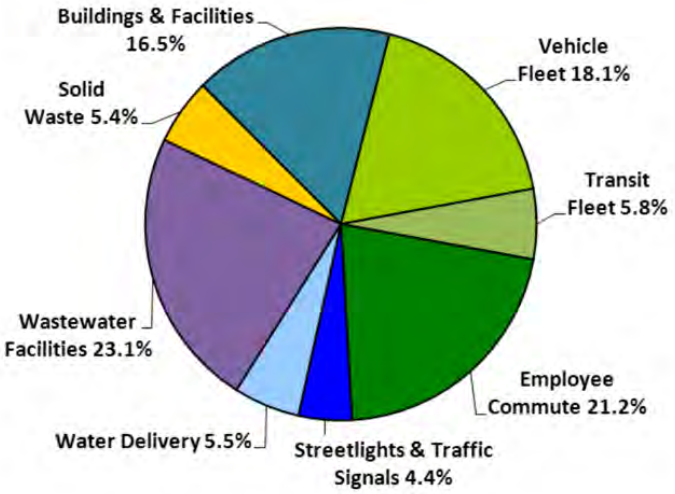

Figure 3.14: Community and government sources of GHGs from the Greenhouse Gas Emission Inventory of the 2014 Morro Bay Climate Action Plan (Figure ES-3: Community GHG Emissions by Sector, 2005).

The 2014 CAP updated baseline GHG emissions from a 2010 GHG inventory using new methodology and protocols in place at the time of calculation (2012). Importantly, the inventory from the transportation sector utilized an origin-destination based VMT model using EMFAC 2011 software and excluded pass through traffic. The model also used SLOCOG 2040 population, housing, and employment projections from August 2011. The data for the model excluded less significant sources of GHGs, such as septic tanks, propane, and watercraft, which combined were assumed to be less than 5% of the total.

The 2005 baseline levels calculated in the 2014 CAP (Table 3.25) are presented as a table in the Conservation Element of the most recent update of the Morro Bay General Plan/LCP (Table 3.25: Baseline year sources of community GHG emissions by sector from the Greenhouse Gas Emission Inventory of the 2014 Morro Bay Climate Action Plan (Table ES-1: Community GHG Emissions by Sector, 2005).). However, the text of the 2021 General Plan/LCP refers to a baseline GHG level of 67,936 $MTCO_2e$ derived from a 2008 GHG emissions inventory (p. 4-34), which is inconsistent with the information presented in the table.

Table 3.25: Baseline year sources of community GHG emissions by sector from the Greenhouse Gas Emission Inventory of the 2014 Morro Bay Climate Action Plan (Table ES-1: Community GHG Emissions by Sector, 2005).

2005 Community Emissions by Sector	Residential	Commercial/ Industrial	Transportation	Off-Road	Waste	Waste water	TOTAL
CO_2e (metric tons)	16,094	11,442	22,506	2,740	2,695	200	55,677
Percentage of Total CO_2e	28.9%	20.6%	40.4%	4.9%	4.8%	0.4%	100%

Table 3.6: Baseline CO2e as depicted in the 2021 Plan Morro Bay (Table C-2: 2005 Greenhouse Gas Emissions).

Sector	Emissions ($MTCO_2e$)	Percentage of Total
Transportation	22,506	40.4%
Residential	16,094	28.9%
Commercial/Industrial Energy Use	11,442	20.6%
Off-Road Vehicles and Equipment	2,740	4.9%
Solid Waste	2,695	4.8%
Wastewater	200	0.4%
Total	55,677	100%

Because the City has set GHG targets and policies based on 2005 GHG emission levels, it is important that a single, updated 2005 baseline number is used in official city documents. As stated in the 2014 CAP, "The City is committed to reducing its GHG emissions by 15 percent below 2005 levels by 2020, consistent with AB 32" (p. ES-4). City policy in *Plan Morro Bay* bases emissions reduction targets on the 2020 target, which is derived from the 2005 baseline.

> *Plan Morro Bay*, Policy C-4.1: Emissions Reduction Target. By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing the community on a path to meet the state's 2050 greenhouse gas emissions reduction goals.

The City's success at achieving the 2020 goal of a 15% reduction and future targets will depend on establishing a clear 2005 baseline using the most up to date methodology and data. Since the adoption of the 2014 Morro Bay CAP, both state law and methodology for calculating GHG emissions have changed. Additionally, more recent GHG inventories for Morro Bay are available, including data from the *2021 Environmental Impact Report* (EIR) for *Plan Morro Bay* and GHG inventory from the Association of Monterey Bay Area Governments (AMBAG) in 2019 and 2020, and off-road equipment emissions from the San Luis Obispo Air Pollution Control District (SLOPCD).

The differing methodologies and results from the more recent GHG inventories are explained here.

3.3 2021 Environmental Impact Report for *Plan Morro Bay*

The 2021 Environmental Impact Report (EIR) was created to be a qualified CEQA document for future development purposes. The report included both an updated 2005 baseline and a 2015 GHG inventory for residential energy use, nonresidential energy use, on-road transportation, off-road equipment, solid waste disposal, and wastewater. The total, recalculated 2005 emissions showed a slight increase from 55,680 to 56,689 $MTCO_2e$ (see Table 3.7), mainly due to solid waste and wastewater sectors. The report also set a new target of 48,180 $MTCO_2e$ by 2020 (Appendix B p. 2-26).

Table 3.7: Updated 2005 baseline CO2e emissions as depicted in the 2021 Morro Bay EIR (Appendix B Table 2.9: 2005 Baseline Inventory Updates – Changes to Emissions ($MTCO_2e$)).

Sector	Subsector	Original 2005 Inventory	Updated 2005 Inventory	Percent Change
Residential Energy Use	Residential electricity use	5,380	5,380	0%
	Residential natural gas	10,710	10,720	0%
Nonresidential Energy Use	Nonresidential electricity use	6,510	6,510	0%
	Nonresidential natural gas	4,930	4,930	0%
On-Road Transportation	On-road passenger vehicles	22,510	22,360	-1%
Solid Waste Disposal	Solid waste disposal	2,700	4,230	57%
	Alternative daily cover used for MSW	-	20	100%
	Solid waste incineration	-	-	0%
Off-Road Equipment	Lawn & garden	370	400	8%
	Construction	1,760	1,380	-22%
	Industrial equipment	40	-	-100%
	Light commercial equipment	360	-	-100%
	Agricultural equipment	210	-	-100%
Water	Indirect water emissions	-	640	100%
Wastewater	Direct emissions	200	40	-80%
	Indirect electricity	-	70	100%
Total		55,680	56,680	2%

Emissions calculated for 2015 showed an overall reduction of 8%, to 51,880 $MTCO_2e$ (see Table 3.8). A decrease occurred in almost every sector except on-road transportation and solid waste. $MTCO_2e$ for on-road vehicles was calculated using an origin-destination model for determining Vehicle Miles Traveled (VMT) within the Morro Bay sphere of influence (SOI) using SLOCOG data and EMFAC 2014.

Table 3.8: 2005 and 2020 CO2e emissions by sector from the 2021 Morro Bay EIR (Appendix B Table 2.11: 2005 to 2015 - Changes in Emissions ($MTCO_2e$)).

Sector	Subsector	2005	2015	Percent Change
Residential Energy Use	Residential electricity use	5,380	4,530	-16%
	Residential natural gas	10,720	8,570	-20%
Nonresidential Energy Use	Nonresidential electricity use	6,510	4,410	-32%
	Nonresidential natural gas	4,930	4,440	-10%
On-Road Transportation	On-road passenger vehicles	22,360	23,990	7%
Solid Waste Disposal	Solid waste disposal	4,230	3,560	-16%
	Alternative daily cover used for MSW	20	80	300%
	Solid waste incineration	-	-	0%
Off-Road Equipment	Lawn & garden	400	390	-3%
	Construction	1,380	1,350	-2%
Water	Indirect water emissions	640	470	-27%
Wastewater	Direct emissions	40	40	0%
	Indirect electricity	70	50	-29%
Total		56,680	51,880	-8%

3.4 City of Morro Bay 2019 Community-Wide Greenhouse Gas Inventory Report

More recent GHG inventories were provided to the City of Morro Bay by the Association of Monterey Bay Area Governments (AMBAG) in 2019 and 2020.

The results showed a 41% decrease in GHG emissions between 2005 and 2019, based on the sectors studied (see Table 3.9). The greatest source of GHG emissions in 2019 was transportation (37.9%) followed by residential energy use (34.0%) (see Figure 3.15).

Table 3.9: 2005 and 2020 CO2 emissions by sector from the 2019 AMBAG Greenhouse Gas Inventory Report (Table 1).

Community CO2e Emissions by Sector	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
2005	16,087	11,433	19,811	3,211	222	50,764
2018	11,586	6,741	13,626	3,449	223	35,625
2019	10,166	4,800	11,341	3,395	221	29,923
% change 2005 & 2019	-37%	-58%	-43%	6%	-1%	-41%

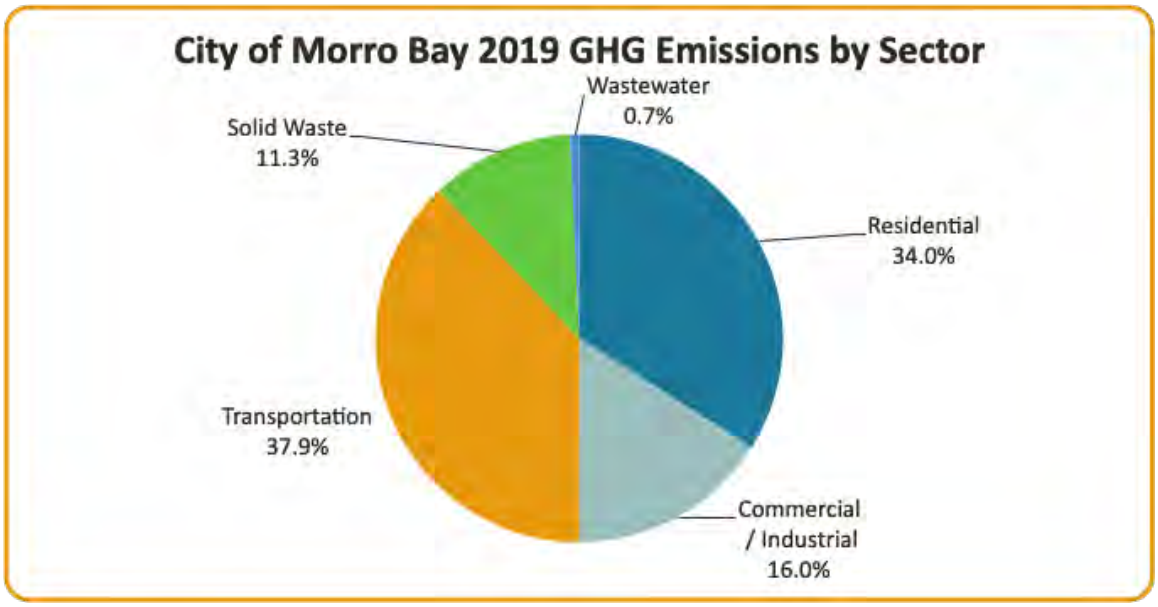

Figure 3.15: Share of community CO2e emissions attributed to each sector from the 2019 Greenhouse Gas Inventory Report (Figure 2: City of Morro Bay 2019 GHG Emissions by Sector)

The 2019 AMBAG data was derived using different, less precise methodology than previous inventories and excluded data on the off-road equipment sector. For the transportation sector, the 2019 CO_2e emissions were calculated using local VMT provided by the Caltrans Highway Performance Monitoring System. This data was then run through the EMFAC 2017 model containing local vehicles and characteristics and travel activity to determine emissions. This method was then applied to data from the years 2019 and 2005.

3.5 City of Morro Bay Draft 2020 Community-Wide Greenhouse Gas Inventory Report

The *City of Morro Bay Draft 2020 Community Wide Greenhouse Gas Inventory Report,* is the latest update of GHG inventory, provided by AMBAG and to the City in 2022.

The results show a 28% decrease in total GHG emissions reduction between 2005 and 2020 (see

Table 3.10). The greatest source of GHG emissions in 2020 was transportation (74.3%) followed by residential energy use (14.6%) (see **Error! Reference source not found.**).

If the City of Morro Bay were to assess their GHG reduction policies and actions based on the 2020 GHG inventory, the results would show achievement of the 2020 goal. However, the 2020 GHG inventory has some issues with the data and methodology used. Similar to the 2019 GHG inventory, off-road equipment was omitted, and in the 2020 inventory yet another method for calculating emissions from the transportation sector was used.

Table 3.10: 2005 and 2020 CO2e emissions by sector from the 2020 Greenhouse Gas Inventory Report (Table 1).

Community CO2e Emissions by Sector	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
2005	16,087	11,433	79,801	3,211	222	110,754
2018	11,586	6,741	67,711	3,449	223	89,710
2019	10,166	4,800	66,804	3,395	221	85,386
2020	11,615	5,366	59,155	3,266	218	79,620
% change 2005-2020	-28%	-53%	-26%	2%	-2%	-28%

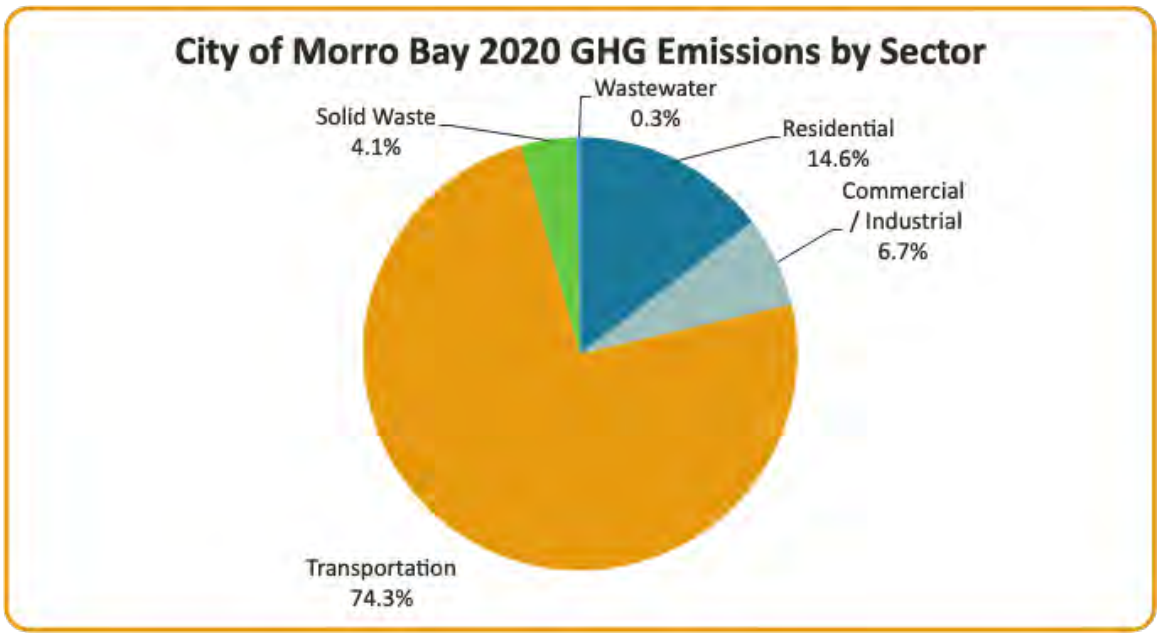

Figure 3.16: Share of community CO_2e emissions attributed to each sector from the 2020 Greenhouse Gas Inventory Report (Figure 2: City of Morro Bay 2020 GHG Emissions by Sector).

In the 2020 GHG inventory report, the described methodology is written as such:

> "The Morro Bay 2005 Baseline, 2010, 2015, 2018, 2019, and 2020 Community Wide GHG inventories have been completed by following the US *Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions* as per the California Air Resources Board (CARB) 2017 Scoping Plan. The ICLEI ClearPath tool suite was used to perform the emissions calculations for all inventories in accordance with guidance from the Governor's office of planning and research" (p. 3).

The GHG emissions from the 2005 baseline year changed from 19,811 $MTCO_2e$ in the 2019 GHG inventory data (Table 3.9) to 79,801 $MTCO_2e$ in 2020 GHG inventory data (

Table 3.10). In 2019 inventory, the transportation sector was responsible for 11,341 $MTCO_2e$ or 40% of GHG emissions (Table 3.9), while in the 2020 inventory, the GHG emissions from transportation sector in 2019 suddenly increased to 66,804 $MTCO_2e$ (

Table 3.10). According to the 2020 GHG inventory, by 2020, the transportation sector was responsible for 74.3% of GHG emissions in Morro Bay. It is important to understand that transportation's share of pollution did not suddenly increase, but rather was due to a difference in methodology.

The draft 2020 GHG inventory report prepared by AMBAG uses a different method for accounting for transportation GHG emissions than previous GHG inventories. The 2020 model uses countywide VMT count and GHG data, which was then distributed to communities based on the number of households. This method also includes pass through traffic which cities have little control over. The original 2014 CAP emissions were based on origin-destination models for trips within the boundaries of the city, removing pass through traffic from State Highway 1. The differences in the transportation sector GHG emissions from the different GHG inventories is summarized in **Error! Reference source not found.**.

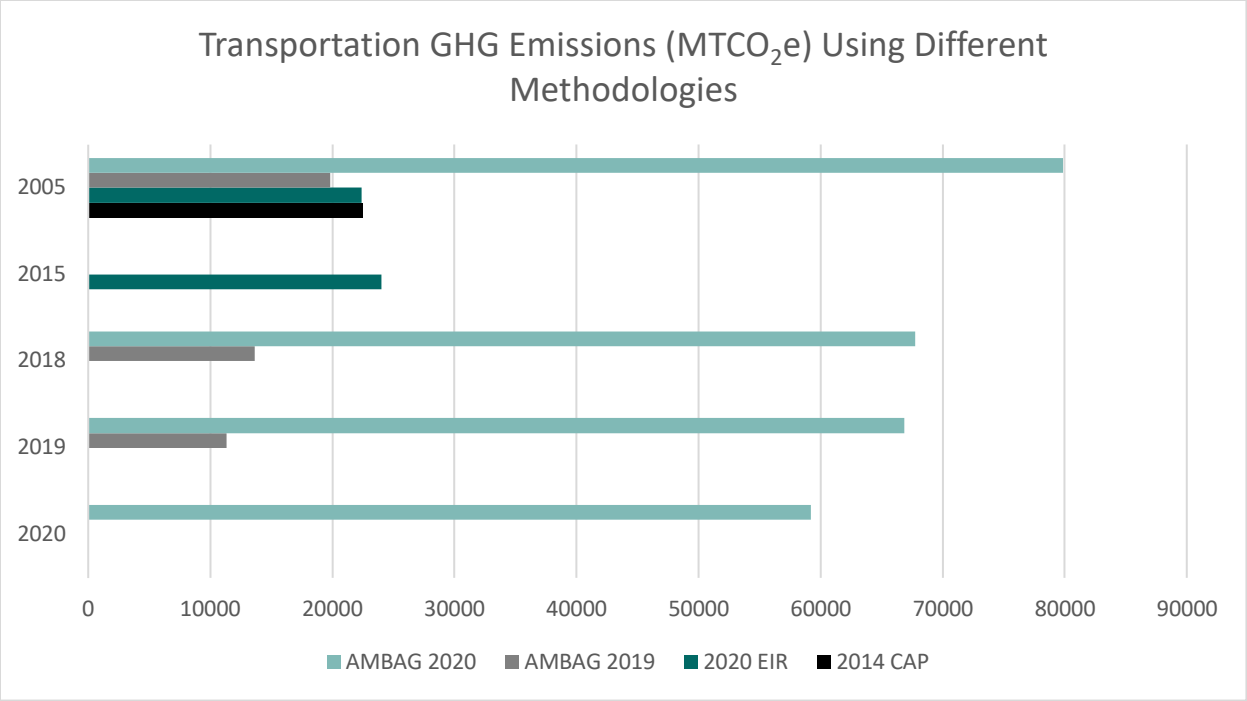

Figure 3.17: Difference in Transportation Emissions in Morro Bay Documents

AMBAG recognized the limitation and stated: "AMBAG encourages jurisdictions to consider using an origin destination methodology as part of their Climate Action Plan GHG inventory" (p. 13 Appendix B).

The difference is described in the appendix of their report:

> "The current GHG inventory calculates VMT and associated GHG emissions by scaling down county-wide data obtained using EMFAC 2021 model on a household per jurisdiction basis. This is different from an origin destination methodology, which relies on a transportation model to assign a start and end point to modeled vehicle trips and attributes the VMT from these trips to jurisdictions based on standard assumptions. Under this methodology, as defined in the U.S. community protocol, VMT from trips that begin or end within a jurisdiction are accounted for while VMT from trips that pass through jurisdictions are not tracked. Under the U.S. Community Protocol the origin destination methodology is the recommended methodology for calculating GHG emissions from on road transportation emissions."

Using the most accurate and up to date methods and data will provide the most reliable results and help keep the City on course to meet GHG reduction target from Goal C-4 from the General Plan/LCP, to reduce GHGs consistent with state goals. It will also assist in meeting policy C-4.2, to update the Climate Action Plan and celebrate successes, and policy C-4.3, to update GHG inventories. In addition, accurately knowing how much each sector is responsible for GHGs will help meet the City policy C-4.4, which states that reduction strategies across sectors should be commensurate to their share of GHG emissions.

To properly assess whether 2020 GHG reduction targets have been met, a new 2020 GHG inventory should be created that accurately accounts for the contributions of the transportation and off-road equipment sectors in GHG emissions. Since the 2020 AMBAG inventory does not present an accurate account of transportation sector CO_2e emissions and VMT nor does it provide information on off-road equipment for developing a CAP, it is recommended that the City of Morro Bay:

(1) Request an origin-destination traffic study removing pass through traffic. Request VMT and CO_2e emissions for the City and SOI from SLOCOG with the latest data available. Request modeling for past and future key dates such as 2020, 2030, and 2045.

Or:

(2) Combine the best methodology and data available for the transportation sector from existing sources. An example of this is shown in Figure 3.18 and

Table 3.11, which use the 2015 transportation data from the 2021 EIR extrapolated to the year 2020, the 2018 SLOAPCD off-road equipment emissions data extrapolated to 2020, combined with data from the 2020 AMBAG data in other sectors.

3.6 2020 Benchmark

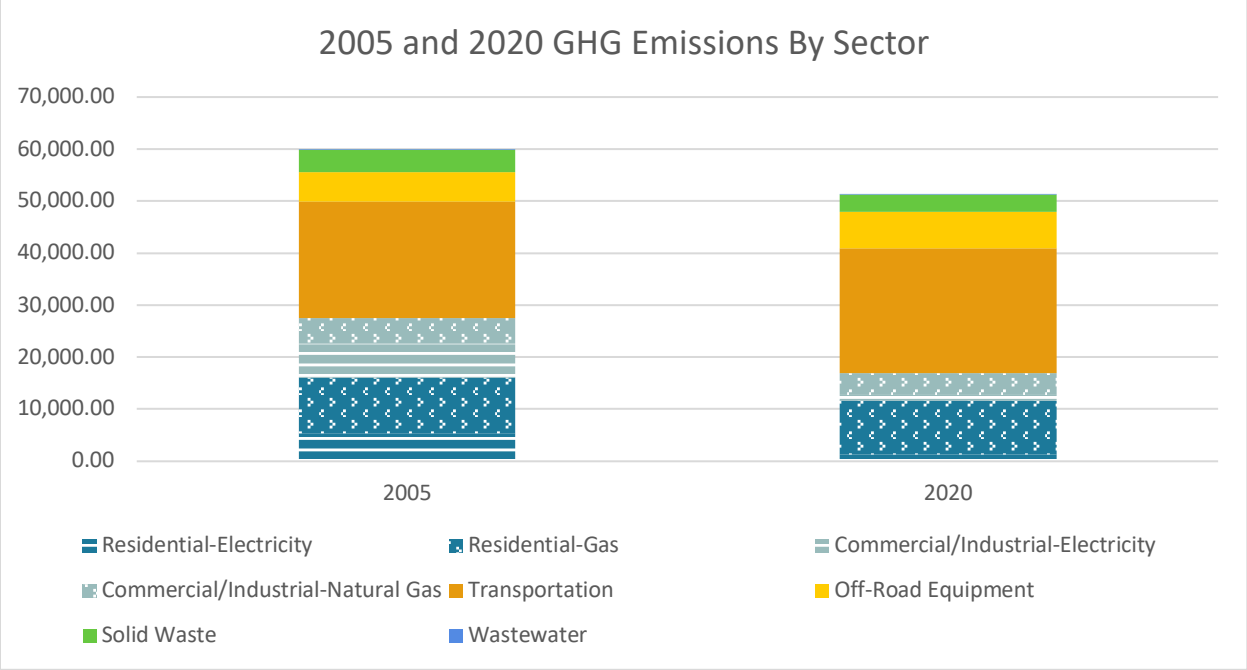

Figure 3.18: Revised best estimate of Morro Bay 2020 emissions compared to 2005 baseline by sector.

Table 3.11: Revised best estimate of Morro Bay 2020 emissions compared to 2005 baseline.

Sector	2005 (MT CO2e)	2020 (MT CO2e)	Percent Change from 2005 to 2020
Residential-Electricity	5,380	1,374	-74%
Residential-Gas	10,720	10,241	-4%
Commercial / Industrial-Electricity	6,510	1,132	-83%
Commercial / Industrial-Natural Gas	4,930	4,234	-14%
Transportation	22,360	23,990*	7%
Off-Road Equipment	5,719	6,981**	22%
Solid Waste	4,250	3,266	-23%
Wastewater	110	218	98%
Total	59,979	52,276	-13%

For the 2024 CAP update, the Cal Poly team has prepared a revised best estimate of Morro Bay 2020 GHG emissions. In order to meet requirements for a CEQA qualified CAP under *CEQA* Guidelines § 15183.5, the City will need to further verify these estimates. Figure 3.18 and

Table 3.11 present the revised best estimate of Morro Bay community-wide emissions for 2020 compared to that in 2005. The 2005 baseline of 59,979 $MTCO_2e$ is derived from the 2021 EIR and updated off-road data from SLOAPCD. The 2020 emissions data is based on the most recent GHG inventory report, 2020, from AMBAG except for the transportation and off-road equipment sectors due to the inaccuracies described previously and lack of reporting respectively. To get the 2020 transportation sector emissions, the same percent change between the 2005 inventory and 2015 inventory as written in the 2021 EIR was projected forward to the year 2020. The same method was used to calculate the off-road equipment emissions using the same change per year from 2005 and 2018 data.

Based on the combined data presented in

Table 3.11, the City reduced its community GHG emissions from 59,979 $MTCO_2e$ to 52,276 $MTCO_2e$ between 2005 and 2020, an 13% reduction. A 15% reduction, the City's target by 2020, would be 50,982 $MTCO_2e$. The City has not met their 2020 goal stated in the 2014 CAP to reduce its community GHG emissions by at least 15% compared to the 2005 baseline (see Figure 3.19).

3.7 Going Forward

Since 2020 and the approval of *Plan Morro Bay*, some notable things for Morro Bay and the State of California have occurred including:

- Opening of a new Morro Bay wastewater treatment plant in 2022.
- Joining Central Coast Community Energy (3CE), which has pledged to supply 100% carbon free energy by 2030. This is ahead of schedule by state standards with SB 100 requiring 60% of electricity must be renewable.
- Passing of AB 1279 in 2022. This legislation requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

Morro Bay's next big target year is 2040 in which they pledged in their most recent General Plan/LCP (2021) to reduce GHG emissions by 53.33% of their 2020 target by 2040 (Policy C-4.1). Based on the revised estimate in Table 3.8, the 2020 target should be 50,982 $MTCO_2e$. A 53.33% reduction means their 2040 GHG emissions target would be 23,793 $MTCO_2e$ or less.

To achieve the State's new goals with the passage of AB 1279 in 2022, the City should reduce its 2045 GHG emissions by 85 percent compared to 1990 levels. For Morro Bay, this would be a reduction from 59,979 $MTCO_2e$ in 2005 to 8,997 $MTCO_2e$ in 2045. This is 5,799 $MTCO_2e$ more than the City's planned reduction for 2040, and not on track with the 2045 State goal (see Figure 3.19).

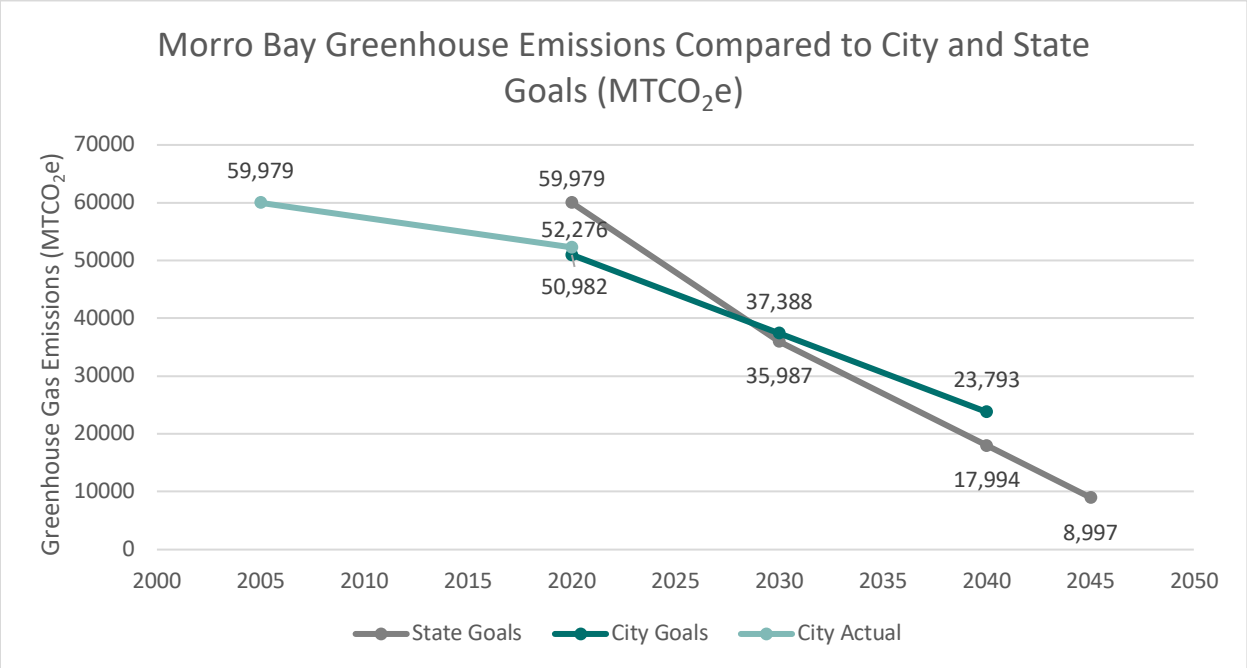

Figure 3.19: Morro Bay Greenhouse Gas Emissions Compared to City and State Goals

4. Vulnerability Assessment Background Report

4.1 Introduction

The *Vulnerability Assessment Background Report* shows past work on vulnerable assets and locations within the city as well as demographic data. *Plan Morro Bay* expects demographic and economic changes that will be relevant when planning for long-term resilience and conservation of vital resources for Morro Bay. This section documents demographics, social vulnerability, ecological vulnerabilities, sea level rise, wildfire, drought, heat, and geological hazards. This report also catalogues existing policies and goals that the City of Morro Bay has identified to improve resilience and adaptability to the identified threats.

4.2 Review of Existing Reports

Plan Morro Bay – Revised Community Vulnerability and Resilience Assessment (2017)

The *Community Vulnerability and Resilience Assessment* is a study of Morro Bay's most vulnerable assets and how they will be affected by climate change in the future, both short and long term. It also outlines different policy approaches that can be undertaken to improve the city's resiliency. Meaning, how well the city can adapt to, and withstand, future climate hazards. The sectors emphasized within these documents are land use, infrastructure, natural resources, parks and recreation and open space, and water and water quality. The City's vulnerability and resiliency assessment was carried out using a four-part process consistent with the approach provided by the *California Adaptation Planning Guide* (The California Governor's Office of Emergency Services, 2020):

1. What demographic conditions or climate related hazards could occur in the planning area?
2. What structures or populations in the planning area could be affected by the exposure?
3. How would changes to demographics, the economy, or climate-change related hazards affect assets, and how are those assets currently prepared to deal with such impacts?
4. What topics should adaptation strategies address? Which assets are the most vulnerable? Which are the most resilient?

Figure 4.20: Vulnerability and Resilience Assessment Four-Part Process (City of Morro Bay, 2017)

Plan Morro Bay – Safety Element (2021)

California Government Code Section 65302(g)(4) requires jurisdictions to address climate adaptation and resiliency strategies in their safety elements. Morro Bay has compiled an inventory on their vulnerable assets. The *Safety Element of Plan Morro Bay* also analyzes specific areas of vulnerability that require additional attention and mitigation efforts. The purpose of the public safety element of *Plan Morro Bay* is to identify areas that are vulnerable to natural hazards and to detail resiliency strategies to help the City withstand future impacts from climate change. The City has compiled a list of vulnerable assets, and their associated threats to help better understand the current conditions under which Morro Bay must prepare for future climate change impacts. Some of the most significant are sea level rise (focused on in its dedicated plan), drought, flooding, extreme heat, and others. Other hazards such as geological events and wildfire, are not as significant in the degree to which they will become more frequent or more severe. However, if these hazards occur, they can have disastrous effects on human life, city infrastructure, and natural habitats. The overarching goals outlined in the Safety Element are to minimize damage from natural hazards, as well as develop protections to reduce both risk and damage occurring from future hazards.

Table 4.1: Natural Hazard Impacts on Vulnerable Assets (City of Morro Bay, 2021)

Hazard	Expected Impact	Vulnerable Areas
Tsunami	Flooding, habitat damage	Tsunami inundation zones
Wildfire	Burn damage, health impacts from smoke, decrease in recreational and aesthetic value	Inland agricultural, residential, parks, and open space uses
Geologic and Seismic Events	Earthquakes, liquefaction, subsidence, landslides, ground shaking	Earthquakes hazard zones
Flooding	Soil erosion, harm to agricultural activity, damage to structures, infrastructure, and landscaped areas	Buildings, infrastructure, and habitat in flood-prone areas
Drought	Loss of habitat diversity, water shortages, decreased population and economic growth	Agricultural, natural, and open space uses
Sea Level Rise[1]	Erosion, inundation, saltwater intrusion, flooding	Beaches, dunes, shoreline, beachfront, waterfront/Embarcadero, buildings, and infrastructure
Extreme Heat	Reduced foot traffic, decrease in visitors, habitat degradation, health impacts to vulnerable populations	Embarcadero, State Park, estuary, residential areas

Cal-Adapt

Cal-Adapt was used to calculate the forecasted changes in Morro Bay's climate. Cal-Adapt is an open-source tool that provides up-to-date information on geographically specific climate projections within California. It is a collaboration between state agencies, universities, private sector researchers, and national labs. The tool creates a snapshot of climate hazards and projections for threats such as precipitation, sea level rise, temperature change, and high heat days. From the output data, the three areas most relevant to the city's future and wellbeing of its citizens are temperature, precipitation, and wildfire frequency.

Cal-Adapt's output data shows that average annual temperatures in Morro Bay could potentially increase by 3°F. While the temperatures will not increase to the same degree as inland areas, increased temperatures, even when experienced gradually, can have negative effects for coastal communities and habitats. In addition to heat, precipitation and sea level rise will see a dramatic increase over the next decades, posing severe threats, and calling for action in resilience and adaptation for the city. When analyzing temperature increases, both extreme heat days, defined as high temperature days above 90°F for at least two to three continuous days, and warmer nights will become more prevalent over time. From the mid-2030s to the 2040s, extreme heat days will surpass the current levels and become more prevalent. The most extreme days will occur at double the frequency. Warm nights will follow a very similar trend line to extreme-heat days. While typical coastal cities may not feel this effect to the same degree

as inland cities, this has particular relevance for Morro Bay given the older than average population. This coincides with the Cal-Adapt predictions for increased wildfire risk. Morro Bay is currently not susceptible to extreme wildfire risk, but projections show that may change in the coming decades as heat and drought combine to dry out vegetation and increase the risk that wildfire will pose in the future. There will be a decrease in precipitation, yet extreme rain events will increase, with the chance of 100-year floods increasing. Cal-Adapt shows similar predictions for extreme drought events. This rapid flux of weather events will have severe impacts on local ecology and human health if not properly prepared for.

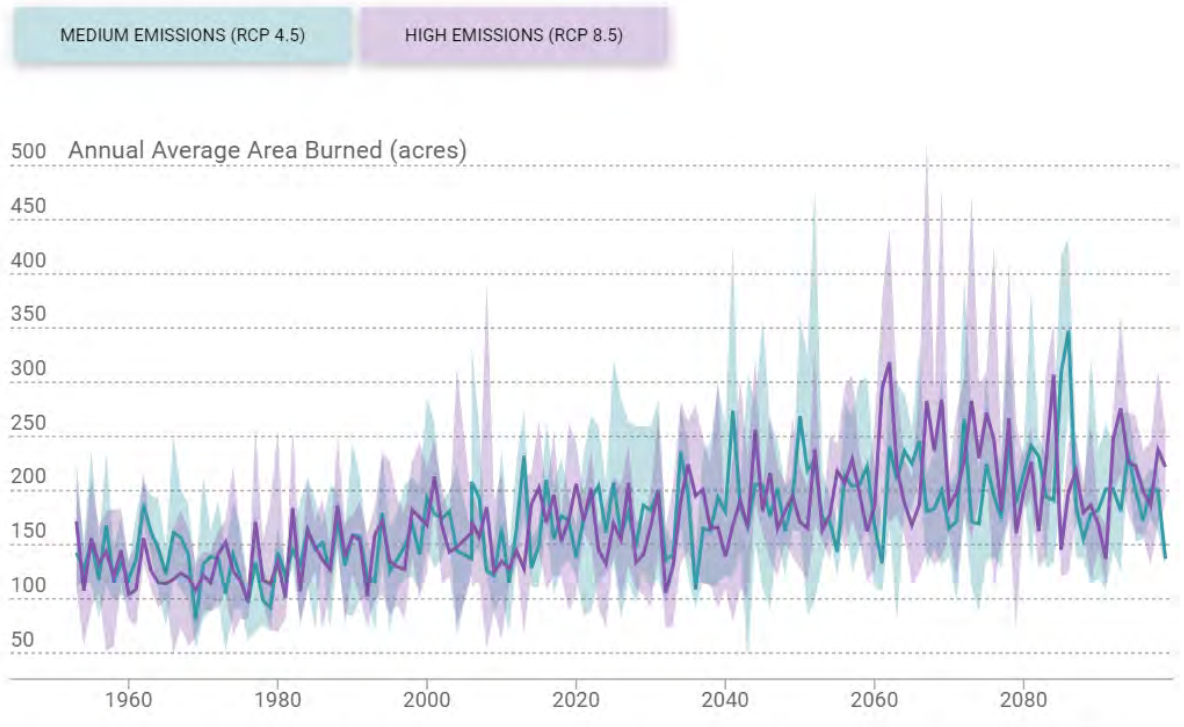

Figure 4.2: Annual Average Area Burned in Acres from 1960-2080 (Cal-Adapt, 2023)

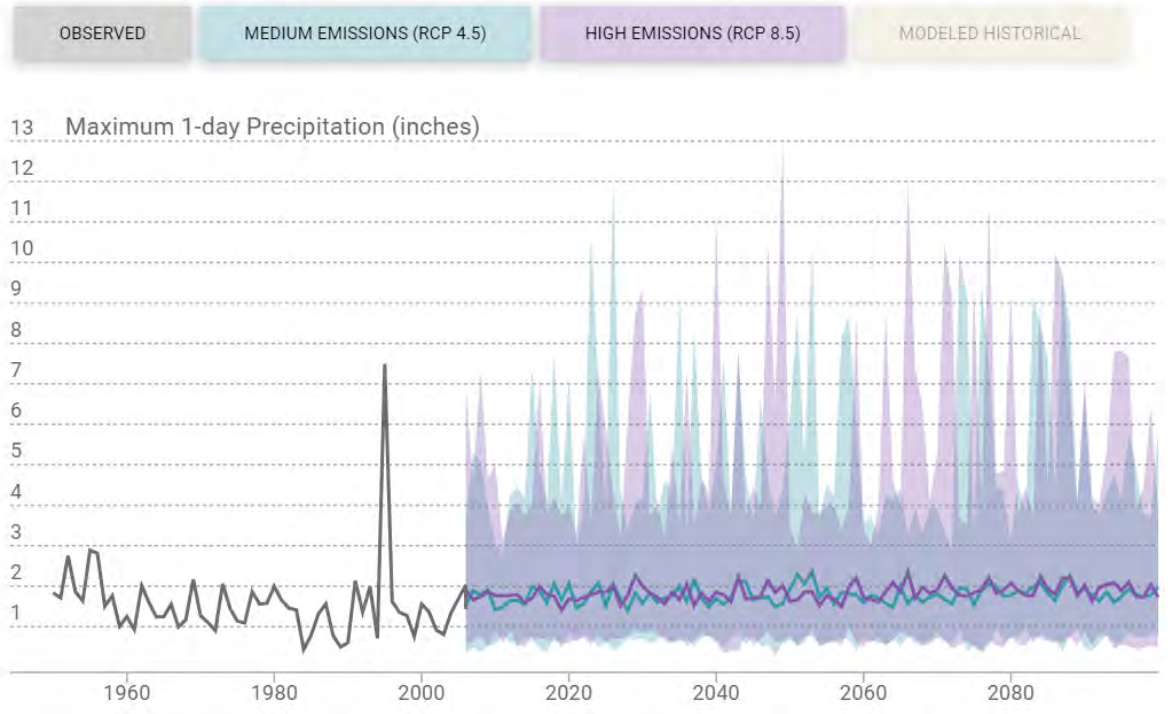

Figure 4.3: Maximum Precipitation 1960-2080 (Cal-Adapt, 2023)

4.3 Habitat, Wildlife, and Ecological Vulnerabilities

Morro Bay is an incredibly biodiverse area for plant communities and wildlife and known for its estuarine habitat and variety of coastal birds. The region plays a critical role in the health of several special status species, such as the Morro shoulderband snail, western snowy plover, and tidewater goby. Although all habitat types within the watershed are at risk of vegetation loss with increased heat, drought, and wildfire, the coastal dune and riparian communities face the largest impacts from climate change.

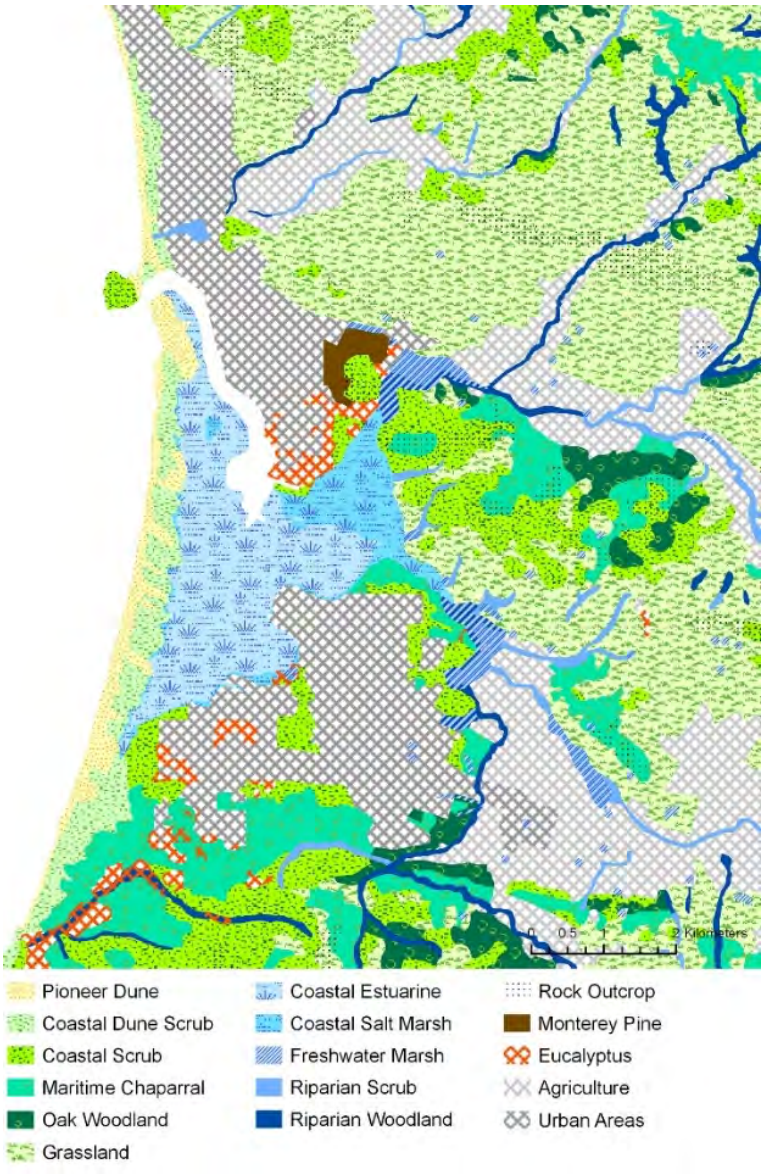

Figure 4.4: Morro Bay Habitat Types (Morro Bay National Estuary Program)

Coastal Dunes

Coastal dunes found along the sandspit in Morro Bay are greatly threatened by sea level rise and the erosion that follows. There are two types of coastal dune communities found in Morro Bay: pioneer dunes and coastal dune scrub. Pioneer dunes are characterized by active dunes that are coastal facing, meaning they are most susceptible to heavy winds and blowouts that change their form. Vegetation on pioneer dunes consists mostly of herbaceous species due to the sandy soils that hold little water and frequent salt sprays. The coastal dune scrub community occurs on stabilized dunes which have a lower salt content and soils that hold more water compared to pioneer dunes. So, plant species in this community have deeper root systems that further work to stabilize the dune. Both coastal dune areas are particularly vulnerable to rising water levels that would push the dunes towards the shore, change their form, and increase salinity levels in the soil, all of which would make the dunes inhospitable to existing vegetation and to the endangered Morro shoulderband snail.

Figure 4.5: Sandspit Beach, Montana de Oro State Park (Californiabeaches.com, 2023)

Wetlands

Sea level rise, heat, and drought will all affect the health and water quality of streams and riparian areas in Morro Bay that host a diverse array of flora and fauna. To begin, as sea levels rise, salt water will encroach into freshwater creeks as well as saturate riparian soils. As a result, the species that live in or grow along riparian areas face poor soil and water quality. Furthermore, drought and heat will continue to compromise the health of riparian species by affecting the temperature and availability of freshwater. This decline of water quality will lead to the overall degradation of wetland areas as native species will no longer be able to sustain themselves. Without proper vegetation cover, the exposed ground cover of riparian habitats will become more vulnerable to the effects of wildfire. Additionally, wildlife that depend on riparian vegetation for survival will be forced to migrate. Lastly, the loss of riparian species will result in this community becoming a sink habitat that loses its carbon sequestration and cooling abilities.

Wildlife

There are multiple threats to wildlife as the effects of climate change grow, ranging from sea level rise threatening habitat survival, to the loss of species entirely. Major habitats in the area include woodlands/forests, shrub-dominated habitats, sparsely vegetated habitats, and wetlands and water dominant areas including the bay itself. These are vital wildlife corridors for the species in Morro Bay, providing necessary habitats and natural resources for their continued survival. As sea levels rise, coastal habitats will be more susceptible to inundation and erosion, threatening coastal mammals, and aquatic life. This can also disrupt migratory bird habitats, forcing them to move further inland during migratory seasons. Wetlands are also vulnerable to sea level rise, due to nutrient imbalance and changes in salinity which will disrupt the species living within them.

As increased average temperatures lead to more high heat days, native vegetation will be less resilient since they are best suited for the current climate conditions. Being less-drought tolerant can lead to vegetation species drying out. This has significant implications for local wildlife that relies on native vegetation as both a food source and as a habitat. This dry vegetation will also be less resilient to wildfires, threatening species and people. Vulnerable wildlife may be forced to migrate inland to more habitable regions or could face

endangerment for already shrinking wildlife populations. This can be especially dangerous for species that have special status or are already protected. Loss of these important species can disrupt the ecosystems within Morro Bay and can open the region up for invasive species. The same threats to coastal wildlife can be said for those in riparian areas. Increased temperatures can lead to high heat days and more prevalent droughts, threatening the wildlife that lives there. Loss of riparian areas will force migration as groundwater capacity in these areas decreases.

4.4 Sea Level Rise

Morro Bay relies heavily on the California Ocean Protection Council's report, *Rising Seas in California: An Update on Sea-Level Rise*. Published in 2017, this is the most recent data from the organization. According to these most recent projections, Morro Bay could experience up to 0.5 ft. of SLR by 2030, 0.9 ft. by 2050, which will then increase to 5.5 ft. by 2100. These projections are incredibly significant to the future of Morro Bay's natural resources, infrastructure, economic resources, and pose a severe threat to human life. Across the city, sea level rise will affect multiple areas as identified by the *Sea Level Rise Adaptation Strategy Report*. By the year 2040 Morro Bay State Park and South Bay Boulevard will see significant flood risk and by the years 2080-2100 this flood hazard zone increases in severity and expands beyond the State Park and into the county owned land north of Los Osos. The dunes across from the Embarcadero walkway see similar trends in flood risk. 2040 projections see a flood hazard zone along the edges of the dunes, expanding to most of the dunes by 2080-2100 projections. Morro Strand State Park will face extreme inundation threats by the year 2040 and will be entirely encompassed by a flood hazard zone, expanding father inland by the 2080-2100 projections. The northern neighborhoods of Morro Bay will also see increased flood risk.

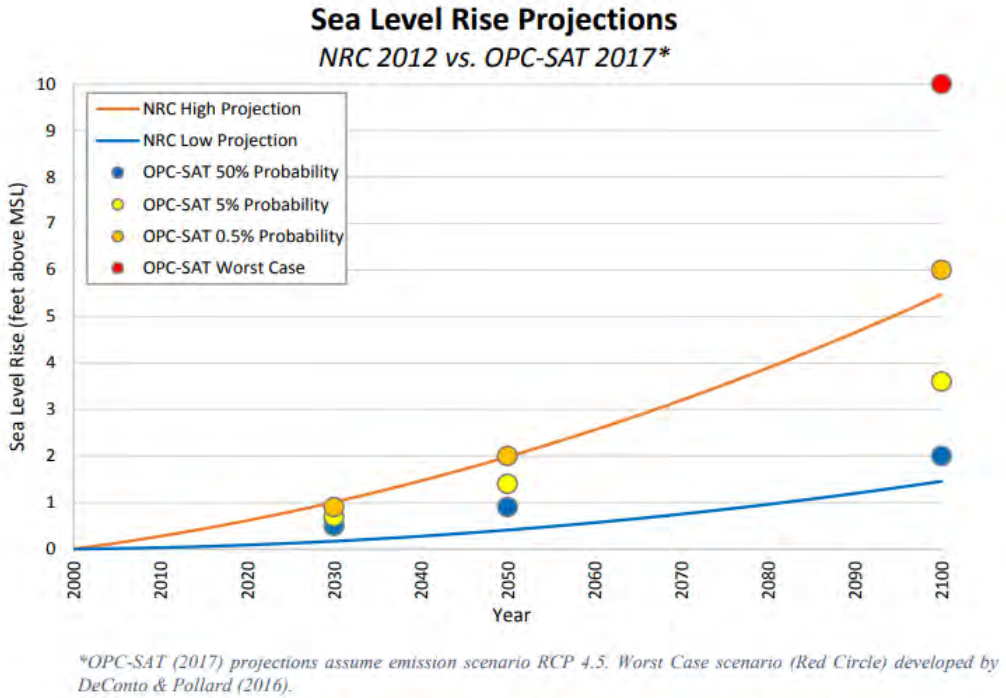

Figure 4.6: Sea Level Rise Projections through 2100 (City of Morro Bay, 2018)

Sea Level Rise Adaptation Strategy Report (2018)

The *Sea Level Rise Adaptation Strategy Report* outlines the effect that sea level rise (SLR) will have on three specific study areas of Morro Bay. While narrow in scope to three areas, the selected study sites provide a comprehensive review of the most sensitive areas to SLR. The selected study sites are Highway 1, Morro Rock Parking Lot, and the Embarcadero Waterfront. Highway 1 is a State highway running through Morro Bay and has one stretch between there and Cayucos in which it is along the coastline, leaving it vulnerable to flooding and extreme weather events. The Morro Rock parking lot is a major destination for pedestrians and high traffic; it is also the only access road to Morro Rock. Coleman Drive is the only access road to the parking lot. The Embarcadero is one of the major draws of tourism for the city and is an economic hub of restaurants and hotels. The floating docks are also where many boats are stored, leaving them vulnerable to coastal storms. The three study areas were analyzed by using the 2050 and 2100 sea level rise projections, looking to predict threats from inundation, flooding, and coastal erosion where applicable.

Table 4.2: Projected Sea Level Rise by 2100 (City of Morro Bay 2018)

Year	Projected Sea Level Rise (ft)	Projection Uncertainty (ft, +/-)	Low Range (ft)	High Range (ft)
2030	0.5	0.2	0.2	1.0
2050	0.9	0.3	0.4	2.0
2100	3.1	0.8	1.5	5.5

Source: National Research Council of the National Academies 2012

Flooding, Inundation, and Erosion

For the three locations studied in the *Sea Level Rise Adaptation Strategy Report*: Highway 1, the Morro Rock parking lot, and the Embarcadero, these projections pose a significant threat. Inundation, bluff erosion, and flood events will all increase in prevalence and severity in both the 2050 and 2100 scenarios for most or all these study areas. Bluff erosion and inundation pose the most risk to Highway 1 in both SLR scenarios, while it only poses a severe threat to the embarcadero in the 2100 scenario. Flooding will increase in severity during severe rain events for all study areas and will increase in frequency for lower intensity rain events. This will likely affect the entirety of Morro Bay, not just the study areas. Though, these three are adequate representations of how flooding will affect the whole city. *The SLR Adaptation Strategy Report* also looks at how projected sea level rise is going to affect the dunes on the outside of the bay, showing that the dunes adjacent to Morro Rock on either side will be increasingly affected by dune erosion, more frequent inundation, and will become mostly encompassed in a flood hazard zone by 2100. Figure 4.7 shows the projected sea level rise hazard zones for the year 2050, the dunes in particular are at high risk.

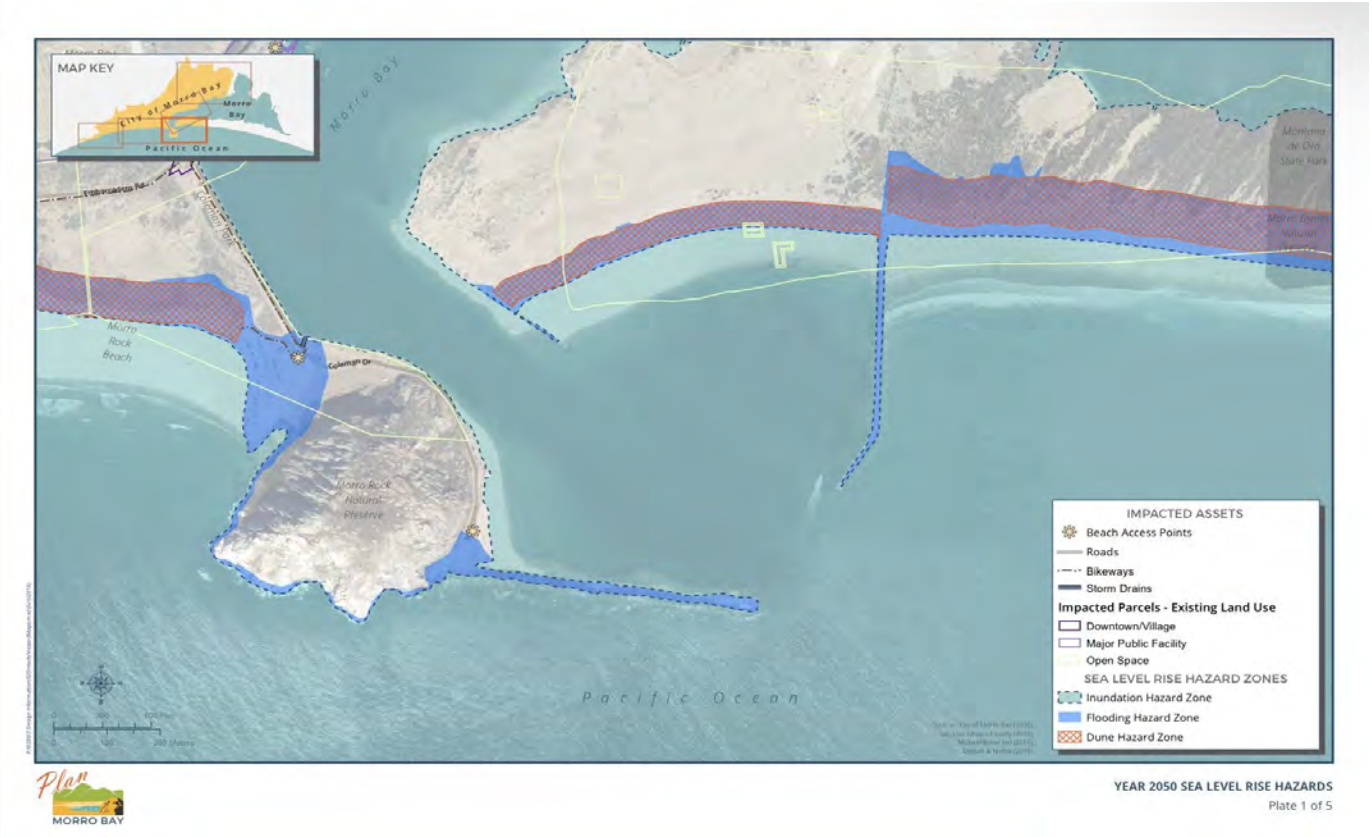

Figure 4.7: Projected Impact SLR Areas, 2050 (City of Morro Bay, 2018)

Highway 1 Study Area:

Inundation becomes a significant threat around the year 2100, when the frequency will begin to damage a majority of Highway 1. The same is true for bluff erosion, where it will become a severe threat in 2100 and a bluff hazard zone will encompass both lanes of Highway 1. Flooding will occur in both scenarios but will become common in less severe storm events in the 2100 scenario.

Inundation Hazards

- 2050 SLR Scenario: Highway 101 is protected from inundation.
- 2100 SLR Scenario: Will become exposed to frequent tidal inundation, daily wetting and drying.

Flood Hazards

- 2050 SLR Scenario: The entire study area is exposed to flooding during extreme storms.
- 2100 SLR Scenario: The study area is exposed to more frequent flooding during less extreme storms.

Bluff Erosion Hazards

- 2050 SLR Scenario: A 70ft. bluff hazard zone encompasses the south end of Highway 1.
- 2100 SLR Scenario: A 130ft. bluff hazard zone encompasses both ends of Highway 1.

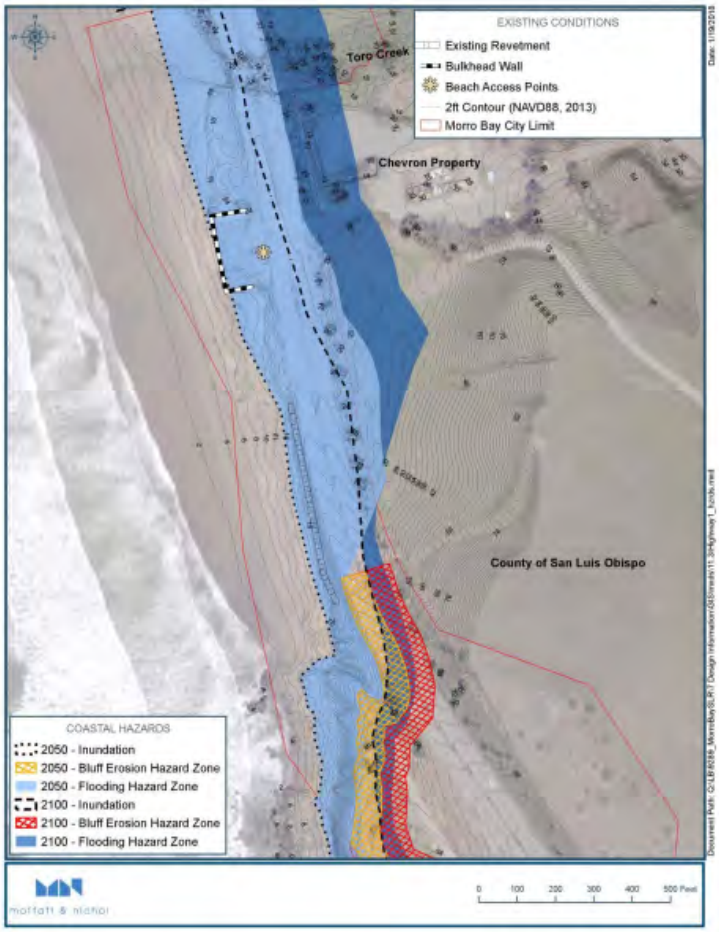

Figure 4.8: Coastal Hazards in the Highway 1 Study Area (City of Morro Bay, 2018)

Morro Rock Parking Lot Study Area:

The Morro Rock parking lot will not be inundated in the 2050 and 2100 scenarios. Flood hazards will cause frequent disruption in extreme storm events at the parking lot and high surf events will be more common. Flooding will cause the entire parking lot to exist in a flood hazard zone by 2100 with current projections.

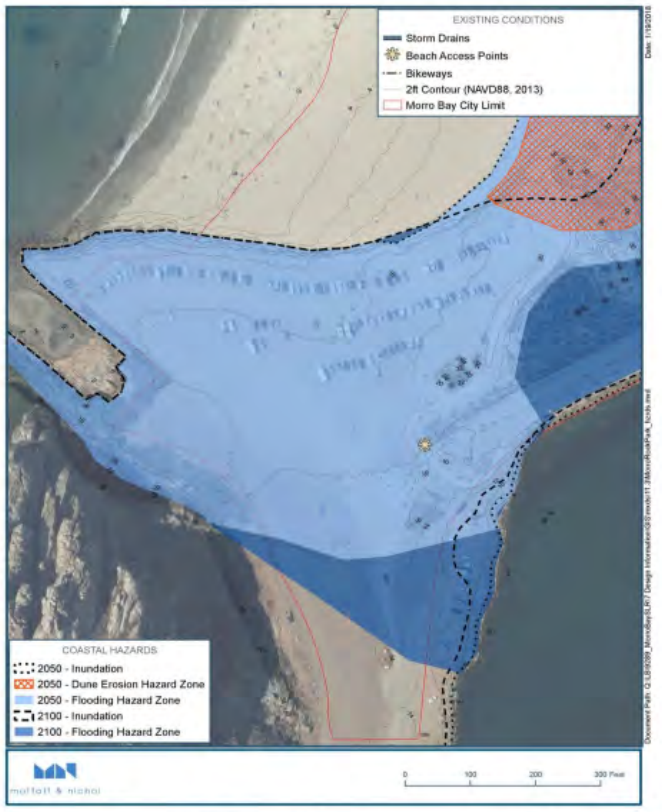

FIGURE 4-2. COASTAL HAZARDS IN THE MORRO ROCK PARKING LOT STUDY AREA (HIGH SLR+100-YR STORM)

Figure 4.9: Coastal Hazards in the Morro Rock Parking Lot Study Area (City of Morro Bay, 2018)

Inundation Hazards

- 2050 & 2100 Scenario: The study area is protected from inundation.

Flood Hazards

- 2050 Scenario: Coastal access and recreation areas will not see significant flood risk but may see disruptions during extreme storms; high surf events are also more likely.
- 2100 Scenario: Morro Rock parking lot is almost entirely a flood hazard zone.

Embarcadero Waterfront Study Area:

Inundation Hazards

- 2050 Scenario: Utilities, floating docks, and stormwater infrastructure will experience debilitating floods events accompanying heavy storms.
- 2100 Scenario: These same areas will be fully vulnerable to inundation and water levels begin to approach road elevations.

Flood Hazards

- 2050 Scenario: Episodic flooding of the embarcadero will happen during heavy rainfall.

Water Reclamation Facility

Construction of the Morro Bay Water Reclamation Facility began in 2020 and was completed in 2023. The facility generates roughly one million gallons of recycled water per day. This water will meet indirect potable reuse needs around the city (EPA, 2023). The facility was moved for a variety of reasons, primarily due to age and threats from sea level rise that could have damaged the facility. The previous facility was located in the City's identified coastal zone,

leaving it vulnerable to sea level rise, flood inundation, and tsunamis (Morro Bay Water Reclamation Facility Fact Sheet, 2023). With the new facility outside of the City limits, it is now subject to the regulations of San Luis Obispo County and the Coastal Commission. Being moved farther inland, it can be protected from future hazards that would have once posed a significant threat. It also creates a drought buffer that will be capable of providing up to 80% of the City's water needs in the future (Morro Bay Water Reclamation Facility Fact Sheet, 2023).

Wildlife and Vegetation Habitats

The increases in sea level rise and its associated hazard zones will drastically affect existing wildlife habitats and the prolonged existence of vegetation along the dunes and surrounding Morro Rock. The risk of inundation can harm the vegetation along both Morro Rock, and on the dunes at public beaches. Frequent wetting and drying can overwhelm plant life, potentially leading to severe habitat loss and threats to species viability along the beaches. The same can be said for flood risk.

Vegetation can see significant damage along public beaches and recreation areas, as well as further inland into the flood zone. This also begins to affect wildlife habitats since many mammal species need existing vegetation in places like Morro Bay State Park to survive. Sea life can be put at risk with increased flood events and can be potentially displaced the more frequent they get. Another significant species that can be harmed and see population reduction with increased flooding is the sea otters that are often found near Morro Rock or the Embarcadero. Both locations are under threat of more severe and frequent flood events as there are more heavy rainfall incidents. Erosion, though less than inundation and flooding, also poses a risk to wildlife and vegetation habitats. With erosion becoming more impactful along Highway 1, protected wetlands can become damaged by necessary construction and adaptation measures, the city may undertake.

4.5 Wildfire

Compared to other hazards such as flooding, the risk of wildfire is relatively lower, especially given the lower average temperatures compared to other cities in the county. This, however, will not remain true in the coming decades. Morro Bay's extreme heat days are current at a historic average of 4 per year. Over time this will drastically increase to up to 30 extreme heat days a year by 2030. By 2070 this could reach roughly 50 extreme heat days a year (Cal-Adapt, 2023).

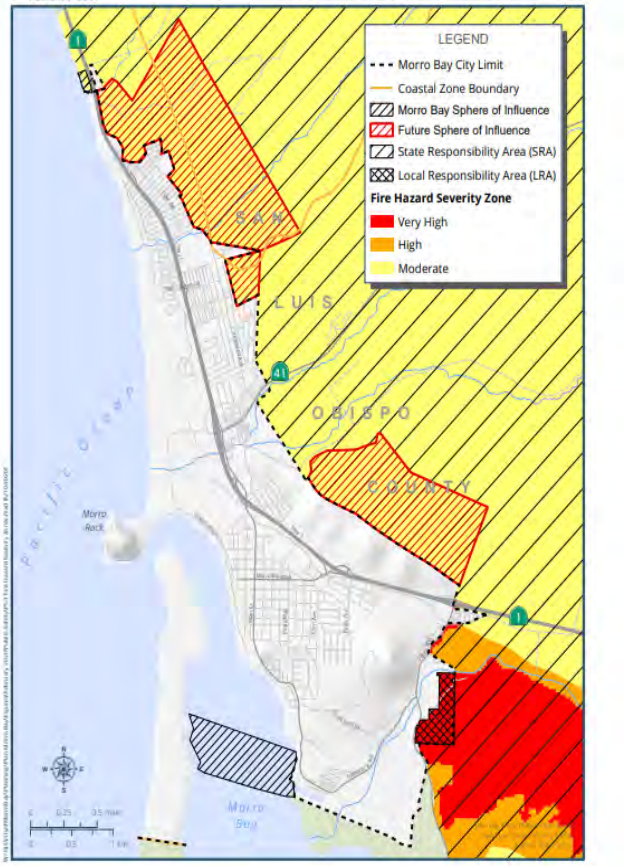

Figure 4.10: Fire Hazard Severity Zones and Responsibility Areas (City of Morro Bay, 2017)

Aside from direct impacts from wildfire, a significant secondary consequence is increased stormwater runoff. When wildfires burn an area, it can remove a lot of the plant material that holds the soil together that slows down surface water. Without the added benefit of ground vegetation, precipitation that falls onto the burn area can easily run off and spread pollutants and reduce the water quality.

Several parts of Morro Bay exist in fire hazard severity zones. Some of them have natural resilience and adaptability to fires but agricultural land and neighborhoods are the most vulnerable. The city limits are adjacent to the Wildland Urban Interface (WUI) and are at risk of wildfire spreading into denser urban areas if not mitigated properly. By 2100 Morro Bay is projected to experience 15% more wildfire events than current conditions. The highest area of fire hazard severity is the southeastern portion that encompasses the Morro Bay estuary.

Infrastructure and utilities throughout Morro Bay will be affected by wildfire. Telecommunication and electrical lines that serve Morro Bay are within fire-prone areas that can spread into urban areas. If affected by wildfires, the power lines and utilities may be downed and cause outages or poor coverage until repaired.

Natural resources that are within fire-prone areas are also at an increased risk. Loss of scenic resources can happen if large swaths of vegetation are lost. Native species in Morro Bay, and California more broadly, are relatively resilient to wildfire and have the capacity to recover, nonnative resources are still at risk. The biological integrity of local open space and protected areas are at risk of severe ecological damage due to wildfire, especially when considering the nonnative species that have been integrated. Recovery times may be reduced by ecological

restoration projects but will still need to be improved to be more resilient. Other open space areas within Morro Bay's sphere of influence are outside of the city's jurisdiction but still require consideration given their proximity to the city proper. Other open space outside of the city is still highly valued by community members and would reduce the recreational capacity of the city if they're affected. Morro Bay State Park is one area that is highly adaptive to wildfires but still has a relatively high vulnerability given that it has a high number of native plants.

Open Space

As the frequency of intensity of wildfires increases in the coming decades, both statewide and within Morro Bay, this can threaten to damage or destroy the protected open space that Morro Bay currently enjoys. The largest threat to open space currently is firebrands, or embers. Given that much of the city exists within the Wildland Urban Interface (WUI), a lot of the public parks and other open space can see direct transfer of firebrands from rural fires potentially miles away. These can spread by wind into the city and once highly vegetated areas have caught fire (made easier by vegetative drying from increased temperatures), these can quickly become urban fires and being to destroy businesses or homes.

The same threat of firebrand transfer from rural to WUI areas is also a significant threat for Morro Bay State Park. Although managed by the State Parks, wildfire mitigation and prevention policies are still important considerations given that the park is within City limits Its proximity to the city's urbanized area poses a threat of wind transfer to residential buildings that can quickly spread between each other.

Wildlife and Vegetation Habitats

Similar to open space, there is a significant threat to both wildlife and vegetation habitats from wildfire. Since much of the city is in the WUI and would fall under CalFire's higher fire hazard severity zones, there is a particular interest in ensuring that the natural resources of the city are protected. City parks and protected wildlife areas within the city's jurisdiction are vulnerable to firebrands if winds were to shift westward during a fire hazard event, given that most of the wind flows eastward. This can also cause potential wildfires to spread beyond the city into sparse rural areas. While there are a significant number of native species currently in Morro Bay, it's possible that severe wildfire events could impact their capacity to recover or adapt. The Southeast portion of Morro Bay is where a majority of these natural resources are. Intermixing with nonnative species could put these areas at a higher risk for fire spread and habitat damage. This, however, is unlikely. Morro Bay's actual risk of smaller scale wildfires is relatively low given the wind patterns, average temperatures, and annual precipitation. Though there is still adaptation that is important to undertake to protect the city in the event of a wildlife of any size.

Infrastructure

When considering wildfire, one of the most important elements to consider when implementing adaptation strategies is the age of many of the homes in Morro Bay. The age of these homes likely indicates that they are not up to code for fire prevention. An important tool in stopping or slowing the spread of wildfire is to prevent buildings from igniting at all. New constructions are subject to requirements about building materials that lessen the likelihood that they'll ignite. Older buildings are not retrofitted to meet these new requirements, leaving

them vulnerable to embers that are carried by wind. As discussed in the section on open space, there are various recreational and protected areas within, and adjacent to, the city. Any fires that may be started from, or transferred into, the WUI can easily ignite any buildings next to it, leaving most of the city vulnerable.

4.6 Drought

Occasional droughts are a regular feature of California's climate, however the frequency with which they will occur is predicted to increase as the rate of annual precipitation begins to fall over time. Morro Bay California is expected to see a decline in rainfall of roughly two inches by the year 2050 and that will increase to a decline of three to four inches by 2100 (See Figure 4.11). This loss of rainfall will cause groundwater aquifers to no longer reach capacity, causing the land to be more susceptible to drought over time. Another factor putting Morro Bay at increased risk of drought is the projected decrease in precipitation and runoff from the Sierra Nevada Mountains that supports the California State Water Project (SWP), the primary source of water for the City. Decreases in available water from the SWP may lead the City to institute water restrictions to combat water shortages or to undertake drilling wells deeper, a costly and risky endeavor that can risk saline intrusion into aquifers (City of Morro Bay 2017).

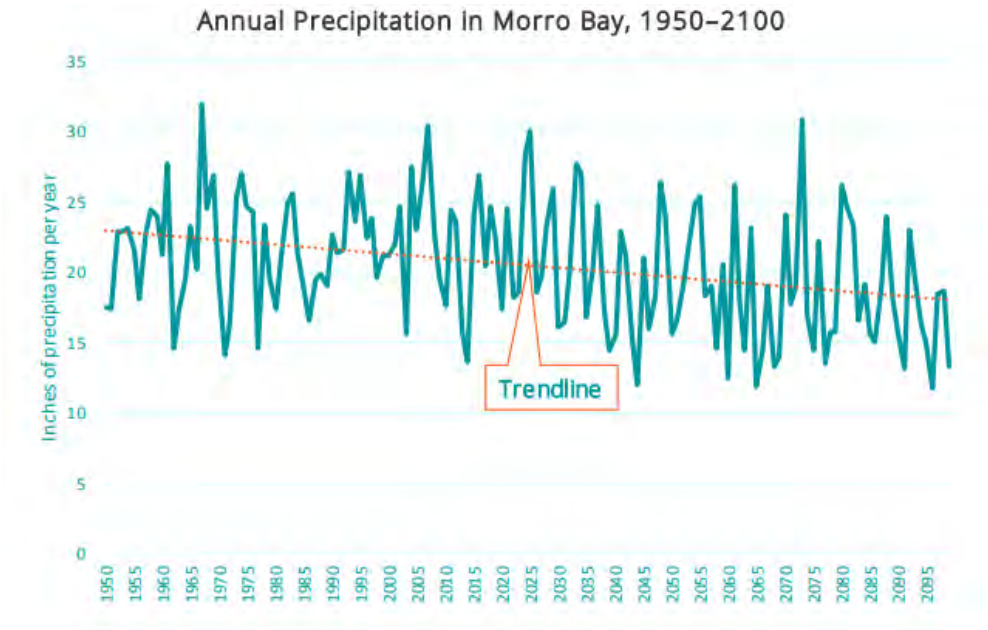

Figure 4.11: Precipitation Change with Drought, 1950-2100 (City of Morro Bay, 2021)

Wildlife and Vegetation Habitats

The threat that drought poses to wildlife will mostly affect the species living in the open space and protected areas adjacent to the city. As small rivers and creeks dry up during years of drought. They will be forced to spread farther away from their natural areas to find water and this can cause increased stress onto the species' population. This can also drastically affect species whose habitat requires rivers or streams such as small fish or reptiles.

Vegetation in both open space and within the city's urbanized areas are going to be severely affected by drought. Native species have a natural resilience to seasonal drought and have natural capabilities to withstand long periods with low rainfall. The natural resilience of these plants has been cultivated over time for regularly occurring drought and not necessarily for increased drought caused by climate change. The agricultural land surrounding Morro Bay will also be severely affected by drought as the lowest rainfall predictions for both 2050 and 2100. As the land dries out over time, the agricultural capability of the land will be drastically reduced. The main reason for the decrease of land quality is the decrease of groundwater capacity. Riparian and wetland habitats are particularly vulnerable assets as intense periods of drought may cause long-term damage to the riparian areas.

Water Quality

Water quality is going to be affected by drought, particularly in both the bay itself, and the riparian habitat areas near the city. The bay is going to see a change in chemical and nutrient make-up that will be caused by the decreased rainfall that supplements the bay's water balance. Both the wetlands and the bay will be sensitive to changes in nutrition quantity and water salinity caused by drought conditions. Droughts will eventually cause a decrease in freshwater and a corresponding increase in the levels of saltwater that will be entering the bay. Sea level rise will also affect wetlands, increasing their salinity and disrupting their chemical content. Sea level rise compounding on the changing salinity increases the amount of saltwater that enters the habitat and will limit the inflow of freshwater, reducing its portion of the wetland. This alters the nutrient balance of the water in the wetland and can affect both the vegetation and the animal species that live in the wetland. Taking steps to mitigate these after the fact can be very costly and are best to be preemptively prepared for, rather than taking action after the damage is already done.

Parks and Recreation Activities

Parks and recreation will be affected by drought as it relates to the long-term viability of the open space and public recreation areas in Morro Bay. One of the city's most valuable assets is its natural resources and open space, especially the coastal access. As drought increases over time, both native and non-native plants along the dunes can become weaker and decrease in population. This can lead to increased erosion of the coastal dunes that protect the natural beauty of the beach and serve as a protection for coastal species from wind and sea level rise.

Local recreational areas are also threatened by drought through the potential loss of land and protected vegetation. Recreational space in Morro Bay often has an abundance of both native and non-native species, both of which can be drought resistant to varying degrees. Playing fields, for example, can often have perennial grasses that will be very susceptible to drought as they are very water intensive. The stress of drought can cause them to become weakened and potentially die off.

4.7 Heat

The number of extreme heat days per year in Morro Bay are expected to rise over this century, increasing from 4 days in 1970 to between 80 and 90 days by 2100 (See Figure 4.12). Commercial infrastructure is vulnerable to extreme heat, particularly the fishing industry. A

small but vital part of the Morro Bay economy, extreme temperatures may decrease aquatic populations and impact the long-term viability of the commercial fishing industry. There is an adaptability for the fishing industry through conservation efforts and continued effort to maintain a viable fish population. Agricultural land within the city will also be impacted in a similar way to the fishing industry. Decreased crop yields can become more common as extreme heat days become more common, this will also impact water usage across the city and surrounding areas. Support for local farmers and the preservation of surrounding open space to minimize any urban heat island (UHI) effects can help keep farmlands cool, to an extent. Increasing water allocations for agriculture will help alleviate the problems of heat but are not a long-term solution.

Housing availability is a significant problem that will be affected by heat, however there are specific impacts to Morro Bay that pose unique threats as temperatures rise (Figure 4.12). The aging and declining of homes specifically may be harmed by increased temperatures as they are not properly adapted to handle increased heat with proper insulation and passive cooling. Advances in new technologies since the 1970s have included better insulation, more efficient heating and cooling, and more resilient building practices may not have been implemented into older buildings in Morro Bay, particularly residential homes. This will likely affect elderly populations disproportionately as they are more likely to own older homes and may not have had the opportunity or financial capability to update. The effects of Measure F that cap the population are likely to keep the demand for new housing construction at a relatively similar level to existing demand, allowing the city to focus on adapting existing buildings rather than constructing new ones.

Utilities/Infrastructure

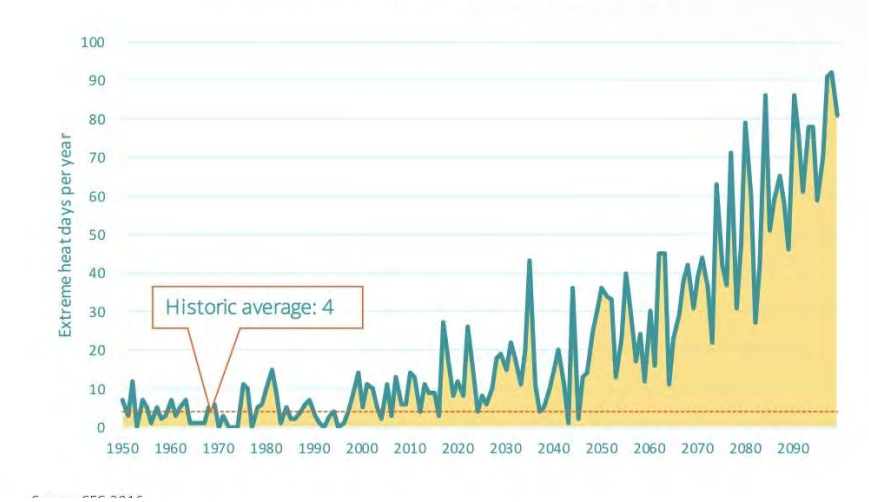

Figure 4.12: Extreme Heat Days in Morro Bay 1950-2100 (Cal-Adapt, 2023)

High heat days can put additional strain on the electrical grid as demand for power is caused by increased temperatures. This can cause an increased risk to the city's necessary functions with the threat of power outages. Updating the city's electricity infrastructure with more insulated technology can reduce the impact of extreme temperatures though a lot of this is outside of the city's jurisdiction. The continued establishment of microgrids held under city jurisdiction can help reduce this impact.

Roads and highways can also experience negative impacts from high heat. Melted asphalt or cracked roads can be exacerbated by more frequent heat waves or more sustained high

temperatures in the summer. Using new methods of paving roads such as high-albedo paving or asphalt can help increase their resiliency.

Parks/Open Space

Morro Bay has a significant number of parks and open space that are in their jurisdiction. There are specific climate related concerns that will increase the difficulty in maintaining and operating these open spaces and public parks. Drought will become a specific concern as many of the public parks have perennial grasses and non-native species that require frequent watering that can cause their quality to degrade as drought increases. The existing plans species will be put under greater strain as temperatures rise and they may become less resistant to temperature change. Human comfort in public parks and open space is also a consideration as people will be less likely and less motivated to utilize these spaces on hotter days. Recreational opportunities will also be affected as many of them may have to be moved indoors or canceled altogether. Population change will also affect the management of open space. The proportion of the population that is over 50 is expected to remain roughly the same by 2040 but will still be the largest share of the demographic group. Seasonal visitors and tourists also utilize the parks, and this will only become more unsustainable as the existing population grows.

Water Quality

Water quality in Morro Bay could be affected by higher heat days as it relates to drought. Higher temperatures will increase the rate of evaporation for water in smaller streams and rivers which can change the nutrient content and salinity of the water. This can have strong implications for wildlife habitats, riparian areas, and agricultural lands that rely on groundwater for sustainability. Higher heat days resulting from climate change may shift Morro Bay's average climate outside of the comfort zone for these crops, as well as for the non-native species that exist within the city. Drought conditions and high heat could lead to chemical changes in the water in the bay, and in groundwater aquifers. This can be exacerbated by increased precipitation that absorbs into groundwater, especially if chemical content is changed.

4.8 Vulnerability/Adaptation Goals and Policies

The goals and policies for the Vulnerability Assessment were collected from three municipal reports created by the City of Morro Bay: *Plan Morro Bay – Safety Element (2021)*, *Plan Morro Bay – Revised Community Vulnerability and Resilience Assessment (2017)*, and the *Sea Level Rise Adaptation Strategy Report (2018)*.

Table 4.3

Plan Morro Bay – Safety Element Goals and Policies	
Goal PS-1: Damage from natural disasters in minimalized repaired quickly.	Policy PS-1.1: **Vulnerable Assets.** Examine all vulnerable assets and develop a plan to minimize risks and respond quickly to damage.
	Policy PS-1.2: **Emergency Response:** Provide adequate warning and evacuation assistance in the event of natural disasters such as a tsunami, flood, and earthquake-related events.
	Policy PS-1.3: **Education and Awareness.** Provide public information regarding natural hazard risks and resiliency strategies.
	Policy PS-1.4: **Climate Change.** Consider how climate change impacts may change anticipated hazard conditions when planning for emergency response.
Goal PS-2: Development is protected from natural disasters and hazards to the greatest extent possible.	Policy PS-2.1: **Public Facilities.** Maintain the integrity and adaptability of essential public facilities that are vulnerable to natural hazards. Locate new essential public facilities in such a manner to minimize natural hazard risks.
	Policy PS-2.2: **New Development in High-Risk Area.** Require new development to be located outside of areas subject to natural hazards from tsunami, geologic, flood, and wildfire conditions to the maximum feasible extent. If development must occur in such high-risk areas, including if development cannot be feasibly sited in a manner that avoids such areas entirely, ensure that such development is sited, designed, and conditioned to minimize risks to life and property while mitigating the development's impacts to coastal resources, particularly to public recreational beach access. Development shall also ensure stability and structural integrity; shall not create nor contribute significantly to erosion, geologic instability, or destruction of the site; shall not substantially alter natural landforms; and shall not include shoreline protective devices.
	Policy PS-2.3: **Building Code and Fire Code**: Continue to adopt and enforce the most up-to-date California Building Standards Code and California Fire Code, with appropriate local amendments.

Wildfire Policies	Policy PS-2.4: **Construction in High-Risk Areas.** Require that structures be built in fire defensible spaces and minimize the construction of public facilities in areas of high or very high wildfire risk, including as mapped by the California Department of Forestry and Fire Protection
	Policy PS-2.5: **New Development in Wildlife High-Risk Areas.** Require new developments in areas of high and very high wildfire risk to incorporate fire-safe building methods and site planning techniques into the development.
	Policy PS-2.6: **Plan Consistency.** Work with fire districts, other agencies, and property owners to ensure consistency with related plans including the Morro Bay and San Luis Obispo County Emergency Operations Plans, and to coordinate efforts to prevent wildfires and grassfires through fire protection measures such as consolidation of efforts to abate fuel buildup, and access to firefighting equipment and water service.
	Policy PS-2.7: **Additional Fire Protection Standards for All Development.** In addition to other hazard requirements that may apply, the following fire protection standards apply to all development: a.) New Development and Fire Safety. New development shall meet all applicable fire safety standards and shall be sited and designed to minimize fuel modification and brush clearance to the maximum feasible extent, and to avoid such activities within ESHA and ESHA buffers on-site and on neighboring property, as well as parkland. All such requirements shall be applied as conditions of approval applicable for the life of the development. b.) Existing Development and Fire Safety. Removal of major vegetation adjacent to existing development for fire safety purposes shall only be allowed upon a finding that fuel modification and brush clearance techniques are required in accordance with applicable fire safety regulations and are being carried out in a manner which reduces coastal resource impacts to the maximum feasible extent. In addition to the foregoing requirements, removal of ESHA, or removal of materials in an ESHA buffer, shall only be allowed for fire safety purposes if it is not already prohibited by coastal permit conditions; if there are no other feasible alternatives for achieving compliance with required fire safety regulations; and if all ESHA and related impacts are mitigated in a manner that leads to no net loss of ESHA resource value.

Geologic and Seismic Hazards Policies	Policy PS-2.8: **Structural Stability.** Require new development to ensure structural stability while not creating or contributing to erosion or geologic instability or destruction of the site or surrounding area. Ensure that soils reports are prepared by a licensed civil engineer with expertise in soils and geology. Prior to acceptance, require soils reports by a certified engineering geologist when developing in the following areas: a.) Zone F, subzones 2 and 3 b.) All areas having fill material on property c.) Where there are known or suspected geologic, soils, or hydrologic problems in the immediate vicinity
	Policy PS-2.9**: New Development in High-Risk Areas.** Require that new development in areas subject to liquefaction and/or landslide hazards is constructed and located in a manner that will minimize risks to life and property.
	Policy PS-2.10: **Building Retrofits.** Encourage building retrofits that improve resiliency to geologic and seismic hazards.
	Policy PS-2.11: **New Development Proposals.** Require new development proposals in seismic hazard areas to consider risks caused by seismic activity and to include project features that minimize these risks.
	Policy PS-2.12: **Grading and Cut-and-Fill Operations.** Require new development to minimize grading and cut-and-fill operations. Require new development projects involving grading to have landscape plans prepared that include the following provisions: • Plantings shall be of native, drought-tolerant plant species, and blend with the existing natural vegetation and natural habitats on the site, except as noted below. • Invasive plant species that tend to supplant native species and natural habitats shall be prohibited. • Noninvasive ornamental plants and lawn may be permitted in combination with native, drought-tolerant species in the irrigated zone(s) required for fuel modification nearest approved residential structures. • Landscaping or revegetation shall provide 90% coverage within five years.
	Policy PS-2.13: **Additional Standards for Development Subject to Geologic and Seismic Hazards.** In addition to other hazard requirements that may apply, development in areas that are potentially subject to geologic hazards, (including Alquist-Priolo earthquake hazard zones and areas subject to landslides,

	liquefaction, steep slopes averaging greater than 30 percent, and unstable slopes regardless of steepness) shall comply with the seismic safety standards of the Alquist-Priolo Act (California Public Resources Code Sections 2621. et seq.) and all applicable seismic provisions and criteria in the most recent version of State and County codes; shall incorporate siting and design techniques to mitigate any such geologic hazards; and shall not create a hazard or diminish the stability of the area.
Drought Policies	Policy PS-2.14: **Drought Impact Assessment**. Develop a drought impact assessment that examines drought triggers, patterns, and community impacts. Determine methods to minimize risks and respond quickly to impacts.
	Policy PS-2.15: **Drought Impact Mitigation.** Explore ways to mitigate the impacts of drought, including alternative landscaping and water conservation. Landscaping in parks located in the coastal zone shall include noninvasive, native, drought-tolerant plants.
	Policy PS-2.16: **Impacts on Tourism.** Develop a plan to minimize drought impacts on revenue from tourism, such as weather monitoring and government assistance
	Policy PS-2.17: **Impacts on Agriculture.** Develop methods to mitigate and manage the impacts of drought on the agricultural industry, including conservation and incentives to grow less water-intensive crops
	Policy PS-2.18: **Drought Prevention.** Strengthen water management and drought prevention efforts by integrating local water management plans and considering water conservation in new development applications.
Sea Level Rise Adaptation Strategy Report – Highway 1 Adaptation Alternatives Analysis	5.1.1.1. **Protect – Improve Existing Revetment Revetments.** Significant pros of improving the existing revetment include: • Protection of the highway from current and future coastal hazards with no changes to Highway1. • Use of a known, relatively inexpensive shoreline protection measure. • The City could implement this alternative with less Caltrans coordination that realignment or retreat alternatives. Significant cons of this alternative include: • Loss of beach habitat and recreational beach areas as sea level rises as a result of a "coastal squeeze" between the ocean and the revetment

	• Regulatory permitting may be challenging for hard forms of shoreline protection. • The revetment function will decrease as sea levels rise and will require periodic maintenance. • Beach nourishment will likely be needed if the City wishes to maintain continuous public access along the beach in this area as sea levels rise.
	5.1.1.2 **Soft Protection – Build Sand Dune.** Significant Pros of this alternative include: • The dune would provide an inexpensive form of coastal protection to the highway and would provide a natural buffer for Highway 1 from wave run-up • The revetment core would provide a last line of defense for the highway should a storm event damage the dune in the areas where the revetment exists. • The City could implement this alternative with less Caltrans coordination than realignment or retreat alternatives. • Dunes could provide an opportunity to introduce a native habitat area. Vegetated dunes serve the benefit of being more stable than unvegetated dunes. Significant cons of this alternative include: • No specific design guidance exists for the use of dunes for shoreline protection on the west coast. Thus, the level of protection provided by the dune is unknown and is best implemented with an adaptive management plan in place. • The dune may require frequent maintenance, especially as sea level rises. • Creation of a dune habitat area would remove a portion of recreational beach area
	5.1.1.3 **Accommodate – Elevate Highway on Bridge.** Significant pros of this alternative include: • The roadway elevation will be sufficient to remove highway vulnerabilities to coastal flooding and bluff erosion. • The existing revetment would be removed, returning the area to natural dunes and bluffs. • Beach widths would migrate landward but sandy beach should be maintained. Significant cons of this alternative include: • The beach would eventually erode to a point where the shoreline would be under the bridge, which would limit public access. This impact would not be anticipated without extreme rates of SLR.

	• Bridge costs significantly exceed that of other alternatives. • Highway 1 is owned and operated by Caltrans. Thus, the City does not have the ability to implement this alternative without coordination with Caltrans.
	5.1.1.4 **Retreat – Shift Alignment Eastward.** Significant pros of this alternative include: • The roadway elevation and landward re-alignment should be sufficient to remove highway vulnerabilities to coastal flooding and bluff erosion through year 2100. • Would provide a maximum of 180 ft of horizontal retreat (at the elbow of existing Highway 1). • Could remove the existing revetment in all locations except where rock is needed for the Toro Creek southern bridge abutment, returning the area to natural dunes and bluffs. • There would be greater space between the roadway and the ocean; thus, reducing the "coastal squeeze" effect through the study area likely beyond 2050. Beach widths would migrate landward but sandy beach should be maintained. Significant cons of this alternative include: • This alternative would only provide a minimum of about 20 ft of horizontal retreat (south of the Chevron bulkhead wall). • The proposed alignment is outside of the City's jurisdiction. An agreement with the County of San Luis Obispo would be needed. • Highway 1 is owned and operated by Caltrans. Thus, the City does not have the ability to implement this alternative without coordination with Caltrans.
Sea Level Rise Adaptation Strategy Report – Morro Rock Parking Lot Adaptation Alternatives Analysis	5.2.1.1 **Protect & Retreat – Re-align and Raise Existing Revetment.** Significant pros of this alternative include: • Raising the revetment would protect the parking lot against modest rates of SLR. More detailed engineering efforts are needed to determine an appropriate revetment design to protect the parking lot through a given planning horizon. • Re-aligning the revetment would provide more recreational beach and beach habitat area, reducing the coastal squeeze between the ocean and the structure. Significant cons of this alternative include: • Regulatory permitting may be challenging for hard forms of shoreline protection. • Coastal squeeze will occur as sea levels rise.

	• Maintenance of the revetment will be needed over time to repair damage and to add rock to the structure.
	5.2.1.2 **Soft Protection – Construct Sand Dune.** Significant pros of this alternative include: • The dune would provide a natural buffer for Morro Rock parking lot from wave run-up and erosion • The revetment core would provide a last line of defense should a storm event damage the dune. • Planting native plants would provide increased stability of the dune while also providing habitat area. Dunes may be considered an improved aesthetic from the community. Significant cons of this alternative include: • The sand dune would likely need periodic maintenance in the form of dune re-nourishment. Sand for this maintenance could be derived from the annual USACE dredging program. • Blowing sand from the created dune may result in maintenance of the parking lot to remove sand. Sand fencing along the dune or native dune vegetation could reduce this maintenance need. • No specific design guidance exists for the use of dunes for shoreline protection on the west coast. Thus, the level of protection provided by the dune is unknown and is best implemented with an adaptive management plan in place. • The dune may require frequent maintenance, especially as sea level rises. • Creation of a dune habitat area would remove a portion of recreational beach area.
	5.2.1.3 **Accommodate & Retreat – Elevate Parking Lot.** Significant pros of this alternative include: • Retains the existing land mass that serves to protect navigational, commercial, and recreational uses of Morro Bay harbor. • Can accommodate high SLR rates by raising existing grades at Morro Rock parking lot. • Parking lot retreat and improvements can provide recreational amenities for the community. • SLR accommodation improvements to the parking lot can open up opportunities for creativity in the redevelopment of Morro Rock parking lot. Significant cons of this alternative include:

	• Coordination will be needed between the City and California State Parks as jurisdictional lines in this area are complex. The General Plan/LCP Update requires that a future Master Plan be prepared for this area. This planning document would capture navigational and parking goals and requirements of this area. The General Plan/LCP will set the framework for what the Master Plan needs to accomplish. • Coastal squeeze between the ocean and the revetment will occur as sea levels rise. This would result in decreased coastal habitat and recreational area
Sea Level Rise Adaptation Strategy Report – Embarcadero Waterfront Adaptation Alternatives Analysis	5.3.1.1 **Accommodate – Utilities Improvements.** Significant pros of this alternative include: • Low-cost adaptation measure that would maintain regular public and commercial function of the Embarcadero waterfront. • Measures could be implemented slowly on an as-needed basis. Significant cons of this alternative include: • Required attentive monitoring to prevent issues (e.g., spills, outages).
	5.3.1.2 **Accommodate – Floating Dock Improvements.** Significant pros of this alternative include: • Adaptation measures would likely be implemented toward the end of a structures design life. Thus, no retrofitting costs would be incurred. • Measures could be implemented slowly on an as-needed basis. Significant cons of this alternative include: • Attention is required during the approval of new facilities or lease renewals to ensure blanket standards are applied to leaseholds.
	5.3.1.3 **Accommodate – Storm Drain Improvements.** Significant pros of this alternative include: • It is a lower-cost adaptation measure that would maintain function of the storm drain system and reduce nuisance flooding within the Embarcadero waterfront. • Measures could be implemented on an as-needed basis. Significant cons of this alternative include:

	• Required attentive monitoring to prevent issues.
	5.3.1.4 **Vertical Retreat – Raise Waterfront.** Significant pros of this alternative include: • Maintenance of regular public and commercial function of the Embarcadero waterfront under a very high SLR scenario for year 2100. • Redevelopment of this land can be an opportunity for creative ideas for this area. Significant cons of this alternative include: • Implementing this strategy would be a large undertaking and logistically challenging (various leaseholds, funding, environmental impacts, etc.). • Commercial and recreation along the Embarcadero waterfront would be significantly impacted during construction.

5. State Policy

5.1 Introduction

California has to reduce greenhouse gas (GHG) emissions and achieve carbon neutrality by 2045. This ambitious commitment requires municipalities to take proactive measures to not only meet these goals but the specific needs of their communities. The City of Morro Bay acknowledged this challenge by creating their 2014 *Climate Action Plan*, which includes objectives and programs designed to address the specific concerns of residents. A key element of this effort is the creation of an appropriate CAP, which is strategically designed to facilitate implementation under CEQA. This chapter serves as a support system for the Morro Bay CAP, providing insights into the state's regional climate action plans, funding for climate strategies, and current state climate regulatory elements. This chapter further focuses on the technological feasibility, cost savings, and an equity-focused approach to address climate change impacts. These include the OPR *General Plan Guidelines*, SLOCOG Sustainable Communities Program, and CARB recommendations for CAPs; these resources enable Morro Bay to navigate the complex terrain of climate action. In strengthening this effort, potential funding sources are the California Coastal Commission, the Integrated Climate Adaptation Resilience Program (ICARP), and the California Grant Portal.

5.2 State Law & Policy

California employs a comprehensive legislative framework to combat climate change. The *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas (GHG) emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279: "The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon." The Scoping Plan lays out the sector-by-sector roadmap for California, the world's fifth largest economy, to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. This is a challenging but necessary goal to minimize the impacts of climate change.

Projects, especially in residential and mixed-use developments, are encouraged to adhere to a net-zero GHG emissions approach, though acknowledging that this may not be feasible for every project. Notably, the state recognizes the significance of recent examples where diverse large-scale projects, from mixed-use housing to sports arenas, have committed to achieving net-zero GHG emissions. By leveraging innovative financing initiatives like GoGreen Financing and Property Assessed Clean Energy (PACE) under the California Climate Investments (CCI) program, local governments are empowered to enhance and implement effective climate

action plans (CAPs). These funding opportunities contribute to environmentally sustainable projects, aligning with the state's overarching climate goals.

To ensure the effectiveness of climate action plans, the State advises lead agencies to carefully analyze the GHG impact of proposed projects, considering thresholds of significance recommended by relevant agencies. If a project is deemed to have a significant impact, feasible mitigation measures must be imposed, with an emphasis on local, off-site GHG mitigation approaches. The state encourages a hierarchy of mitigation opportunities that reflect its priorities, aiming to overcome barriers to GHG mitigation under the California Environmental Quality Act (CEQA). By addressing climate change through local, off-site4 mitigation measures, the state seeks to not only meet its climate goals but also improve community health and resilience to climate-related impacts. Through these concerted efforts, California aims to navigate the challenges of climate change and foster sustainable, resilient communities.

California Climate Adaptation Strategy

This strategy, mandated by Assembly Bill 1482, focuses on linking the state's climate efforts, emphasizing the difference between adaptation and resilience.

- Adaptation: Involves actions reducing physical climate risk. Tailor actions to address specific vulnerabilities identified in the vulnerability assessment.
- Resilience: Represents a state of readiness to face climate risks. Involves integrating adaptive measures for a proactive response to future challenges.

Within a Central Coast context:

- Understanding regional challenges is vital on the Central Coast. Temperature Changes: Anticipate temperature increases, particularly inland. Implement measures to mitigate heat-related impacts on communities.
- Rain, and Fire: Address decreased precipitation and heightened variability. Develop strategies to combat drought challenges and wildfire disturbances.
- Floods: Acknowledge the threat of sea-level rise. Implement measures to protect coastal communities from projected increases in sea levels and coastal flooding.

OPR General Plan Guidelines

The general plan serves as more than a legal foundation for land use decisions; it embodies a community's vision for growth, reflecting priorities and values while shaping the future. To guide local governments in general plan preparation and engage the public in the process, the Governor’s Office of Planning and Research (OPR) periodically revises guidelines (Gov. Code § 65040.2), offering both general plan policy recommendations and links to external resources. The guidelines cover various elements of general plans, including Development Policy, Diagrams, Goals, Objectives, Principles, Policies, Standards, Plan Proposals, and Implementation Measures.

Adaptation and Resiliency Legislation

Executive Order S-13-08 (2008): Establishes the state's first adaptation plan, updated in 2014 as *Safeguarding California*, requiring the development of a state Climate Adaptation Strategy.

SB 246 (2015): Establishes the Integrated Climate Adaptation and Resilience Program (ICARP).

SB 379 and SB 1035 (2015): Mandate cities to address climate change adaptation and resilience in their general plan safety elements, with specific update timelines.

Vehicle-related Legislation

- *SB 1078 (2002):* Establishes the California Renewables Portfolio Standards (RPS) Program.
- *Executive Order N-79-20 (2020):* Sets a roadmap for 100% of new cars and light trucks sold in California to be zero-emission vehicles by 2035.

Greenhouse Gas (GHG) Legislation

- *Assembly Bill 1493 (2002):* Directs CARB to establish regulations to reduce GHG emissions from passenger vehicles.
- *SB 32 (2016):* Codifies the 2030 target of 40% below 1990 levels, putting California on a trajectory towards an 80% reduction by 2050.
- *SB 100 (2018):* Supports the reduction of GHG emissions from the electricity sector by accelerating the Renewables Portfolio Standard Program.
- *Assembly Bill 1279 (2022):* Mandates California to achieve net-zero GHG emissions by 2045 and reduce anthropogenic GHG emissions by at least 85% below 1990 levels.

5.3 Scoping Plan

California's local governments stand as pivotal players in the state's comprehensive initiative to curb greenhouse gas emissions, addressing climate change while ushering in improvements in air quality, economic prosperity, and community well-being. Since the enactment of Assembly Bill (AB) 32 in 2006, local districts have actively embraced their role in advancing statewide decarbonization objectives, wielding authority over vital areas like land development, transportation networks, and essential services.

In navigating this complex landscape, the California Air Resources Board (CARB) emerges as an indispensable guide and supporter. CARB's strategic recommendations serve as a compass for local districts, providing a structured roadmap to kickstart their climate action journey. By leveraging CARB's insights, cities gain a comprehensive understanding of where to commence in their efforts, ensuring that their initiatives align seamlessly with the state's ambitious emission reduction goals. As a collaborative partner, CARB plays a significant role in amplifying the impact of local government initiatives, facilitating their integration into the broader framework of California's climate leadership.

Below, are the listed recommendations that CARB has produced to allow cities within California to begin redesigning their communities to become more sustainable (California Air Resources Board, 2022).

1. Adoption of policies promoting electric vehicle (EV) infrastructure
    a. Implement policies that incentivize the development of EV charging stations in public spaces, commercial areas, and residential neighborhoods.
    b. Collaborate with private stakeholders to establish a network of accessible and convenient charging stations.
    c. Provide financial incentives or subsidies for businesses and individuals to install EV charging infrastructure.

2. Incentives for zero-emission carsharing and EV charging
    a. Introduce programs that encourage the use of zero-emission car-sharing services, reducing the overall number of private vehicles on the road.
    b. Offer incentives, such as reduced registration fees or tax credits, for individuals purchasing or leasing electric vehicles.
    c. Develop partnerships with car-sharing companies to expand their presence and accessibility within the community.
3. Requirements for higher than minimum State-required levels of EV charging infrastructure in new construction
    a. Enforce building codes that exceed the minimum State-required standards for EV charging infrastructure in new construction projects.
    b. Provide guidelines and support for property developers to integrate EV charging stations into parking facilities.
    c. Consider zoning regulations that prioritize developments with robust EV charging infrastructure.
4. VMT Reduction
    a. Encourage and invest in public transportation, and multi-modal transportation options to reduce the need for individual vehicle travel.
    b. Implement policies to support telecommuting and flexible work arrangements to reduce daily commuting distances.
    c. Support the development of carpooling and ride-sharing programs to optimize vehicle occupancy.
5. Promotion of transit-oriented development (TOD)
    a. Encourage mixed-use developments around public transit hubs to reduce reliance on private vehicles.
    b. Implement zoning policies that prioritize higher-density, walkable communities near transit stations.
    c. Invest in public awareness campaigns promoting the benefits of transit-oriented living.
6. Support for biking and walking infrastructure
    a. Develop and maintain a network of bike lanes and pedestrian-friendly pathways to enhance safety and convenience.

   b. Integrate bike-sharing programs and pedestrian-friendly amenities into urban planning initiatives.
   c. Educate the community about the health and environmental benefits of biking and walking.
7. Incentives for telecommuting and remote work
   a. Partner with businesses to promote flexible work arrangements, including telecommuting and remote work options.
   b. Provide tax incentives or subsidies for companies adopting telecommuting policies.
   c. Establish community coworking spaces to support remote work and reduce the need for daily commuting.
8. Building Decarbonization
   a. Incentivize the use of energy-efficient appliances, lighting, and HVAC systems in buildings.
   b. Provide incentives or subsidies for property owners to invest in renewable energy systems.
   c. Enforce and update building codes to incorporate green building practices and materials.
9. Adoption of building ordinances exceeding statewide building code requirement
   a. Enact local building ordinances that surpass statewide energy efficiency and decarbonization standards.
   b. Provide resources and guidance to builders and contractors for the implementation of advanced energy-efficient technologies.
   c. Establish certification programs recognizing buildings that meet or exceed stringent energy standards.
10. Requirements for all-new construction to be all-electric
   a. Mandate that all new construction projects within the district be designed as all-electric buildings.
   b. Facilitate the transition by offering financial incentives for builders and property owners adopting all-electric technologies.
   c. Collaborate with utility companies to ensure sufficient infrastructure for electrification is in place.
11. Electrification of existing buildings
   a. Develop programs to incentivize property owners to retrofit existing buildings for electrification.
   b. Implement phased approaches to gradually transition existing structures to all-electric systems.
   c. Provide financial support, such as grants or low-interest loans, to assist property owners in the electrification process.

By focusing on these strategies, local governments can play a pivotal role in reducing greenhouse gas emissions, contributing to the State's climate goals, and fostering more sustainable, resilient, and equitable communities.

Table 5.1 Summary of Priority Key Actions and Recommendations for CAP Target-Setting Processes (CARB)

Priority Areas	Related Actions in the Proposed Scenario	Recommendations for Local CAP Target-Setting
Transportation Electrification	100 percent of light-duty sales are ZEVs by 2035 Create a ZEVs ecosystem to support deployment of ZEVs statewide	Potential data sources and tools to localize this for target-setting include EMFAC Fleet Database (by county), and Scenario Analysis Tool and Department of Motor Vehicles Data Base (by fuel type and registration)
VMT Reduction	VMT per capita reduced 25 percent below 2019 levels by 2030 and 30 percent by 2045 Reduce or eliminate parking minimums standards Implement Complete Streets policies and investments, consistent with general plan circulation elemental requirement. Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority laws, reducing, or eliminating fares, micro transit, etc.	Potential data sources to localize this for target-setting include VMT modeling outputs prepared for, or consistent with, the travel outcomes associated with the adopt SCS or another applicable region plan
Building Decarbonization	All electric appliances in new construction begin in 2026 (residential) and 2029 (commercial).	Potential data sources to localize these for target-setting include *Commercial Building Energy Consumption Survey*

	For existing residential buildings, 80 percent of appliance sales and electric by 2030 and 100 percent of appliance sales are electric by 2035 (appliances replaced at end of life) Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking Implement parking pricing or transportation demand management pricing strategies	*California Commercial End Use Survey* *Residential Appliance Saturation*

5.4 Tools

Local governments face diverse challenges in addressing climate action, and the *California Adaptation Planning Guide* (APG) serves as a crucial resource. Accessible at *https://climateresilience.ca.gov/*

The APG is a foundational resource for local governments, offering a practical, four-phase approach to climate adaptation (Figure 5.1).

- Initiation: Setting the Foundation: Assess community needs and capabilities. Establish a commitment to adaptation planning.
- Vulnerability Assessment: Conduct a comprehensive vulnerability assessment. Utilize available data to evaluate climate risks.
- Strategy Development: Craft a communitywide adaptation strategy. Allocate resources and address specific vulnerabilities.
- Implementation: Execute the adaptation plan in alignment with state guidelines. Incorporate feedback loops for ongoing improvement.

The APG allows flexibility, accommodating communities of varying sizes and resources. Local governments can choose a basic or in-depth approach based on their unique needs.

Figure 5.1: Adaption Planning Guide. Climate Resolve, (2020).

5.5 Funding

State funding plays a pivotal role in supporting local climate action plans (CAPs), providing crucial resources for communities to enhance their climate adaptation and resilience efforts. These programs are designed to empower local, regional, and tribal governments in their initiatives to plan for and address the impacts of climate change. The State of California offers many resources for local governments pursuing climate resilience projects. OPR, California Climate Investments, CARB, and the State of California websites have various guides on funding.

5.6 Regional Initiatives

The central coast region is actively engaged in various climate action initiatives, such as Electric Drive 805, SLO Climate Coalition, Central Coast Climate Collaborative 4C, 3CE, and Central Coast Clean Cities Coalition, working collaboratively towards a sustainable future.

Electric Drive 805

Drive 805 plays a crucial role in helping local governments meet state permitting requirements for streamlined EV Charging Station installations. The focus extends to supporting the electrification of government vehicle fleets, providing guidance to maximize the benefits of fleet electric vehicles.

Workplace charging initiatives are actively promoted by Drive 805, encouraging the installation of electric vehicle charging stations at workplaces to foster electric vehicle commuting among employees. Resources from utility companies like Southern California Edison and Pacific Gas & Electric, supported by Drive 805, provide incentives for the installation of EV charging stations at workplaces, multi-family residential properties, and public locations.

Multi-family residential charging solutions are prioritized by Drive 805 to address challenges faced by renters seeking access to EV charging at home. Drive 805 collaborates with local

governments to implement programs and incentives covering some or all of the costs of installing charging stations at multi-family housing developments.

Drive 805 actively advocates for accessible EV charging at public destinations, promoting a policy of "One Mile, One Charger" through collaborations with local governments. Incentives and guidance from utility companies, in partnership with Drive 805, facilitate the installation of charging stations in public parking lots, commercial centers, and recreation areas.
To support these collaborative initiatives, drive 805 provides a clearing house of Electric Drive 805 resources containing information on permitting EV charging for workplaces and multifamily housing complexes. This includes details on incentives, rebates, and resources for EV charging solutions. Drive 805 recommends qualified EV charging station vendors and installers through CALeVIP Connects.

SLO Climate Coalition

The SLO Climate Coalition, a volunteer-driven non-profit/community-based organization, is dedicated to acting for meaningful change and working towards carbon-neutrality throughout San Luis Obispo County by 2035. The organization is guided by core values that include:

- High Impact Solutions: Prioritizing solutions with the most significant positive impact on addressing the climate crisis.
- Environmental Justice: Focusing on solutions that support and empower communities disproportionately affected by the climate crisis.
- Economic Vitality: Committing to partnerships with businesses to innovate, create career opportunities, and increase profits while fostering social justice and climate resilience in the Central Coast.

SLOCC Programs:

- Resilient SLO: A grassroots program of the SLO Climate Coalition, Resilient SLO is dedicated to building greater social equity, promoting a healthier environment, and developing sustainable neighborhoods.
- Powered Up SLO Program: This program empowers individuals to take control of their power by generating clean energy, protecting against outages, and lowering utility bills.
- Green Transportation Program: Dedicated to accelerating the transition to carbon-free modes of transportation in San Luis Obispo County, this program focuses on advocacy, education, and promoting equitable access.
- Better Buildings SLO Program: Supporting the development of the City of San Luis Obispo's existing building electrification retrofit program, this project is aimed at enhancing sustainability. The scope and details are still in development.

The SLO Climate Coalition and its programs actively engage the community in taking steps towards a carbon-neutral future, addressing environmental justice concerns, and promoting sustainability at both individual and community levels.

Central Coast Climate Collaborative (4C)

(4C) was established in 2016, coinciding with the launch of regional climate collaboratives across California. Leaders from local governments, communities, non-profit organizations, businesses, academia, and Tribes on the Central Coast came together for the first time to address the complex challenges of emerging carbon-reduction and adaptation issues. Over the past five years, 4C has grown into an established membership organization and a valuable regional forum, bringing together a diverse group of climate practitioners.

During this time, 4C has strengthened its organizational, technological, and network capacity, actively supporting regional initiatives. These initiatives include local climate resilience projects and planning, academic research, the launch of new climate collaboratives, and the development of collaboration and networking tools. In 2018, a strategic planning workshop set the course for a two-year action plan aimed at formalizing the collaborative's operations and expanding its capabilities.

Key Achievements and Activities of 4C:

- Regional Disaster Resilience Guide: 4C has contributed to the creation of a regional disaster resilience guide in collaboration with state and federal partner agencies.
- Connecting Regional Agency Practitioners: 4C facilitates connections between regional agency practitioners and state and federal agency initiatives, guidance, and resources.
- Symposiums and Events: 4C has sponsored or co-sponsored numerous regional symposiums, providing a platform for climate practitioners to share ideas, support projects and initiatives, and form new partnerships.
- Membership in ARCCA: 4C is a member of the Alliance of Regional Collaboratives for Climate Adaptation (ARCCA), a coalition of collaboratives across California dedicated to building regional resilience to climate impacts.

The collaborative's continuous efforts reflect a commitment to addressing climate challenges collaboratively, fostering resilience, and sharing knowledge and resources for a sustainable future on the Central Coast.

Central Coast Community Energy

Central Coast Community Energy (3CE) offers a powerful and community-focused electricity service, empowering customers to contribute to a cleaner and more sustainable future. As a community-owned not-for-profit, 3CE prioritizes transparency and inclusivity in its processes, allowing customers to play a role in decision-making. By choosing 3CE, customers reduce emissions, support the development of a cleaner and more reliable grid, and invest in their

local community. The organization's commitment to local control ensures that decisions align with the unique needs of the Central Coast community, and public engagement opportunities provide customers with a voice in the process. Additionally, 3CE offers exclusive rebates and resources to help customers transition to clean, all-electric solutions for transportation, homes, and workplaces, making sustainability accessible and affordable.

In essence, 3CE's customer-centric approach not only promotes environmental responsibility but also fosters economic development within the community. With a focus on affordable and fair rates, local control, and public engagement, 3CE empowers customers to actively participate in building a sustainable and resilient energy future for the Central Coast (3CE, 2024).

Central Coast Clean Cities Coalition (C5)

Central Coast Clean Cities Coalition (C5) is dedicated to fostering transportation decarbonization across California's Central Coast through strategic partnerships. Their mission is to accelerate the transition to alternative fuels and emerging transportation technologies, reducing air pollution and supporting a clean transportation future. C5 focuses on improving clean fuel corridors, increasing awareness of alternative fuels, educating stakeholders about federal and state mandates, and identifying local fleets.

Since its establishment in 2002, C5 has played a pivotal role in displacing over 2.7 million gasoline gallon equivalents and reducing approximately 30,000 tons of greenhouse gas emissions in San Luis Obispo and Santa Barbara counties. Recognized as an official Clean Cities Coalition by the U.S. Department of Energy since 2006, C5 collaborates with diverse stakeholders, including private fleets, governments, and non-profit organizations, contributing to the cumulative impact of nearly 13 billion gasoline gallon equivalents through transportation efforts nationwide (C5, 2024).

The dedicated team, led by Director Alex Economou and Co-Director Sydney Rouse, along with the support of a volunteer Board of Directors, drives C5's commitment to a cleaner, more sustainable future for the Central Coast (C5, 2024).

SLOCOG Sustainable Communities Strategy

The SLOCOG Sustainable Communities Strategy (SCS), an integral part of the Regional Transportation Plan (RTP), emerges as a key instrument in California's transportation and land use planning nexus, particularly post the passage of Senate Bill 375 (2008). Enforced through the Regional Transportation Plan, this strategy plays a pivotal role in identifying areas within the region to accommodate the entire population over the RTP planning period, emphasizing reduction of vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.
The 2023 SCS, consistent with the general plans of the region's districts and the 2019 Regional Housing Needs Assessment (RHNA), holds specific implications for Morro Bay. Addressing climate change, preserving the working waterfront, and accommodating growing tourism demands stand out as primary challenges. Deficiencies in boat haul-out capabilities, unfunded

waterfront asset repairs, and strategic redevelopment of the Morro Bay Power Plant property underscore the city's pressing needs.

The vision and proposed improvements for Morro Bay encompass a multifaceted approach. From conducting a capital improvement needs assessment to address current and future needs, encouraging smart waterfront redevelopment, to preserving the city's fishing history—the plan envisions a comprehensive strategy. It promotes sustainable tourism, supports the Central Coast Maritime Museum, and seizes renewable energy opportunities with offshore wind power and battery energy storage projects. Moreover, it advocates for the dredging and redevelopment of the Morro Bay State Park Marina and the enhancement of waterfront public pedestrian access through projects like the Harbor walk.

The SLOCOG Sustainable Communities Strategy not only addresses immediate challenges but also outlines a visionary roadmap for Morro Bay's sustainable and resilient future, intertwining economic growth, environmental preservation, and community well-being.

5.7 CEQA Qualified CAP

A California Environmental Quality Act (CEQA) qualified climate action plan (CAP) is a greenhouse gas (GHG) reduction strategy that adheres to the stipulations outlined in Section 15183.5b of the State CEQA Guidelines. The qualification of a CAP under CEQA provides distinct advantages for a local agency, particularly in streamlining the GHG analyses associated with new development projects subject to environmental review. Compliance with a qualified CAP enables a straightforward, transparent, and defensible method for analyzing the project-level contributions, ensuring that the incremental impact is not considered cumulatively significant.

The development of a qualified CAP involves a public process following environmental review, in accordance with Section 15183.5 of the State CEQA Guidelines. These guidelines mandate adoption through a public process following environmental review and reinforcing the importance of a CEQA-compliant document to assess environmental impacts comprehensively. The qualifying CAP serves as a vital instrument for local agencies seeking to synchronize climate action planning with environmental regulations, as endorsed by entities such as the California Air Resources Board (CARB), Governor's Office of Planning and Research (OPR), and various local air districts. Moreover, legal precedence, exemplified in relevant CEQA case law, underscores the efficacy and appropriateness of this approach, ensuring robust compliance with regulatory mandates.

Qualified CAP Requirements per section 15183.5b of the California Code of Regulations

A plan for the reduction of greenhouse gas emissions should:

(A) Quantify greenhouse gas emissions, both existing and projected over a specified time, resulting from activities within a defined geographic area;

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review.

6. Policy Audit: 2014 Morro Bay Climate Action Plan

6.1 Introduction

In January of 2014, Morro Bay's City Council adopted the *City of Morro Bay Final Climate Action Plan,* which will be referred to as the 2014 CAP. Its objectives were to reduce greenhouse gas (GHG) emissions while at the same time supporting local economic development, reducing air pollution, and improving public health. While the 2014 CAP remains in effect, it needs to be updated due to the lack of GHG reduction targets that post-date 2020 and changes in state law since the plan was adopted.

6.2 Scope of Plan

The 2014 CAP includes the following elements:

1. A summary of the 2005 GHG emissions inventory update that detailed the major sources and quantities of GHG emissions and forecasted how projected emissions would change under a "Business as Usual" approach in which current practices continued, as well as an "Adjusted" approach that accounted for GHG emission reductions resulting from local and state policies, including those proposed in the CAP.
2. An identification of the quantity of GHG emissions measured in metric tons (MTCO2e) that would need to be taken out of the atmosphere to meet the State of California's GHG reduction target.
3. A list of proposed city strategies (measures) to reduce GHG emissions, along with performance standards against which to measure progress.
4. Several climate adaptation strategies Morro Bay can take to prepare the city for the impacts of climate change.
5. Procedures for implementing and monitoring the effectiveness of GHG reduction strategies proposed in the CAP.
6. A summary of the regulatory framework in which the plan has been developed.

6.3 Regulatory Framework

Consistency with CEQA

The 2014 CAP was developed to be consistent with State CEQA Guidelines Section 15183.5, which states that a CAP should meet the following six criteria:

1. Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a detailed geographic area;

2. Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;

3. Identify and analyze the GHG emissions resulting from sources in the community;

4. Identify a suite of specific, enforceable measures that, collectively, will achieve the emissions targets;

5. Establish a mechanism to monitor the plan's progress and to require amendment if the plan is falling short; and

6. Be adopted in a public process following environmental review.

These criteria inform the organization of the 2014 CAP.

6.4 Transportation

Transportation measures include: (1) expanding Morro Bay's pedestrian and bicycle infrastructure; and (2) encouraging residents to use alternative modes of transportation including walking, biking, using public transit, and carpooling to reduce vehicle miles traveled (VMT).

Measure TL-1 Bicycle Network:
Expand the city's bicycle network and infrastructure by pursuing public and private funding for active transportation projects, incorporating bicycle facility improvements into existing public works projects, and requiring new developments to incorporate bicycle infrastructure in their plans.

Measure TL-2 Pedestrian Network:
Continue to expand Morro Bay's pedestrian network by pursuing public and private funding for pedestrian infrastructure projects, promoting the Safe Routes to School program, and requires that new developments provide pedestrian access linking all uses within the development site.

Measure TL-3: Transportation Demand Management Incentives
Collaborate with programs such as San Luis Obispo Regional Ride Share, Ride-On, and the San Luis Obispo Bicycle Coalition to encourage active transportation through community events and publications.

Measure TL-4: Parking Supply Management
Implement shared parking and in-lieu fee parking policies listed in Morro Bay's

Measure TL-5: Electric Vehicle (EV) Network and Alternative Fueling Stations
Create an electric vehicle readiness plan. The plan will identify and zone locations for EV charging stations, in addition to streamlining installation and permitting procedures for charging stations. Planning tools in the readiness plan may include sample charging permits, model ordinances, development guidelines, and outreach programs.

Measure TL-6: Smart Growth
Encourage mixed-use, high density, and infill development in designated areas by utilizing planning tools such as parking reductions, priority permitting, and deferred permit fees for

mixed-use and high-density development located near transit stops. Promote development of commercial centers near existing employment and residential areas.

Energy Strategies

The plan identified the potential to reduce its GHG emissions by 981 MT CO2e by implementing six energy-related measures. These measures seek to reduce emissions by modifying existing structures through a combination of energy retrofits, weatherization projects, building efficiency standards, and solar incentives. Taken together, these measures attempt to change energy demand (improving energy efficiency and reducing energy consumption), as well as energy supply (switching from high carbon fuels like natural gas to renewables like solar).

The measures described below are taken directly from the 2014 CAP: Figure 6.3 shows the estimated potential GHG reduction measured in MT CO2e for each measure were it to be fully implemented:

Table 6.1: Energy GHG Reductions by Measure from Table 3-3 in the Morro Bay 2014 CAP (P. 46)

Measure Number	Measure	2020 GHG Reductions (MT CO_2e)
E-1	Energy Efficiency Outreach and Incentive Programs	114
E-2	Energy Audit and Retrofit Program	402
E-3	Income-Qualified Energy Efficient Weatherization Programs	25
E-4	Incentives for Exceeding Title 24 Building Energy Efficiency Standards	83
E-5	Small-Scale On-Site Solar Photovoltaic (PV) Incentive Program	320
E-6	Income-Qualified Solar PV Program	37
Energy Total		**981**

Measure E-1: Energy Efficiency Outreach and Incentive Program

Promotes energy efficiency programs, to increase community awareness of existing energy rebates, incentives, and low-cost or no-cost actions residents can take to increase the energy efficiency of their homes and businesses.

Measure E-2: Energy Audit and Retrofit Program

Develops and promotes a voluntary energy audit of local homes and businesses in collaboration with local utilities. Further promotes financing programs created by AB 811.

Measure E-3: Income-Qualified Energy Efficiency Weatherization Programs

Promotes existing PG&E income-qualified programs aimed at weatherizing homes of middle and low-income residents.

Measure E-4: Incentives for Exceeding Title 24 Energy Efficiency Building Standards

Provides technical assistance and best practices to developers that assists them in implementing energy efficiency measures that exceed state standards. Encourage Promote incentives for applicants whose projects exceed state requirements.

Measure E-5: Small-Scale On-Site Solar Photovoltaic (PV) Incentive Program
Promotes existing financial incentives, rebates, and financing programs aimed at helping homeowners and businessowners to install solar photovoltaic systems and solar water heaters on their properties.

Measure E-6: Income-Qualified Solar PV Program
Promotes existing programs such as those offered through the California Solar Initiative and New Solar Homes Partnership that financially support income qualifying individuals to install small-scale solar PV systems and solar water heaters on their residences. Delivers targeted education and outreach about funds available for this purpose in collaboration with GRID Alternatives and other community-based organizations.

City Government Operations Strategies

The 2014 CAP outlined five strategies to reduce the GHG emissions resulting from city government operations. Collectively, these measures aim to reduce the community's emissions by 65 MT COT2e.

Measures include installing more energy efficient street lighting, installing solar systems on city facilities, replacing city vehicles with low-emission vehicles, and planting trees.

Table 6.2: City Government Operations GHG Reductions by Measure (from Table 3-2 in the Morro Bay 2014 CAP, P. 43)

Measure Number	Measure	2020 GHG Reductions (MT CO_2e)
C-1	City Government Energy Efficiency Retrofits and Upgrades	28
C-2	City Government Energy Efficient Public Realm Lighting	7
C-3	Renewable Energy Systems on City Property	14
C-4	Zero and Low Emission City Fleet Vehicles	10
C-5	City Government Tree Planting Program	6
City Government Operations Total		**65**

Measure C-1: City Government Energy Efficiency Retrofits and Upgrades
Establishes goal to reduce energy usage by 10% by 2020 by implementing improvements and upgrades. Creates a prioritized list of energy efficiency upgrade projects to be implemented as funding becomes available.

Measure C-2: City Government Energy Efficient Public Realm Lighting
Secures funding to replace inefficient city-owned and operated public lighting with higher efficiency street lighting.

Measures C-3: Renewable Energy Systems on City Property
Install small scale solar systems at city government facilities.

Measure C-4: Zero and Low Emission City Fleet Vehicles
Replaces five city-owned vehicles with low-or zero-emission vehicles by 2020 through obtaining funding from the Central Coast Clean Cities Coalition.

Measure C-5: City Government Tree Planting Program
Establishes a city tree planting program with the goal of planting at least 500 trees on city property by 2020, with a focus on planting native, drought tolerant trees.

Off-Road Strategies

The plan details two strategies to reduce GHG emissions from off-road vehicles by a total of 823 MT CO2e.

Specifically, these measures included requiring electric and alternative fuel powered construction vehicles and equipment, as well as upgrading these vehicles and equipment as needed.

Table 6.3: Off Road GHG Reductions by Measure (from Table 3-5 in the 2014 Morro Bay CAP, P. 56)

Measure Number	Measure	2020 GHG Reductions (MT CO_2e)
O-1	Construction Vehicles and Equipment	824
O-2	Off-Road Equipment Upgrades, Retrofits, and Replacements	8
Off-Road Total		**832**

Measure O-1: Construction Vehicles and Equipment
Reduces GHG emissions by requiring three percent of construction vehicles and equipment to be powered by electric or alternative gas and by limiting idling time.
Measure O-2: Off-Road Equipment Upgrades, Retrofits, and Replacements
Promotes programs that fund vehicle and equipment upgrades, retrofits, and replacement.

Solid Waste Strategies

The 2014 CAP advocates the adoption of a higher solid waste diversion rate, which would reduce the community's emissions by an estimated 631 MT CO2e.

Table 6.4: Solid Waste GHG Reductions by Measure (from the 2014 Morro Bay CAP, P. 58)

Measure Number	Measure	2020 GHG Reductions (MT CO_2e)
S-1	Solid Waste Diversion	631
Solid Waste Total		**631**

Measure S-1: Solid Waste Diversion
Adopt a solid waste diversion rate exceeding the state-mandated rate of 50 percent and identify programs that to meet the identified rate by 2020.

Tree Planting Strategies

The plan includes a measure to reduce emissions by 6 MT CO2e though tree planting.

Table 6.5: Tree Planting GHG Reductions by Measure (from the 2014 Morro Bay CAP, P. 60)

Measure Number	Measure	2020 GHG Reductions (MT CO_2e)
T-1	Tree Planting Program	6
Tree Planting Total		**6**

Measure T-1: Tree Planting Program

Fosters partnerships with local non-profit organizations and community groups to facilitate voluntary tree planting.

The measures outlined in the 2014 CAP would, if fully implemented, reduce Morro Bay's carbon emissions by an estimated 5,248 MT CO2e. This reduction would decrease the community's emissions by 19 percent, exceeding the state's target of achieving a 15% reduction in GHG emissions.

Table 6.6. Summary of GHG Reductions by Measure from Table 3-8 in the 2014 Morro Bay CAP (P. 62)

Measure Number	Measure	2020 GHG Reduction (MT CO_2e)
City Government Operations		
C-1	City Government Energy Efficiency Retrofits and Upgrades	28
C-2	City Government Energy Efficient Public Realm Lighting	7
C-3	Renewable Energy Systems on City Property	14
C-4	Zero- and Low-Emission City Fleet Vehicles	10
C-5	City Government Tree Planting Program	6
	City Government Operations Subtotal	*65*
Energy		
E-1	Energy Efficiency Outreach and Incentive Programs	114
E-2	Energy Audit and Retrofit Program	402
E-3	Income-Qualified Energy Efficient Weatherization Programs	25
E-4	Incentives for Exceeding Title 24 Building Energy Efficiency Standards	83
E-5	Small-Scale Solar PV Incentive Program	320
E-6	Income-Qualified Solar PV Program	37
	Energy Subtotal	*981*
Transportation and Land Use		
TL-1	Bicycle Network	231
TL-2	Pedestrian Network	163
TL-3	TDM Incentives	161
TL-4	Parking Supply Management	114
TL-5	Electric Vehicle Network and Alternative Fueling Stations	763
TL-6	Smart Growth	1,301
	Transportation and Land Use Subtotal	*2,733*
Off-Road		
O-1	Construction Equipment Techniques	824
O-2	Equipment Upgrades, Retrofits, and Replacements	8
	Off-Road Subtotal	*832*
Solid Waste		
S-1	Solid Waste Diversion	631
	Solid Waste Subtotal	*631*
Tree Planting		
T-1	Tree Planting Program	6
	Tree Planting Subtotal	*6*
TOTAL REDUCTION		**5,248**

6.5 Implementation and Monitoring

Each of the 26 strategies in the plan identifies the following elements:

Specific Actions

Department responsible for implementation and monitoring

GHG reduction if strategy were fully implemented

Performance indicators to measure progress

Implementation time frame

Cost and future savings estimates

The city also created the position of CAP coordinator to oversee the work of a CAP Implementation Team that includes staff in select departments. The coordinator is responsible for creating annual progress reports that document progress towards performance indicators for each strategy and recommend changes to the strategies as needed. Additionally, the city is responsible for updating the GHG emissions inventories every five years.

Below is a series of tables (6.7-6.13) showing the known status of the GHG reduction measures outlined in the 2014 CAP.

Table 6.7

City Government Operations		
Strategy	*Performance Indicator*	*Has Strategy Been Implemented?*
C-1 City Government Energy Efficiency Retrofits and Upgrades	10% energy savings from city operations by 2020	Yes
C-2 City Government Energy Efficient Public Realm Lighting	Install 25 LED streetlights, 10 LED traffic signals, and 50 LED or CFL outdoor lights	Unknown
C-3 Renewable Energy Systems on City Property	Install 50kW of municipal PV	Yes
C-4 Zero and Low Emission City Fleet Vehicles	Replace 5 municipal vehicles with lower emission vehicles by 2020	No
C-5 City Government Tree Planting Program	Plant 500 net new trees by 2020	No

Table 6.8

Energy		
Strategy	*Performance Indicator*	*Has Strategy Been Implemented?*
E-1 Energy Efficiency Outreach and Incentive Programs	35% of households and businesses participating in Energy Efficiency Outreach and Incentive Programs	Yes

E-2 Energy Audit and Retrofit Program	500 households and 200 businesses audited by 2020, with an average energy savings of 20% per retrofit	Unknown
E-3 Income-Qualified Energy Efficient Weatherization Programs	20 residential units upgraded by 2020	Unknown Note: No way to track income status
E-4 Incentives for Exceeding Title 24 Building Energy Efficiency Standards	75 new or remodeled residences and 35 new non-residential buildings exceeding State standards by 20 % by 2020	Unknown Note: No way to track
E-5 Small-Scale On-Site Solar Photovoltaic (PV) Incentive Program	80 solar PV systems installed on residential buildings, 20 solar PV	Yes Note: based on number of solar PV applications received in last several years
E-6 Income-Qualified Solar PV Program	20 low-income residential solar PV systems installed and 20 low-income residential solar water heaters installed by 2020	Unknown Note: No way to track by income status

Table 6.9

Transportation and Land Use		
Strategy	*Performance Indicator*	*Has Strategy Been Implemented?*
TL-1 Bicycle Network	6 miles of bike lane added by 2020	Unknown
TL-2 Pedestrian Network	6 miles of sidewalk added by 2020	Unknown
TL-3 Transportation Demand Management Incentives	4% of employees participating in TDM programs	City employees are unsure. No way to track.

TL-4 Parking Supply Management	Net reduction of 500 parking spaces by 2020	Unknown
TL-5 Electric Vehicle Network and Alternative Fueling Stations	4% increase in EVs by 2020	Unknown Number of EV parking spaces has increased. Exact number not known.
TL-6 Smart Growth	6% reduction in VMT as a result of 95% of new residential units and 100% of new jobs being located within 1/4 mile of transit, and an 8 percent increase from baseline density	Unknown

Table 6.10

Off-Road		
Strategy	*Performance Indicator*	*Has Strategy Been Implemented?*
O-1 Construction Vehicles and Equipment	3% of construction vehicles/equipment replaced with electric-powered vehicles/equipment and 3% replaced with alternatively fueled vehicles and equipment by 2020	Yes, for those projects where it was not exempt from CEQA, and where a Mitigated Negative Declaration was prepared with mitigations applied.
O-2 Off-Road Equipment Upgrades, Retrofits, and Replacements	1% of off-road vehicles/equipment replaced with electric-powered vehicles/equipment and 1% of off-road vehicles/equipment replaced with alternative fuels by 2020	Unclear if strategy was for public city owned vehicles or private vehicles. If municipal, then unknown and not likely

Table 6.11

Solid Waste		
Strategy	*Performance Indicator*	*Has Strategy Been Implemented?*
S-1 Solid Waste Diversion	75% of solid waste diversion by 2020	City employees have asked Public Works this question, and they are reaching out to the County Integrated Waste Management Authority (IWMA) staff as they track this info.

Table 6.12

Tree Planting		
Strategy	*Performance Indicator*	*Has Strategy Been Implemented?*
T-1 Tree Planting Program	500 net new trees planted by 2020	Unknown, but not likely

Table 6.13

Adaptation		
Strategy	*Performance Indicator*	*Has Strategy Been Implemented?*
A-1 Climate Change Vulnerability	N/A	Updated General Plan in 2021 which includes new policies related to climate change vulnerability. And Vulnerability Assessment completed in 2017 and on website at www.morrobayca.gov/planmb
A-2 Public Health and Emergency Preparedness	N/A	City Fire Dept has an adopted Multi-Hazard Emergency Response Plan

		(described in General Plan's Safety Element). Not recently updated. General Plan includes updated policies related to public health and emergency preparedness
A-3 Water Management	N/A	Adopted a One Water Plan in 2018. available here at https://morrobayca.gov/DocumentCenter/View/11501/One-Water-Update---City-Council-January-2018?bidId=
A-4 Infrastructure	N/A	
A-5 Coastal Resource Protection	N/A	Updated General Plan/ Local Coastal Program (Plan Morro Bay) has updated coastal resource protection policies. https://www.morrobayca.gov/DocumentCenter/View/15424/Plan-Morro-Bay-GP-LCP-Final

7. Policy Audit: Plan Morro Bay

7.1 Introduction

The Plan Morro Bay document serves as the City's general plan and local coastal plan (GP/LCP) and provides a community vision for Morro Bay through 2040. The plan was adopted by the City Council in May of 2021 and was certified by the California Coastal Commission in August of 2021. The document was developed through extensive community outreach and emphasizes maintaining the City's eclectic seaside town character, maintaining a working waterfront, and promoting a healthy environment and lifestyle.

7.2 Policy Audit

As a part of background research for the Morro Bay Climate Action Plan (CAP) update, the goals, policies, and implementation actions ('items') from each element that relate to emissions reduction strategies, resilience, and sustainability were catalogued. Each element's items are recorded in tables provided in Section 5 of this chapter and includes the item number, language, what area the item corresponds to (emissions reduction, resilience, or sustainability), and provides the status of implementation.

The 2014 Climate Action Plan audit provides a complete list of 2014 CAP goals and policies, their status, and a supplementary table lists policies that have carried over from the 2014 CAP to Plan Morro Bay. The items that have carried over to Plan Morro Bay demonstrate their importance to the community and present areas where the updated CAP can focus on more robust and effective implementation measures.

The following themes are consistent throughout city policy and relevant for the CAP update.

1. **Reduce GHG emissions** and update GHG reduction goals for consistency with state goals.
2. **Improve active/alternative transportation infrastructure** within Morro Bay to reduce GHG emissions, improve quality of life, and reduce vehicle miles traveled (VMT).
3. **Support local sustainability** through local food production and environmentally friendly businesses to reduce reliance on imported goods and promote a more sustainable local economy.
4. **Increase the use of clean energy** in the city to reduce GHGs.
5. **Increase the physical, economic, and social resilience of Morro Bay.**

7.3 Elements

Each GP/LCP Element was analyzed to identify items that relate to climate action through GHG reduction, sustainability, and resilience. A summary of the "Resilience Approach" of each element is provided along with a brief synopsis of key themes and items related to climate action.

Land Use

The Land Use Element (LUE) provides the foundation for the physical development patterns of Morro Bay and dictates the general location, distribution, and intensity for a range of residential, commercial, industrial, and institutional land uses in Morro Bay. The LUE encompasses both the coastal and non-coastal areas of the city and lays out opportunities and constraints of future development. The LUE resilience approach is focused on not building in areas where there is high vulnerability to climate hazards, while land use resilience concerns for Morro Bay include the age of the housing stock, the vulnerability of agricultural lands and hillside neighborhoods, and protecting coastal assets from sea level rise inundation.

The two primary land use constraints in Morro Bay are (1) Measure F: Growth Restriction Ordinance and (2) lack of vacant developable land. Measure F is a voter passed initiative that limits Morro Bay's population to 12,200 residents due to a constraint on water resources. The measure is set to be reevaluated once population reaches 11,700 by Implementation Action Land Use-6. The city also has limited land area that is yet to be developed (1.25%) meaning that most future development in the city will involve redevelopment of existing parcels, infill development, or annexation of new land.

Goals, policies, and implementation actions in the LUE related to emissions reduction, resilience, and sustainability center around (1) not building in areas where there is high vulnerability to climate hazards, (2) supporting locally produced food and goods, (3) fostering pedestrian friendly environments and improving public transit, and (4) increasing the resilience of the waterfront to the impacts of sea level rise. See Table 7.2: Land Use Element Goals and Policies for more information.

Community Design

The Community Design Element (CDE) is focused primarily on building design, landscaping, scale, and style. The element is closely related to the Land Use, Circulation, Open Space, Public Safety, and Environmental Justice elements and provides direction for the layout and design of new and existing development in the city. The CDE is crucial in identifying and expressing the culture and overall design of Morro Bay, both significant concerns to Morro Bay community members.

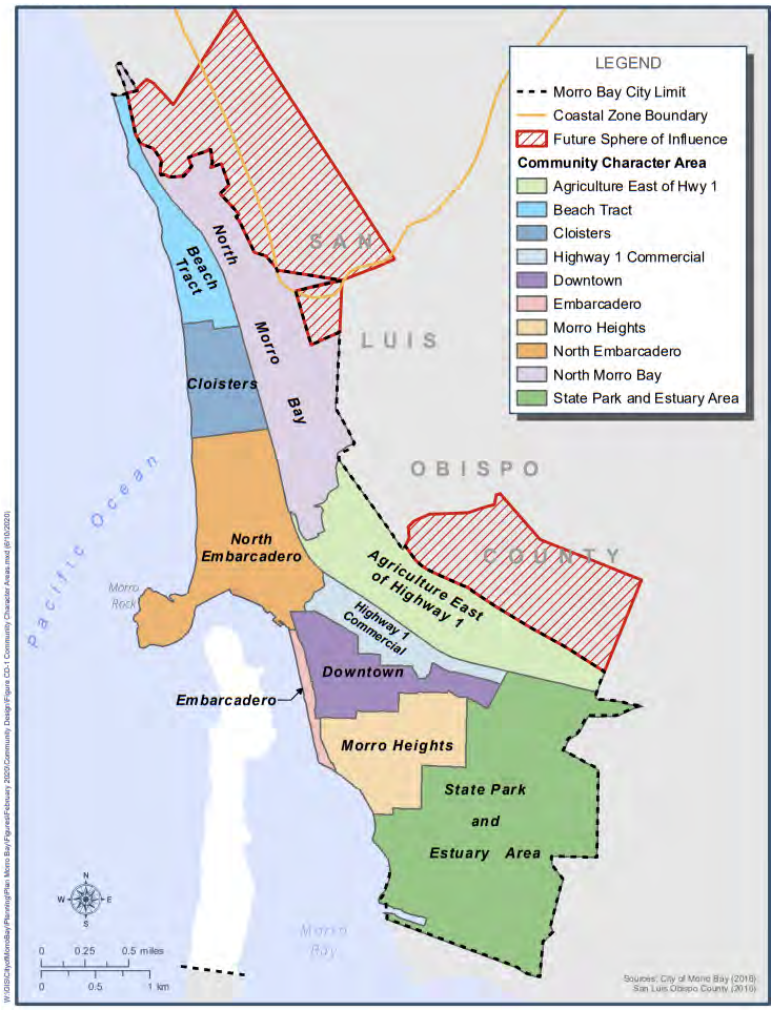

Figure 7.21: Community Character Areas from Figure CD-1 in Plan Morro Bay (Pg. 3-63)

The current housing conditions within Morro Bay consist of homes mostly built prior to the 1970s, emphasizing a need for retrofitting residential buildings within Morro Bay. Buildings in Morro Bay tend to be one to two stories with a mixture of architectural styles that reflect the seaside identity of Morro Bay. The identity of Morro Bay is further represented through their ten distinct community character areas. The GP/LCP's goals and policies aim to the distinctive characteristics that define Morro Bay's community character areas. Figure 7.21: Community Character Areas from Figure CD-1 in Plan Morro Bay (Pg. 3-63)on the right depicts the geographical location of the community character areas.The resilience approach to the CDE focuses on the use of sustainable building materials and site layouts that aim to conserve natural features while reducing potential hazards. Goals and policies within the CDE emphasize building standards that:

Minimize coastal hazard risks

Optimize use of on-site renewable energy

Maximize insulation against extreme heat

Plant drought tolerant trees and vegetation

See Table 7.13: Community Design Element Goals and Policies for more information.

Economic Development

The Economic Development Element (EDE) is focused on fostering a resilient economic foundation that can withstand economic and environmental fluctuations. The EDE is closely linked to the Land Use, Circulation, and Safety Elements and includes both the types of industries and businesses operating in Morro Bay, the employment opportunities, and the goods and services available to residents and visitors. The resilience approach to the EDE is centered around this notion of withstanding economic, natural, and social fluctuations in Morro Bay, and attracting and retaining sustainable and environmentally friendly industries and businesses.

Goals, policies, and implementation actions in the EDE related to emissions reduction, resilience, and sustainability center around (1) promoting renewable energy, (2) fostering pedestrian friendly environments, (3) promoting diverse and sustainable employment opportunities, (4) and attracting and retaining environmentally friendly businesses. See Table 7.14: Economic Development Element Goals and Policies for more information.

Circulation

The Circulation Element (CE) of the Morro Bay GP/LCP emphasizes convenience and efficiency in the overall movement of goods and people. This includes vehicular, pedestrian, bicycle, and transit transportation as these are all elements vital to the city's circulation system. Morro Bay's goals and policies focus on multi-modal transportation as a vital part of fostering a diverse and healthy community. This emphasizes a balanced transportation network, establishing effective monitoring strategies, and implementing effective strategies to supply convenient parking The CE is closely tied to the LUE to ensure that future transportation demands align with the proposed land uses in Morro Bay. Morro Bay estimates that vehicle trips could increase average daily vehicle trips could increase by approximately 212,960 trips with the anticipated future development in Morro Bay.

Morro Bay consists of many roadways that are designed to be complete streets, enhancing Morro Bay's multimodal capability that allows for easy and safe transportation for all residents and visitors. The Transportation Network Diagram (Figures 1a and 1b in CE) illustrates the multimodal circulation system in Morro Bay. Transportation in Morro Bay is the most significant contributor to the city's GHG emissions with its roadway network a critical component to the city's ability to function. Morro Bay's roadway infrastructure and facilities are vulnerable to various threats such as sea level rise, flooding, and high temperatures. Monitoring the performance of infrastructure will be critical for the City to effectively implement adaptive practices to accommodate future hazards and threats. Agency coordination with the California Department of Transportation (Caltrans) and San Luis Obispo Regional Transit Authority (RTA)

will be vital in creating both a local and regional transportation network to withstand the future impacts of potential climate threats.

Morro Bay has various improvements planned for its circulation system that include the conversion of the SR-41 and Main Street intersection into a roundabout that incorporated the northbound Highway 1 on and off ramps. While this is the highlighted improvements to address current traffic conditions, Table 7.1 below includes additional planned improvements for Morro Bay.

Table 7.12 Planned improvement projects in Morro Bay[1]

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

	southbound approach to include one left-turn lane, one through lane, and one right-turn lane; modifying the eastbound approach to include one left turn lane and a shared left-through right lane; and adding a second receiving lane on the north leg. Alternatively, a single-lane roundabout with bypass lanes could provide acceptable operations under maximum projected buildout conditions
Morro Bay Boulevard/Quintana Road Intersection	It would be necessary to expand the existing roundabout with additional entry and circulating lanes to provide acceptable operations under maximum projected buildout conditions
Embarcadero North of Beach Street	Provide sidewalks and a vehicular connection shifting traffic away from Beach Street for the redeveloped Morro Bay Power Plant site.
Morro Bay Boulevard	Provide a landscaped buffer at least two feet wide between the sidewalk and travel lanes
Main Street south of Radcliffe Drive	Provide a landscaped buffer at least two feet wide between the sidewalk and travel lanes
SR 41 east of Main Street	Provide sidewalks with a landscape buffer when adjacent properties are redeveloped.

1. Planned circulation improvements within Table 1 come from Pages 3-107 and 3-108 in Plan Morro Bay's Circulation Element.

See Table 15.5: Circulation Element Goals and Policies for more information.

Noise

The Noise Element (NE) identifies noise problems within Morro Bay communities, protects sensitive noise environments, and establishes land use patterns to minimize community exposure to excessive noise. The noise environment in Morro Bay is directly related to the community's quality of life as noise is linked to numerous human health factors. The NE is directly related to the CE with Morro Bay's primary noise sources being transportation-related noises along the arterial roadways.

The resiliency approach in the NE details how policies that reduce GHG emissions directly co-benefit strategies for effective noise reduction. The complete streets policy set within the circulation element provides safe and accessible options for all travel modes. With more alternatives available to reduce VMT, Morro Bay will benefit from a quieter environment.

While roadway traffic and noises associated with its residences may not be completely preventable, Morro Bay has identified innovative noise reduction strategies that can minimize the major noise sources. Noise reduction strategies within Plan Morro Bay's Noise Element are provided below.

- Modifying the path between the source and the receiver can be accomplished with barriers such as solid masonry walls, soundwalls, or earth berms.
- Adjusting the noise receiver is typically achieved through architectural design, building orientation, and construction techniques. Double-paned windows, Blueprint carpeting, acoustical ceiling tiles, and insulation are all examples of ways to reduce interior noise levels at the receiving end.
- Land use and site planning can ensure that noise-sensitive uses are separated from noise producers. As development is proposed, the planning process identifies potential impacts from transportation noise and indicates the mitigation measures required, as needed, to meet City noise standards.

Other strategies mentioned include the suggestion for Caltrans to install quieter pavement surfaces along Highway 1, install landscaped berms or living "green" barriers, and conduct a City acoustical analysis to ensure that dwelling units have and will be designed to meet the California Building Code (CBC) standards on sites where the ambient exterior noise level exceeds 60 dBA CNEL. Policies and plans developed in the Noise Element intend to protect current and planned land uses, address standards for future housing, support location and design of future transit facilities, and address the most significant noise contributors. See Table 16.6: Noise Element Goals and Policies for more information.

Housing

The Housing Element (HE) is subject to increased State requirements regarding content and update timelines. The element remains consistent with Plan Morro Bay, however, it does not include a 'Resiliency Approach' as the other Plan Morro Bay elements do. The element is primarily focused on addressing Regional Housing Needs Allocations (RHNA) and complying with other state requirements. The HE includes an energy conservation component as required by State law and details the existing energy conservation program in Morro Bay, including:

1. State Law – Title 24 Building Code and California Energy Commission (CEC) that beyond Title 24 guidelines have been implemented in Morro Bay building code.
2. Home Investment Partnership Program – Incentivizes energy and water efficiency residential home upgrades.
3. Toilet Retrofit Program Rebates – Provides rebates for replacement of toilets with low-flow appliances.
4. Water Efficient Washing Machine Rebate Program
5. Green Building Incentive Program – Aimed at reducing initial costs of energy efficient appliance upgrades.

Potential programs for new construction and building retrofits are also discussed, several directly relevant to the updated CAP including: (1) home insulation and window upgrades, (2) energy efficient lighting and appliances, (3) low-drip appliances and drought tolerant landscapes, and (4) incentives for electric upgrades in new and existing residential buildings. These programs do not include specific steps for implementation in Morro Bay and present opportunities for more detailed programs in the updated CAP.

Only one policy, H-5.2 Reduction in Dependence on Vehicle Transportation, with subsequent implementation action H-5.1.1 and H-5.1.2 aimed at continuing enforcement of Title 24 building code and reducing VMTs respectively. See Table 17.7: Housing Element Goals and Policies for more information.

Conservation

Morro Bay's natural areas and environmentally sensitive habitat areas (ESHAs) are crucial to the city's community character and economy and the Conservation Element (COE) is focused on managing and maintaining these unique natural environmental resources in coordination with future development of the city. The COE Resiliency Approach is centered around this notion and is focused on balancing conservation needs with planned development and the associated impacts on air quality, natural habitat, water supply and quality, and greenhouse gas emissions.

The COE contains a goal and corresponding policies directly related to greenhouse gas emission reduction and remaining consistent with State goals. The goal is to reduce GHG emissions 53.33% below the 2020 target by 2040, putting them on target to meet the State's target, however the updated CAP will look to go beyond this adopted target to preempt future State goals and place Morro Bay as an exemplar city for climate action and adaption.

The goals and policies of the COE have corresponding implementation items that can be used as starting points for developing more robust emissions reduction and sustainable strategies

in the updated CAP. See Table 18.8: Conservation Element Goals and Policies for more information.

Open Space

The Open Space Element (OSE) sets goals and policies to protect and conserve the parks, wetlands, agricultural areas, and the bay and coastline of Morro Bay. The natural resources of Morro Bay are global attraction, but also a critical part of the community's identity, health, local economy, and overall quality of life. The OSE closely relates to elements such as the LUE, CE, COE, PS, and the EJE. A critical part of the OSE's resiliency approach is maintaining (1) parks and recreation resources and (2) coastal access points. These key community assets are vulnerable to sea level rise, intense heat and drought flooding, as well as development pressures. Maintaining the overall benefits of these critical resources through appropriate design, siting, and other adaptive policies is essential in Morro Bay being a resilient community.

Morro Bay contains over 5,100 acres of recreation and open space, 50 acres of local parkland, and 3 miles of public beaches. This land additionally serves as critical buffers for different land uses while providing habitat for a variety of local species. There are two types of open space including:

1. **Community-Based Open Space.** This specific type of open space is designated for parks developed and located in commercial areas and residential neighborhoods. This currently consists of 11 parks in the city with approximately half of the community-based parks being city-owned (approximately 28.46 acres). Community-based open space is mainly consistent of publicly and privately-owned parks and trails along with the SLO County-owned golf course.
2. **Resource-Based Open Space.** This makes up approximately 5,084 acres of resource-based parks that provide scenic and passive uses for residents and visitors. This open space provides natural resources and is generally made up of environmentally sensitive habitat areas, coastlines, and wetlands. Many goals and policies within the OSE are intended to protect and preserve resource-based open space primarily through coastal recreation and beach management.

See **Table 19.9: Open Space Element Goals and Policies** for more information.

Public Safety

The Public Safety Element (PSE) is primarily focused on increasing the long-term resilience of Morro Bay to climate hazards and is closely related to the LUE, CDE, CE, COE, and Local Hazard Mitigation Plan (LHMP), which is in the process of being updated. The resilience approach for the PSE builds on this theme and is focused on protecting critical infrastructure, preparing for disaster events, and looking at natural infrastructure to increase resilience.

Hazard	Expected Impact	Vulnerable Areas
Tsunami	Flooding, habitat damage	Tsunami inundation zones
Wildfire	Burn damage, health impacts from smoke, decrease in recreational and aesthetic value	Inland agricultural, residential, parks, and open space uses
Geologic and Seismic Events	Earthquakes, liquefaction, subsidence, landslides, ground shaking	Earthquakes hazard zones
Flooding	Soil erosion, harm to agricultural activity, damage to structures, infrastructure, and landscaped areas	Buildings, infrastructure, and habitat in flood-prone areas
Drought	Loss of habitat diversity, water shortages, decreased population and economic growth	Agricultural, natural, and open space uses
Sea Level Rise[1]	Erosion, inundation, saltwater intrusion, flooding	Beaches, dunes, shoreline, beachfront, waterfront/Embarcadero, buildings, and infrastructure
Extreme Heat	Reduced foot traffic, decrease in visitors, habitat degradation, health impacts to vulnerable populations	Embarcadero, State Park, estuary, residential areas

1: Detailed in greater depth in Table PS-2.

Figure 7.22: Natural Hazard Impacts on Vulnerable Assets from Plan Morro Bay Table PS-1

The PSE identifies seven climate hazards alongside expected impacts and vulnerable areas shown here in Table PS-1. The city's Hazard Vulnerability Assessment and Sea Level Rise Adaptation Plan are closely related to the PSE and provide a more in-depth look at these hazards and the specific areas of Morro Bay that are projected to be most impacted in the future. Figure 7.22: Natural Hazard Impacts on Vulnerable Assets from Plan Morro Bay Table PS-1 above depict natural hazard impacts and vulnerable areas from Table PS-1 in Plan Morro Bay.

The goals, policies, and implementation actions in the PSE are focused on (1) not developing in hazardous areas, (2) minimizing damage through increased resilience in hazardous areas, and (3) preparing for the short- and long-term impacts of climate change through proactive planning and regional coordination during disaster events. These items provide a framework for increasing resilience of Morro Bay, with opportunities to expound upon these in an updated CAP. The social resiliency of the Morro Bay population effectively prepares residents to respond and learn from future environmental, economic, and social threats. See Table 7.10: Public Safety Element Goals and Policies for more information.

Environmental Justice

The Environmental Justice Element (EJE) has a primary purpose of protecting and enhancing the well-being of the people who live, work, and visit Morro Bay. The EJE recognizes that the

physical, social, and mental well-being in the community of Morro Bay is directly tied to the availability of housing, transportation options, healthy food, open space, and economic opportunities. The EJE in the GP/LCP compliments Morro Bay's current CAP.

The EJE identifies (1) Community Health and (2) Socioeconomic Conditions as the key issues that the EJE goals and policies focus on. While a 2016 Community Livability Report conducted by Morro Bay indicates that community health and wellness are rated positively by its residents, mental, preventative, and general healthcare are rated poorly in comparison to national benchmarks. Chronic disease and cancer are the primary causes of death for SLO County residents with obesity, lack of physical activity and fresh food, and mental health are all county-wide issues. While clinical care in SLO County in highly ranked, there are no hospitals in Morro Bay currently and only one urgent care clinic. With the median age of Morro Bay being relatively high, it is important to provide adequate access to health care, food, services, and the ability to respond to hazards efficiently.

Health and well-being within a community are partially determined by socio-economic factors like income level, housing quality and employment status. The 2016 Community Livability Report conducted a survey documenting local perception, determining that about 40 percent of residents report strong economic health in Morro Bay, this being relatively low compared to the national benchmark. Residents indicate that the higher cost of living, lack of shopping opportunities, and a lack of places to work in Morro Bay. Climate change will further intensify concerns surrounding the general well-being of the Morro Bay community, with sea level rise, natural hazards, heat events, vector-borne disease, and air pollution playing critical roles in disrupting Morro Bay's resources and facilities. The economic and environmental health of Morro Bay are related, as a sustainable and resilient community is reliant on positive economic and environmental conditions. See Table 7.11: Environmental Justice Element Goals and Policies for more information.

7.4 Policy Gaps

Plan Morro Bay tackles many of the issues the updated CAP will look to address and includes well developed goals, policies, and implementation items related to emission reduction targets, clean energy initiatives, zero-waste programs, environmental protection, and climate adaption through resilience. Plan Morro Bay offers a comprehensive and timely snapshot of the concerns of Morro Bay residents, business owners, and elected officials and provides a launching point for development of more robust implementation strategies of items outlined in Plan Morro Bay. Many of the policies and corresponding implementation actions have not yet been undertaken and present opportunities for incorporation in the updated CAP. These items include:

1. **Developing educational materials** for residents and business owners on items ranging from energy efficiency upgrades, water conservation, waste reduction, and climate hazard impacts.
2. **Updating zoning code standards** to allow for a wider range of uses and building designs including allowing mixed-use to decrease vehicle dependence, requiring

active transportation infrastructure in new development, reducing parking requirements, and allowing green roofs and other natural infrastructure.

3. **Developing monitoring programs** to track the state of physical infrastructure threatened by climate hazards and track progress of CAP programs such as clean energy initiatives and zero-waste programs.
4. **Developing thresholds of significance** for VMTs, emissions, air quality, noise, and climate hazards in Morro Bay and have plans in place for how to respond when thresholds are met.

A potential approach for the updated CAP, considering the comprehensive approach and recent approval of Plan Morro Bay, could be to act as an expansion and implementation plan for the climate action goals and policies of Plan Morro Bay. Deliverables to the City could include: (1) informational materials for Morro Bay residents and business owners, (2) emission reduction impact reports of potential Zoning Code update strategies with direction from city staff and elected officials, (3) working with city staff to develop methods and procedures to more efficiently implement and track progress of CAP goals, (4) update thresholds and adaptation strategies in the LHMP (2006), Sea Level Rise Adaptation Strategy Report (2018), and Community Vulnerability and Resilience Assessment (2017).

The Morro Bay CAP team will additionally continue to engage with residents, business owners, city staff, and elected officials to identify additional policy gaps, areas of opportunity for emissions reduction, and issues of heightened concern in terms of climate hazards.

7.5 Plan Morro Bay: Goals, Policies, and Implementation Action

Table 7.2: Land Use Element Goals and Policies

LAND USE			
Goal/Policy	**Wording**	**Resilience/ GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL LU-2: Land use patterns improve community health and resiliency.			
Current Status: In progress of establishing zoning districts and development standards to correspond with land use designation and character areas.			
POLICY LU-2.3: Social Resiliency	Maintain and create new urban public spaces that promote pedestrian activity and social	Resilience	TL-2: Pedestrian Network

	engagement through building design, public art, landscaping elements, and amenities.		
LU Goal 2 Implementing Actions: No implementing actions			
Goal LU-7: All residents and visitors have unimpeded and convenient public access to and along the coast.			
Current Status: In progress of Zoning Code update to maintain land use and zoning that protects visitor-serving and coastal dependent uses, including commercial fishing.			
POLICY LU 7.8: Sea Level Rise Impacts on Lateral Access	The following monitoring and actions shall be taken to address issues related to sea level rise in lateral access areas: (page 3-51)	Resilience	A-5: Coastal Resource Protection
LU Goal 7 Implementing Actions: No implementing actions			
Goal LU-8: Morro Bay's downtown and waterfront areas are active and welcoming locations for shopping, recreation, public access, visitor-serving needs, and coastal services.			
Current Status: Clarify the meaning of "clearly incidental" in the Zoning Code and provide additional certainty and consistency in the development review process for properties in the Measure D zone/Commercial/Recreational Fishing land use designation.			
POLICY LU-8.7: Embarcadero/ Harbor Coastal Hazards Standards	In the Embarcadero area (i.e. the shoreline between Coleman Park and Tidelands Park) and for harbors/marinas development shall include all feasible measures to avoid, or if avoidance is infeasible, to mitigate against coastal hazard threats and potential impacts to coastal resources. Fill and placement of materials in coastal waters, including shoreline protective devices in this area, shall be the minimum amount necessary, shall be allowable only where there is no feasible less environmentally damaging alternative and where	Resilience	A-5: Coastal Resource Protection

	feasible mitigation measures have been provided to minimize adverse environmental effects, consistent with the following: a. Upon the lease site approval or renewal, lease sites adjacent to the bayfront shall be required to make a plan that includes a timeline to relocate any underdeck utilities to a location above the sea level rise zone and identifies when the utility relocation will take place. b. Decks, piers, and other immobile bayside lateral accessways should be raised or reconstructed to heights above the sea level rise inundation zone. c. At-risk storm drains should be redesigned or relocated to maintain full function and prevent flooding as tides continue to rise. d. Landside development, including those serving water-dependent activities (e.g., fishing and boating) shall include all feasible measures to avoid, or if avoidance is infeasible, to mitigate against coastal hazard threats and potential impacts to coastal resources.		
POLICY LU 8.10: Monitor Beaches	Monitor beaches for sea level rise impacts such as erosion and changes in beach widths in order to identify trigger points for various adaptation strategies.	Resilience	A-5: Coastal Resource Protection
POLICY LU 8.14:	Work to make the streets in the Embarcadero pedestrian friendly by widening sidewalks, adding bulb outs, and improving crossings.	GHG Reduction	TL-2: Pedestrian Network

POLICY LU 8.16: Multimodal Access	Emphasize access for public transit and active transportation downtown and along the waterfront.	GHG Reduction	TL-1: Bicycle Network TL-2: Pedestrian Network TL-3: TDM Incentives TL-6: Smart Growth
POLICY LU 8.17: Multimodal Connections	Improve pedestrian connections between the downtown and waterfront areas and increase the pedestrian appeal of downtown.	GHG Reduction	TL-1: Bicycle Network TL-2: Pedestrian Network
LU Goal 8 Implementing Actions:			
IMPLEMENTATION ACTION LU-20	Update the Waterfront Master Plan		
IMPLEMENTATION ACTION LU-21	Monitor and repair existing seawalls and revetments along the Embarcadero.		

Table 7.13: Community Design Element Goals and Policies

COMMUNITY DESIGN			
Goal/Policy	**Wording**	**Resilience/GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL CD-1: The individual identity of each of Morro Bay's character areas is embraced and represented by new and renovated development.			
Current Status: Completed the adoption of updated Zoning Code on 11/22/22. Updated zoning code developed design standards as part of the Zoning Code update tailored to each character area (as appropriate) and include regulations on building design, landscaping, amenities, and facilities.			
POLICY CD-1.5: Place Value on Agriculture	Continue to protect agricultural areas within the City's planning area for future agricultural use.	Resilience	N/A
POLICY CD-1.6: Protect Agriculture	Protect the existing agricultural and open space greenbelt surrounding existing developed areas for its agricultural, open space, habitat, and scenic qualities, including to ensure development remains within existing developed areas with adequate public services. When approving development in areas near agricultural zones in the Planning Area, consider potential long-term agricultural impacts and require mitigation as part of development.	Resilience	N/A

POLICY CD-1.12: Complementary Design	Require building designs, materials, and landscaping that are complementary to the landscape, climate, and existing development.	Resilience/Sustainability	N/A
GOAL CD-2: The community is designed to be resilient to future climate conditions, weather events, and economic and social change.			
Current Status: Completed the adoption of updated Zoning Code on 11/22/22. Developed citywide design guidelines with a focus on certain character areas. The guidelines for each character area should be sensitive to the design objectives and unique characteristics of each area. Those character areas include Downtown the Embarcadero, North Morro Bay, Cloisters, North Embarcadero, and Highway 1 Commercial. Considerations for the guidelines will include allowing sufficient flexibility, use types generally allowed, building size and massing, and allowing for eclectic design features. Design standards should address senior housing that is accessible to public transit, health and community facilities, and services.			
POLICY CD-2.1: Local Food Production	Encourage the installation of vegetative roofs, rainwater bioswales, home composting, and small-scale gardening and animal keeping in areas that can support such uses.	Resilience/Sustainability	N/A
POLICY CD-2.3: Community Gardens	Work with local schools and community groups to promote the installation and maintenance of community gardens.	Resilience/Sustainability	N/A
CD Goal 2 Implementing Actions:			
IMPLEMENTATION ACTION CD-7:	Amend the Zoning Code to allow for features such as vegetative roofs, edible landscaping, gardening, and the keeping of specified small animals in appropriate residential and commercial zones.		

Table 7.14: Economic Development Element Goals and Policies

ECONOMIC DEVELOPMENT			
Goal/Policy	**Wording**	**Resilience/ GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL ED-1: A strong, resilient local economy.			
Current Status: No updated progress. Actions include determining the types of buildings and spaces needed in Morro Bay to support economic growth. Identify the appropriate height and sizes of nonresidential buildings, along with any design considerations necessary for desired economic growth.			
POLICY ED-1.4: Technology Resources	Make needed and desired renewable energy and modern technology resources readily available to businesses.	GHG Reduction/ Sustainability	E-1: Energy Efficiency Outreach and Incentive Program
POLICY ED-1.10: Prioritize Access	Situate new nonresidential development in easily accessible areas. Ensure that buildings can be reached by walking, biking, and public transit.	GHG Reduction/ Sustainability	TL-6: Smart Growth
POLICY ED-1.11: Home-Based Businesses	Encourage the development of home-based businesses to support the diverse needs of business owners and provide alternative access to local goods and services.	GHG Reduction/ Sustainability	N/A
ED Goal 1 Implementing Actions:			
IMPLEMENTATION ACTION ED-1:	Determine the types of buildings and spaces needed in Morro Bay to support economic growth. Identify the appropriate height and sizes of nonresidential buildings, along with any design considerations necessary for desired economic growth.		

IMPLEMENTATION ACTION ED-3:	Maximize energy from renewable resources, and work to improve the affordability of energy and telecommunication resources.		
GOAL ED-3: Local businesses and employment options are high quality, diverse, and environmentally sustainable.			
Current Status: The City is a member of CCCE. Being a member of CCCE allows Morro Bay to maximize energy from renewable resources, and work to improve the affordability of energy and telecommunication resources.			
POLICY ED-3.1: Sustainable Businesses.	Attract and retain environmentally conscious businesses that contribute to the long-term economic and environmental sustainability of Morro Bay.	Sustainability	N/A
POLICY ED-3.2: Environmental Guidelines	Develop guidelines that describe desired environmentally conscious building landscapes, designs, features, and practices that will be used to give recommendations to businesses and to provide City staff with suggested conditions of approval for permitting new or significantly renovated homes and businesses.	GHG Reduction/ Sustainability	N/A

Table 15.5: Circulation Element Goals and Policies

CIRCULATION			
Goal/Policy	**Wording**	**Resilience/GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL CIR-1: Residents and visitors can easily move about the city in a variety of safe and active ways.			
Current Status: No updated progress. Actions include reviewing the Morro Bay Bicycle and Pedestrian Master Plan annually to identify opportunities for implementation and ensure consistency with existing local and regional plans.			
POLICY CIR-1.1: Balanced Transportation	Work to complete a balanced multimodal transportation system that meets the needs of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.	Resilience/ GHG Reduction	TL-1: Bicycle Network TL-2: Pedestrian Network TL-3: TDM Incentives TL-6: Smart Growth
POLICY CIR-1.4: Future Enhancements	Identify streets in the city that can be made "complete," and plan for new bikeways, sidewalks, and crosswalks on these streets by reallocating how space within the public right-of-way is used.	Resilience/ GHG Reduction	TL-1: Bicycle Network TL-2: Pedestrian Network
POLICY CIR-1.8: Capital Improvement Program (CIP)	Use the City's Capital Improvement Program (CIP) process to prioritize, fund, and build roadway, bikeway, and pedestrian improvements, and to address phasing and construction of traffic	Resilience/ Sustainability/GHG Reduction	TL-1: Bicycle Network TL-2: Pedestrian Network

	infrastructure throughout the city		
POLICY CIR-1.11: Adequate Capacity	Maintain adequate street capacity and reduce congestion for all modes of transportation on the street and freeway system. Address congestion along corridors by enhancing the public transportation system, promoting mixed-use development patterns to reduce vehicle miles traveled (VMT), and implementing transportation demand management strategies to increase mobility options.	Resilience/ GHG Reduction	TL-1: Bicycle Network TL-2: Pedestrian Network TL-6: Smart Growth
POLICY CIR-1.12: Climate Change Impacts on Transportation	Require ongoing evaluation of the transportation infrastructure system and its ability to withstand future effects of climate change. Identify future points to begin incorporating resilient strategies and materials into design, using the most up-to-date guidance from the Federal Highway Administration.	Resilience/ Sustainability/GHG Reduction	A-4: Infrastructure
CIR Goal 1 Implementing Actions:			
IMPLEMENTATION ACTION CIR-1:	Require ongoing evaluation of the transportation infrastructure system and its ability to withstand future effects of climate change. Identify future points to begin incorporating resilient strategies and materials into design, using the most up-to-date guidance from the Federal Highway Administration.		
IMPLEMENTATION ACTION CIR-3:	Prioritize projects in the CIP that improve local and regional connectivity and mobility by increasing access and connecting to existing systems, including transit, sidewalks, bike lanes, and roadways		
IMPLEMENTATION ACTION CIR-5:	Include the San Luis Obispo Bicycle Club, Bike SLO County, SLO Nexus, and other bicycling groups as key stakeholders in planning		

	and transportation system projects to identify concerns and opportunities in the active transportation system.		
IMPLEMENTATION ACTION CIR-9:	Seek funding from sources such as Safe Routes to School and Complete Streets programs to improve sidewalk conditions and streetscapes, particularly in the downtown area		
IMPLEMENTATION ACTION CIR-10:	Pursue grant funding to prepare a Complete Streets Plan to integrate with updates to the Morro Bay Bicycle & Pedestrian Master Plan.		
GOAL CIR-2: Morro Bay is a pleasant and safe place to walk and bike.			
Current Status: No updated progress. Actions include identifying future funding and ways to remove permitting barriers to install fiber optic Internet or other similar communications infrastructure that will support the increase of smart transportation technology and connected vehicles.			
POLICY CIR-2.1: Compact Development	Support mixed-use, compact-style, and other land use development patterns within existing developed areas to facilitate easy active transportation and transit use. (See also Policies LU-3.1, LU-3.3, LU-3.4, and LU-3.7.)	GHG reduction	TL-6: Smart Growth
POLICY CIR-2.3: Active Transportation Amenities	Provide facilities and amenities for active transportation users at public facilities, including bicycle storage and seating areas. Require new developments or significant renovations to transportation facilities on private commercial or multifamily residential land to incorporate convenient active transportation facilities where possible. (See also Policies LU-8.4 and OS-1.8.)	GHG Reduction/ Resiliency	TL-1: Bicycle Network TL-2: Pedestrian Network
POLICY CIR 2-4: Pedestrian Safety	Provide for accessible, safe, and convenient paths, sidewalks, and crossings along major streets and beach and coastal areas for all users, including the	GHG Reduction/ Sustainability	TL-2: Pedestrian Network

	disabled, youth, and the elderly. (See also Policies LU-8.5 and OS-3.6.)		
POLICY CIR 2-6: Destination Facilities	Require and place access areas and facilities for bicycle, pedestrian, and transit travel in front of major destinations, such as shopping centers, parks, and schools. Facilities may include any or a combination of the following: designated passenger drop-off and pickup zones, benches, lighting, secure bike parking, shelters, and street trees. (See also Policies LU-2.3 and PS-2.1.)	GHG Reduction/ Resiliency	TL-3: TDM Incentives
CIR Goal 2 Implementing Actions:			
IMPLEMENTATION ACTION CIR-11:	Develop standards for bicycle, pedestrian, and trail improvements and amenities in new development and redevelopment projects. Include requirements for adequate, safe, and accessible bicycle parking, drinking fountains, public restrooms, benches, landscaping, and lighting. Require new development and redevelopment projects to be pedestrian and bicycle friendly, and to provide adequate connections to the existing and proposed bicycle and pedestrian network.		
IMPLEMENTATION ACTION CIR-14:	Update the Morro Bay Zoning Code to allow for compact development and supporting active transportation amenities in key areas of the city. Standards to implement this policy could include bike parking requirements, pedestrian access requirements, and circulation requirements for commercial uses.		
Goal CIR-3: Traffic monitoring considers all methods of travel, with emphasis on active and sustainable transportation methods			
Current Status: No updated progress. Actions include prioritizing projects in the CIP that improve local and regional connectivity and mobility by increasing access and connecting to existing systems, including transit, sidewalks, bike lanes, and roadways.			
POLICY CIR-3.1: LOS Standards	Update City guidelines to formally adopt an LOS standard.	GHG Reduction	N/A

POLICY CIR-3.2: VMT Thresholds	Achieve State-mandated reductions in VMT by establishing and adopting a VMT standard.	GHG Reduction	N/A
CIR Goal 3 Implementing Actions:			
IMPLEMENTATION ACTION CIR-15:	Formally adopt level of service (LOS) and VMT as the standard for monitoring impacts to the complete transportation system, including standards for acceptable thresholds and mitigations.		
IMPLEMENTATION ACTION CIR-16:	Monitor ongoing progress toward VMT and the transportation-related goals of the Morro Bay Climate Action Plan, and update guidelines for transportation impact analysis to maintain acceptable progress.		
Goal CIR-4: Morro Bay has convenient parking that enables access to the downtown and waterfront areas and the coast while enhancing the city's character.			
Current Status: No updated progress. Actions include updating the City's development impact fee program to provide funding for future circulation improvements including pedestrian, bicycle, and public transit facilities and amenities. Also, consider other local financing options such as an Enhanced Infrastructure Financing District (EIFD).			
POLICY CIR-4.1: Adequate Parking Required	Eliminate minimum parking requirements when and where appropriate to promote walkable neighborhoods and transit and bicycle use and establish maximum parking standards. In all cases, a finding shall be made that the proposed development can be served by adequate parking either on-site, off-site in a private parking lot, or off-site in a public parking lot provided the applicant has paid for that number of parking spaces via an in-lieu fee to the City (see also Policy CIR-4.3) In all cases, parking shall be provided in a manner that does not adversely impact the public's ability to park, unless a determination is	GHG Reduction	TL-4: Parking Supply Management

	made that existing parking in the area is sufficient.		
POLICY CIR-4.2: Paid Parking	The City may seek a Coastal Development Permit to establish paid public parking spaces with reasonable rates in appropriate places. When considering a Coastal Development Permit application for any development that could reduce, degrade, or otherwise limit public parking opportunities (including paid parking) near beach access points, shoreline trails, or parklands, including any changes in parking timing, pricing, and availability, evaluate the potential impact on public coastal access, and ensure existing levels of public access are maintained, including through ensuring that alternative access opportunities, including bike lanes and parking, pedestrian trails, and relocated free vehicular parking spaces, are provided so as to fully mitigate any potential negative impacts and maximize access opportunities. Any revenue from fee-based parking programs within the Coastal Zone shall only be used to fund public access within the Coastal Zone.	GHG Reduction	TL-4: Parking Supply Management
POLICY CIR-4.4: Shared Parking	Encourage shared parking between adjacent uses where possible.	GHG Reduction	TL-4: Parking Supply Management

POLICY CIR-4.7: Alternative Options	Require or establish EV charging stations, bike sharing and park and ride locations throughout Morro Bay and, close to transit and amenities.	Sustainability	TL-5: EV Network and Alternative Fueling Stations
CIR Goal 4 Implementing Actions:			
IMPLEMENTATION ACTION CIR-17:	Revise the Morro Bay Zoning Code to eliminate minimum parking requirements where appropriate in new or significantly renovated developments and establish maximum parking standards.		

Table 16.6: Noise Element Goals and Policies

NOISE			
Goal/Policy	**Wording**	**Resilience/ GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL NOI-1: A healthy and safe noise environment for Morro Bay Residents, businesses, and visitors			
Current Status: NOI-1 is a requirement that is reviewed on all new projects. Actions within the review include using the noise and land use compatibility matrix (Table NOI-3) and Future Noise Contour Map (Figure NOI-3) as criteria to determine acceptability of a land use, including the improvement/construction of streets and highways. Do not permit new noise-sensitive uses – including residential development, schools, hospitals, churches, meeting halls, auditoriums, music halls, theaters, libraries, transient lodging (i.e., motels and hotels), playground/parks, and offices – where noise levels are "normally unacceptable" or higher, if alternative locations are available for the uses in the city.			
POLICY NOI-1.3: Noise-Reducing Project Features	Incorporate design and construction features into residential and mixed-use projects that shield noise sensitive land uses from excessive noise.	Resilience/Sustainability	N/A
GOAL NOI-2: Minimize transportation-related noise.			
Current Status: NOI-2 is a requirement that is reviewed on all new projects. Actions within the review include mitigating noise created by new proposed stationary noise sources, or by existing stationary noise sources which undergo modifications that may increase noise levels, so as not to exceed the noise level standards of Table NOI-5 on lands designated for noise-sensitive land use.			
POLICY NOI-2.2: Compatible Roadway Design	Consider noise impacts in the design of road systems and give special consideration to noise-sensitive uses. To the greatest extent possible, the design of roads should minimize roadway noise to levels	Resiliency	N/A

	acceptable in surrounding areas.		
POLICY NOI 2.5: Active Transportation	Promote alternative transportation that minimizes noise impacts.	GHG Reduction/Resiliency	TL-1: Bicycle Network TL-2: Pedestrian Network TL-6: Smart Growth
NOI Goal 2 Implementing Actions:			
IMPLEMENTATION ACTION NOI-14	Promote alternative transportation that minimizes noise impacts.		
Goal NOI-3: Noise from construction activities associated with maintenance vehicles, special events, and other nuisances is minimized in residential areas and near noise-sensitive land uses.			
Current Status: NOI-3 is a requirement that is reviewed on all new projects. Actions within the review include ensuring that interior noise levels in new residential construction do not exceed 45 dBA Ldn, in accordance with the State of California's Noise Insulation Standards. For nonresidential construction, the acceptable interior noise levels should not exceed the interior noise levels in Table NOI-4.			

Table 17.7: Housing Element Goals and Policies

HOUSING ELEMENT			
Goal/Policy	**Wording**	**Resilience/GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL H-5: Housing Costs: Help reduce housing costs so more people can afford housing in Morro Bay.			
Current Status:			
POLICY H-5.2: Reduction in Dependence on Vehicular Transportation.	Encourage car-pooling, reduced vehicle usage, tailoring use to nonpeak times, car sharing, smaller motorized vehicle options, and walking and biking for local good and services.	GHG Reduction	TL-1: Bicycle Network TL-2: Pedestrian Network TL-3: TDM Incentives TL-6: Smart Growth
H Goal 5 Implementing Actions:			
IMPLEMENTATION ACTION H-5.1.1:	The City will continue to implement Title 24 of the California Code of Regulations on all new development and will continue to ensure that local building codes are consistent with State mandated or -recommended green building standards. The City will also continue to encourage the use of additional innovative energy conservation techniques such as active and passive solar systems, orientation, and project layout in an endeavor to further reduce dependence on outside energy sources. As Title 24 continues to be updated, the City will evaluate the economic impact of the feasibility of housing development resulting from the increased green building requirements and determine what additional recommendations or requirements are reasonable to ask those developing housing. The City will make handouts and literature available to the public outlining measures that they can take to reduce energy use.		

IMPLEMENTATION ACTION H-5.1.2:	The City will continue to implement the subdivision ordinance which requires that new subdivisions incorporate design features reducing vehicle dependence and encouraging pedestrian and bicycle circulation through the development of transit stops and bicycle and pedestrian routes, where feasible and appropriate.

Table 18.8: Conservation Element Goals and Policies

CONSERVATION			
Goal/Policy	**Wording**	**Resilience/ GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL C-3: Air quality in Morro Bay continues to improve through local actions and interagency cooperation.			
Current Status: No updated progress. Actions needed include establishing a local register that mimics requirements of the California Register of Historic Resources and the National Register of Historic Places, but focuses on locally important historic themes, such as Morro Bay's legacy as a fishing village.			
POLICY C-3.1: State Attainment Levels	Reach and maintain state attainment levels for PM10.	Sustainability/ GHG Reduction	N/A
POLICY C-3.2: Interagency Cooperation	Continue to cooperate with the SLOAPCD and other regional, state, and national agencies to implement the County Clean Air Plan, including enforcing air quality standards and improving air quality.	Sustainability/ GHG Reduction	N/A
POLICY C-3.3: Pollutant Sites	Identify opportunities to locate new air pollutant sources away from the general population	Sustainability/ GHG Reduction	N/A
POLICY C-3.4: Water Usage and Dust Minimization	Require grading, landscaping, and construction activities to minimize dust while using as little water as possible. Include as a requirement of project approval that projects requiring grading, landscaping, and construction activities	Sustainability	N/A

	include a description of how dust disturbance will be minimized, including estimates of water usage and alternative methods of dust control.		
POLICY C-3.5: Vehicle Idling	Explore and implement strategies to minimize vehicle idling.	GHG Reduction	O-1: Construction Vehicles and Equipment
POLICY C-3.6: Air Quality in Sensitive Land Uses	Minimize exposure of sensitive land uses to toxic air contaminants by locating new pollutant sources away from sensitive uses such as schools, hospitals, parks, playgrounds, residential areas, and natural and open space areas	Sustainability/ GHG Reduction	N/A
POLICY C-3.7: Park and Ride	Support the future development of park and ride lots in Morro Bay. Site lots near commuter transit service and provide bicycle storage lockers at the lots to ensure they are designed to facilitate use by transit and active transportation users.	Sustainability/ GHG Reduction	TL-6: Smart Growth
POLICY C-3.8: Telecommuting	Encourage employers to adopt teleworking, teleconferencing, and telelearning options for their employees and adopt policies and/or programs to further promote teleworking, teleconferencing, and telelearning among City staff.	GHG Reduction	N/A

GOAL C-4: Greenhouse gas emissions in Morro Bay are reduced and consistent with state goals.			
Current Status: No updated progress. Actions needed include identifying historical themes and develop a historic context statement that is used to identify significant historical themes within a community that are often represented in the built environment, such as houses and infrastructure.			
POLICY C-4.1: Emissions Reduction Target	By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing the community on a path to meet the state's 2050 greenhouse gas emissions reduction goals.	GHG Reduction	A-1: Climate Change Vulnerability
POLICY C-4.2: Climate Action Plan	Continue to implement and regularly evaluate the Morro Bay Climate Action Plan and greenhouse gas inventory to evaluate progress, celebrate successes, and adjust strategies as needed to meet emissions goals.	GHG Reduction	A-1: Climate Change Vulnerability
POLICY C-4.3: Greenhouse Gas Inventory.	Continue to update the greenhouse gas inventory to determine whether emissions are within recommended levels.	GHG Reduction	A-1: Climate Change Vulnerability
POLICY C-4.4: Greenhouse Gas Reduction Strategies	Pursue a variety of greenhouse gas reduction strategies across the transportation, residential, waste, and commercial sectors, commensurate with their share of the community's greenhouse gas emissions	GHG Reduction	All 2014 CAP strategies
POLICY C-4.5: Grant Funding	Seek grant funding to support implementation of greenhouse gas reduction projects for the	GHG Reduction	N/A

	City, as well as for residents and businesses.		
C Goal 4 Implementing Actions:			
IMPLEMENTATION ACTION C-6:	Establish greenhouse gas emissions thresholds of significance and standardize potential mitigation measures for both discretionary and ministerial actions.		
IMPLEMENTATION ACTION C-7:	Update the City's Climate Action Plan for consistency with SB 32 and SB 1383.		
IMPLEMENTATION ACTION C-8:	Regularly communicate with County, state, and federal departments and agencies, medical providers, and organizations regarding available grant funding, such as for active transportation and healthy communities, that can aid the City in reaching its emissions targets. Work with local homeowners, businesses, and organizations to take advantage of these grants.		
GOAL C-5: Morro Bay is a leader in energy innovation and sustainable usage.			
Current Status: Goal C-5 and related policies is a requirement that is reviewed on all new projects. Actions include requiring all discretionary proposals within the cultural resources overlay to consider the potential to disturb cultural resources. If preliminary reconnaissance suggests that cultural resources may exist, a Phase I cultural resources study shall be performed by a qualified professional meeting the Secretary of the Interior's (SOI) Professional Qualification Standard (PQS) for archaeology and/or architectural history, as appropriate (NPS 1983). Phase 1 cultural resources study shall include a pedestrian survey of the project site and sufficient background research and field sampling to determine whether subsurface prehistoric or historic remains may be present. Archival research should include a records search at the Central Coast Information Center (CCIC) and a Sacred Lands File (SLF) search with the Native American Heritage Commission (NAHC). Where identified or potential resources are of Native American origin, the appropriate Native American tribe(s) will participate with the qualified professional. The technical report documenting the study shall include recommendations to avoid or, if avoidance is not feasible, reduce impacts to cultural resources.			
POLICY C-5.1: Weatherization Incentive Programs.	Promote low-cost or free weatherization programs for disadvantaged residents, including low-income families and elderly individuals.	GHG Reduction/ Resilience	E-3: Income Qualified Energy Efficient Weatherization Program

POLICY C-5.2: Energy Efficiency Standards	Construct all new City facilities to be more energy efficient than the minimum energy efficiency standards in the California Building Standards Code and achieve zero net energy performance for new City facilities when possible.	GHG Reduction/ Resilience	C-1: City Government Energy Efficiency Retrofits and Upgrades C-3: Renewable Energy Systems on City Property
C Goal 5 Implementing Actions:			
IMPLEMENTATION ACTION C-9:	Develop, and update regularly, a database of low-cost and free programs for energy efficiency and weatherization for low-income homeowners and create a process for reaching out to such residents when opportunities are available.		
GOAL C-6: Energy available to Morro Bay residences, businesses, and public buildings is renewable and sustainable.			
Current Status: No updated progress. Actions needed include establishing greenhouse gas emissions thresholds of significance and standardize potential mitigation measures for both discretionary and ministerial actions.			
POLICY C-6.1: Renewable Energy Incentive Programs	Create incentives that promote renewable and sustainable energy systems as a component of new development or reuse projects. Require water- and energy-efficient features in all new and significantly renovated development, such as low flow and energy-efficient appliances, drought-tolerant vegetation, rooftop solar, and passive heating and cooling features.	GHG Reduction/ Sustainability	E-1: Energy Efficiency Outreach and Incentive Programs
POLICY C-6.2: Renewable Energy	Encourage the use of solar energy systems in homes and commercial	GHG Reduction/ Sustainability	E-1: Energy Efficiency Outreach and

in Home and Commercial Uses	businesses as a form of renewable energy, including in support of zero net energy goals.		Incentive Programs E-5: Small-Scale Solar PV Incentive Program E-6: Income-Qualified Solar PV Program
POLICY C-6.3: Renewable Energy in Municipal Uses	Maximize renewable energy capacity on municipal property and renewable energy use in City sponsored projects and activities.	GHG Reduction/ Sustainability	C-1: City Government Energy Efficiency Retrofits and Upgrades C-3: Renewable Energy Systems on City Property
POLICY C-6.4: Partnerships	Support public/private partnerships to implement energy efficiency, energy storage, and microgrid development to achieve cost savings, reduce energy use, and improve energy reliability	GHG Reduction/ Sustainability	N/A
C Goal 6 Implementing Actions:			
IMPLEMENTATION ACTION C-10:	Participate in regional energy efficiency financing programs, such as low-interest revolving loans, the California Comprehensive Residential Building Retrofit Program, California First, and Property Assessed Clean Energy (PACE), that enable property owners to obtain low interest financing for energy improvements.		
GOAL C-7: Morro Bay water is safe, available, and used in an environmentally responsible manner.			
Current Status: No updated progress. Actions needed include updating the City's Climate Action Plan for consistency with SB 32 and SB 1383.			

POLICY C-7.3: Water Restrictions	Continue to implement water conservation measures.	Sustainability	A-3: Water Management
POLICY C-7.5: New Development and Reuse Projects	Manage new development and reuse projects and existing land uses to mitigate impacts and/or facilitate improvements to the City's water systems.	Sustainability/ Resilience	A-3: Water Management
POLICY C-7.7: Water Conservation Features	New development shall incorporate and utilize feasible and innovative water conservation features. Minimize economic hardship on existing residents and businesses	Sustainability/ Resilience	A-3: Water Management
POLICY C-7.8: Water Conservation Practices	Continue to encourage maximum water conservation in existing land uses and provide incentives that encourage building owners and homeowners associations to complete water efficiency retrofits. Minimize economic hardship on residents and businesses.	Sustainability	A-3: Water Management
POLICY C-7.17: Impervious Surfaces	Development shall minimize new impervious surfaces, especially impervious areas directly connected to water and marine resources, and, where feasible, increase the area of pervious surfaces in redevelopment to reduce runoff.	Sustainability	N/A

POLICY C-7.19: Infrastructure Relocation	The City shall consider the relocation of critical water and wastewater infrastructure, as necessary and feasible, to protect those services from the effects of sea level rise and other coastal hazards.	Resilience	A-4: Infrastructure
C Goal 7 Implementing Actions:			
IMPLEMENTATION ACTION C-12:	Identify and regulate point sources of pollution to protect riparian and marine areas.		
IMPLEMENTATION ACTION C-13:	Continue to promote and enforce water conservation efforts in Morro Bay through methods such as tiering of water pricing, water usage restrictions, and incentives or requirements for water-efficient building, landscaping, and street design.		
GOAL C-8: Morro Bay is a zero-waste community.			
Current Status: No updated progress. Actions needed include Regularly communicating with County, state, and federal departments and agencies, medical providers, and organizations regarding available grant funding, such as for active transportation and healthy communities, that can aid the City in reaching its emissions targets. Work with local homeowners, businesses, and organizations to take advantage of these grants.			
POLICY C-8.1: Disposal Rates	Continue to reduce disposal rates to zero	GHG Reduction/ Sustainability	S-1: Solid Waste Diversion
POLICY C-8.2: Waste Reduction and Diversion.	Incentivize household waste reduction and diversion.	GHG Reduction/ Sustainability	N/A
POLICY C-8.3: Diversion in Multi-Family and Visitor-Serving Uses	Improve waste diversion options in multi-family and visitor-serving accommodations.	GHG Reduction/ Sustainability	S-1: Solid Waste Diversion
POLICY C-8.4: Public Education	Provide public information regarding waste reduction and diversion strategies to households.	GHG Reduction/ Sustainability	N/A

POLICY C-8.5: Partnerships	Partner with local businesses and organizations to reduce waste in the community through public information, programs, and incentives.	GHG Reduction/ Sustainability	N/A
C Goal 8 Implementing Actions:			
IMPLEMENTATION ACTION C-14:	Continue to update Chapter 14.75 (Mandatory Construction and Demolition Debris Recycling Program) of the Morro Bay Municipal Code as higher diversion rates become feasible, necessary, or required		
IMPLEMENTATION ACTION C-15:	Work with local and state agencies and organizations such as CalRecycle and the San Luis Obispo Integrated Waste Management Authority to support the food waste curbside collection program and provide low-cost composting starter kits to residents interested in beginning a home composting bin		
IMPLEMENTATION ACTION C-16:	Designate a Zero Waste champion from City staff to work with CalRecycle, San Luis Obispo Integrated Waste Management Authority, local private waste management companies, residents, business owners, and multifamily housing landlords to teach and promote the zero-waste goal and methods of attainment that are mutually beneficial.		
IMPLEMENTATION ACTION C-17:	Require that all multifamily and commercial facilities provide an adequate number of attractive and convenient waste diversion receptacles, as well as clear and convenient instructions regarding recyclable and compostable materials.		
IMPLEMENTATION ACTION C-18:	Create and adopt a Zero Waste Action Plan to reach 100% waste diversion.		

Table 19.9: Open Space Element Goals and Policies

OPEN SPACE			
Goal/Policy	**Wording**	**Resilience/ GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL OS-1: The public has access to plentiful and well-maintained parks, beaches, and recreational activities throughout Morro Bay.			
Current Status: No updated progress. Actions needed include partnering with the school district, community groups, and neighboring communities to identify and apply for grant opportunities to maintain, enhance, and expand park and recreational opportunities.			
Policy OS-1.1: Quimby Act	Achieve a ratio of at least 3.0 acres of parks per 1,000 residents.	Resilience/Sustainability	N/A
Policy OS-1.3: California Coastal Trail Alignment	Create a plan for the implementation of the California Coastal Trail. Ensure a continuous main spine of the California Coastal Trail throughout the length of the Morro Bay coastal zone, along with desirable offshoots and spurs, all within sight, smell, and sound of the ocean.	Resilience	N/A
Policy OS-1.5: Coast Maintenance	Maintain the beaches, bay, and ocean as natural recreational resources, not only for the city but also for the Central Coast region.	Resilience	N/A

Policy OS-1.9: Maintain Open Space	Improve and update park and open space facilities on a regular basis.	Resilience/Sustainability	N/A
GOAL OS-3: The City coordinates effectively with other public and private entities to support an active community with a diverse range of interconnected open spaces and recreation facilities to promote a healthy, engaged public.			
Current Status: No current update of progress. Actions include implementing an incentive program for local waterfront businesses and leaseholders to encourage regular maintenance and upgrades of infrastructure at nearby trails or parks.			
Policy OS-3.1: Government Funding	Actively pursue state and federal grants to fund continual improvements to parks and recreation facilities.	Resiliency	N/A
Policy OS-3.4: Private Investment	Facilitate public/private agreements to develop and maintain public open spaces, parks, and conservation areas	GHG Reduction/Resiliency	N/A
OS Goal 3 Implementing Actions:			
IMPLEMENTATION ACTION OS-9:	Identify coastal access points and citywide trails and incorporate them into the City's GIS data and maps.		
Goal OS-4: Coastal and marine habitat wildlife and resources are protected while maintaining the cultural identity of the habitat.			
Current Status: No current update of progress. Actions include identifying opportunities in existing and future parks and open space to include multigenerational recreational facilities and gathering spaces, and seek funding opportunities to install and upgrade such facilities.			
Policy OS-4.1: Coast as a Priority	Recognize and promote the importance of the beach and shoreline as a recreation and	Resiliency	A-5: Coastal Resource Protection

	economic resource to the area		
Policy OS-4.2: Marine Habitat and Recreation	Continue to preserve portions of parks as natural habitat for a variety of species	Resiliency/Sustainability	A-5: Coastal Resource Protection
Policy OS-4.3: Beach Maintenance	Consider species and habitat impacts and potential improvements when performing beach maintenance and monitoring recreational resources.	Resilience/Sustainability	A-5: Coastal Resource Protection
Policy OS-4.4: Beach Habitat	Ensure beaches and coastal areas can function as a quality habitat for permanent and migratory species	Resilience	A-5: Coastal Resource Protection
Policy OS-4.5: Minimal Activity Impacts to Habitat	Consult with locally knowledgeable scientists to design parks and trails in a way that protects coastal, wetland, and marine habitats from maintenance, construction, recreation, and industrial activity impacts while promoting sustainable recreational and open space uses	Resilience	N/A
Policy OS-4.6: Marine Resources	Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be	Resilience	A-5: Coastal Resource Protection

	given to species and areas of special biological significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and maintain healthy populations of all species of marine organisms, adequate for long-term commercial, recreational, scientific, and educational purposes.		
OS Goal 4 Implementing Actions: No Implementing Actions			
Goal OS-6: Natural resources are preserved to balance the use of open space for outdoor recreation opportunities			
Current Status:			
Policy OS-6.2: Barrier Conservation	Prohibit the destruction of natural barriers in open spaces along the shoreline	Resiliency	A-5: Coastal Resource Protection
Policy OS-6.3: Coastal Hazards Strategies	Ensure that parks and recreation areas and facilities are safe from coastal hazards, including through retreat, hard and soft protection, and other management techniques consistent with other coastal hazards policies and future coastal hazards planning.	Resiliency	A-2: Public Health and Emergency Preparedness A-5: Coastal Resource Protection

	Formally identify park structures and features that will require protection from or adaptation to sea level rise and changing climatic events. Plan for options for alternative parks or trails in the case of open space loss to sea level rise. Specifically identify options to relocate portions of parks and open spaces susceptible to sea level rise impacts, and seek funding to implement the identified adaptation strategies		
Policy OS-6.4: Materials as Mitigation	Require the use of flood-tolerant, absorbent materials during park or trail construction, maintenance, and rehabilitation to mitigate water damage and flooding.	Resilience	N/A
Policy OS-6.5: Broaden Protective Barriers	Widen buffers along water sources during the construction or rehabilitation of recreation spaces.	Resilience	N/A
OS Goal 6 Implementing Actions:			
IMPLEMENTATION ACTION OS-10:	Develop park design guidelines that implement design techniques to decrease flood risk through floodwalls, foreshore structures or improvements, sea gates, and surge barriers.		

IMPLEMENTATION ACTION OS-11:	Formally identify park structures and features that will require protection from or adaptation to sea level rise and changing climatic events and seek funding to implement the identified adaptation strategies.		
Goal OS-7: Portions of the planning area outside the city limits are planned in a way that preserves their rural nature while providing essential services and infrastructure			
Current Status:			
Policy OS-7.1: Account for External Impacts	If any portion of the area outside the city limits is included in the City's sphere of influence in the future, prepare and adopt a plan for the affected parcels that includes infrastructure and services provided by the City of Morro Bay. The plan shall also identify policies for the protection of natural resources in the affected areas.	Resilience	N/A
Policy OS-7.2: Place value on Agriculture	Continue to protect high quality agricultural areas within the City's planning area but outside the city limits for future agricultural use.	Resilience	N/A
OS Goal 7 Implementing Actions:			
IMPLEMENTATION ACTION OS-12:	When approving development in areas near agricultural areas, consider potential long-term impacts and require mitigation as part of development approval.		

Table 7.10: Public Safety Element Goals and Policies

PUBLIC SAFETY			
Goal/Policy	**Wording**	**Resilience/ GHG Reduction/ Sustainability**	**2014 CAP Policy**
Goal PS-1: Damage from natural disasters is minimized and repaired quickly.			
Current Status:			
Policy PS-1.1 Vulnerable Assets	Examine all vulnerable assets and develop a plan to minimize risks and respond quickly to damage.	Resilience	A-1: Climate Change Vulnerability
Policy PS-1.2 Emergency Response	Provide adequate warning and evacuation assistance in the event of natural disasters such as a tsunami, flood, and earthquake-related events.	Resilience	A-2: Public Health and Emergency Preparedness
Policy PS-1.3 Education and Awareness	Provide public information regarding natural hazard risks and resiliency strategies.	Resilience	A-2: Public Health and Emergency Preparedness
Policy PS-1.4 Climate Change	Consider how climate change impacts may change anticipated hazard conditions when planning for emergency response.	Resilience	A-2: Public Health and Emergency Preparedness
Goal PS-2: Development is protected from natural disasters and hazards to the greatest extent possible			
Current Status:			
POLICY PS-2.1: Public Facilities	Maintain the integrity and adaptability of essential public facilities that are vulnerable to	Resilience	A-4: Infrastructure

	natural hazards. Locate new essential public facilities in such a manner to minimize natural hazard risks.		
POLICY PS-2.2: New Development in High-Risk Areas	Require new development to be located outside of areas subject to natural hazards from tsunami, geologic, flood, and wildfire conditions to the maximum feasible extent. If development must occur in such high-risk areas, including if development cannot be feasibly sited in a manner that avoids such areas entirely, ensure that such development is sited, designed, and conditioned to minimize risks to life and property while mitigating the development's impacts to coastal resources, particularly to public recreational beach access. Development shall also ensure stability and structural integrity; shall not create nor contribute significantly to erosion, geologic instability, or destruction of the site; shall not substantially alter natural landforms; and shall not include shoreline protective devices.	Resilience	A-4: Infrastructure
POLICY PS-2.5: New Development in Wildfire High-Risk Areas	Require new developments in areas of high and very high wildfire risk to incorporate fire-safe building methods and site planning techniques into the development.	Resilience	N/A
POLICY PS-2.10: Building Retrofits	Encourage building retrofits that improve resiliency to geologic and seismic hazards.	Resilience	N/A

POLICY PS-2.14: Drought Impact Assessment	Develop a drought impact assessment that examines drought triggers, patterns, and community impacts. Determine methods to minimize risks and respond quickly to impacts.	Resilience	A-3: Water Management
POLICY PS-2.15: Drought Impact Mitigation	Explore ways to mitigate the impacts of drought, including alternative landscaping and water conservation. Landscaping in parks located in the coastal zone shall include noninvasive, native, drought-tolerant plants.	Resilience/ Sustainability	A-3: Water Management
POLICY PS-2.16: Impacts on Tourism	Develop a plan to minimize drought impacts on revenue from tourism, such as weather monitoring and government assistance.	Resilience/ Sustainability	A-3: Water Management
POLICY PS-2.17: Impacts on Agriculture	Develop methods to mitigate and manage the impacts of drought on the agricultural industry, including conservation and incentives to grow less water-intensive crops.	Resilience	A-3: Water Management
POLICY PS-2.18: Drought Prevention	Strengthen water management and drought prevention efforts by integrating local water management plans and considering water conservation in new development applications.	Resilience/ Sustainability	A-3: Water Management
PS Goal 2 Implementing Actions:			
IMPLEMENTATION ACTION PS-1:	Inventory unreinforced brick masonry, soft-story, and other seismically vulnerable private buildings. Identify potential funding sources to assist with seismic retrofits.		

Goal PS-3: Morro Bay is prepared for and responsive to the effects of sea level rise and other coastal hazards in both the short and longer-term future.			
Current Status:			
POLICY PS-3.1: Shoreline Preservation as a City Goal	The Morro Bay shoreline is an irreplaceable resource and its preservation as a natural living shoreline is a matter of great public importance. Therefore, the intent of the Local Coastal Program is to ensure that shoreline protective devices and other shoreline altering development are only utilized in very rare situations and only when all coastal resource impacts are avoided, and where unavoidable are appropriately and proportionately mitigated, including consistent with Policies PS-3.2, PS-3.6, and PS-7.	Resilience	A-5: Coastal Resource Protection
POLICY PS-3.4: Shoreline Management Plan	The City shall prepare a Shoreline Management Plan for approval by the Coastal Commission as an amendment to the Local Coastal Program. The plan shall function as a tool to help implement coastal protections, maximize public access, and protect coastal resources along the City's shoreline, including building upon the City's Adaptation Strategy Report. The plan shall be prepared in coordination with relevant local, regional, and/or state agencies for the purpose of protecting coastal resources, as well as ensuring the resilience of coastal public infrastructure	Resilience	A-5: Coastal Resource Protection

POLICY PS-3.5: Avoid Coastal Hazards	Development shall be sited and designed to avoid impacts from coastal hazards over the life of the development. New development, including redevelopment, shall be prohibited from using or requiring shoreline protective devices at any point during the development's life. As a condition of approval for any such development/redevelopment, any existing shoreline protective devices shall be removed, and the underlying area restored. (See also Policy PS3.3)	Resilience	N/A
POLICY PS-3.6: Coastal Hazard Risks Acknowledged	During Development Review, determine if any structures meant for human habitation are to be constructed within the 100-year floodplain or in the Sea Level Rise Hazard Overlay Zone depicted in Figure PS-8. If necessary, evaluate each structure's safety from flood and sea level rise related hazards, and recommend remedial actions. As a condition of approval for all development that at some point during its lifetime may be subject to coastal hazards, the Applicant shall record a deed restriction against the properties involved in the application acknowledging that the development and development site may be subject to coastal hazards, acknowledging that shoreline protective devices are prohibited to protect such development, waiving any right that may exist to	Resilience	N/A

	construct such devices, and agreeing to remove threatened development and restore affected areas if necessary in the future subject to the requirement to prepare a removal and restoration plan, all of which shall also be added as conditions of any approval. Specifically, development shall be removed and the affected area restored to a natural condition if: (a) the City declares the development unsafe for occupancy and/or use; (b) the development requires shoreline protective devices; (c) the development encroaches onto public trust land (including as the public trust migrates); (d) access and utilities are no longer available to serve the development; or (e) required by subsequent adaptation planning through Shoreline Management Plans(see Policy PS-3.4). Approval of coastal permits shall not constitute a waiver of any public rights that may exist on the affected property. A coastal permit permittee shall not use any permit approval as evidence of a waiver of any public rights that may exist on the affected property now or in the future. The City will work with property and business owners whose assets are exposed to flooding from sea level rise to adapt to the anticipated hazards in the 50-year time horizon. If an asset cannot be sufficiently protected from coastal flooding, establish a timeline		

	for relocation. Ensure that the timeline includes the following activities: • Securing land for the relocated asset, either an infill site or a suitable undeveloped location. • Permitting and environmental review activities. • Deconstruction and reconstruction.		
POLICY PS-3.7: Coastal Hazards Report	Development proposed in potential coastal hazard areas, including those that are mapped as hazardous in Figures PS-7 and PS-8, shall be evaluated for potential coastal hazards at the site based on all readily available information and the best available science, including the Coastal Commission's adopted Sea Level Rise Policy Guidance. If the initial evaluation determines that the proposed development may be subject to coastal hazards over its lifetime, a site-specific coastal hazards report prepared by a qualified geologist/engineer is required to ensure that such development can be built in a manner consistent with applicable Local Coastal Program coastal hazards policies	Resilience	N/A
POLICY PS-3.8: Floor Elevations in Flood-Prone Areas	Require development in flood prone areas in the City to include finished floor elevations two feet above the 100-year flood elevation	Resilience	N/A

POLICY PS-3.11: Resilient Buildings	Require new and significantly renovated buildings and all public buildings to be designed and constructed to withstand severe storms, flooding, and other impacts that are expected to result from a changing climate.	Resilience	N/A
Goal PS-4: Response to emergencies is quick, efficient, and effective.			
Current Status:			
POLICY PS-4.1: Update Emergency Response Plan	Regularly update the Morro Bay Emergency Response Plan with updated evacuation routes and hazard information. Publicize evacuation routes and other relevant emergency procedures.	Resilience	A-2: Public Health and Emergency Preparedness
POLICY PS-4.6: Resiliency Hubs	Work with local schools and community centers to create "resiliency hubs" that can serve as gathering places during emergencies and interruptions in services, and contain access to water, electricity, and other needed services	Resilience	A-2: Public Health and Emergency Preparedness
POLICY PS-4.7: Passive Resiliency	Ensure, to the greatest extent possible, that new and significantly remodeled buildings will maintain livable conditions in the event of extended loss of power or heating.	Resilience	N/A
PS Goal 4 Implementing Actions:			
IMPLEMENTATION ACTION PS-2:	Create a multifaceted emergency communications plan that details multiple methods of warning and communication systems, emergency response, and evacuation assistance. This could include identification of "resiliency hubs." Such a plan should include social media, traditional news outlets, available apps, and "Amber Alert" style SMS messaging to residents and identify the persons responsible for each role in the emergency		

	communications plan. The plan should include coordination with the County and other regional emergency response agencies.
IMPLEMENTATION ACTION PS-3:	Develop and pursue a list of City building improvements that would be resilient and habitable during a prolonged power or heating outage.

Table 7.11: Environmental Justice Element Goals and Policies

ENVIRONMENTAL JUSTICE			
Goal/Policy	**Wording**	**Resilience/ GHG Reduction/ Sustainability**	**2014 CAP Policy**
GOAL EJ-2: Morro Bay residents of all ages, cultures, and lifestyles enjoy a community that is inclusive, enjoyable, and meets all physical, emotional, and mental needs.			
Current Status:			
POLICY EJ-2.4: Multigenerational Housing	Provide for multigenerational living spaces including housing for single parents, young families, and seniors, including aging-in-place communities	Resilience	N/A
GOAL EJ-4: Morro Bay recognizes and is prepared for increased health risks due to current and anticipated future climate change effects.			
Current Status:			
POLICY EJ-4.3: Climate Change Response Plan	Prepare a response plan to be used in the implementation of Measure A-2 of the CAP to ensure the protection of vulnerable populations during times of high heat, extended drought, flooding, or	Resiliency	A-2: Public Health and Emergency Preparedness

	other extreme weather events.		
POLICY EJ-4.7: Urban Greening	Maximize urban greening and the use of green infrastructure to minimize the urban heat island effect, maintain and improve water quality, and contribute to the physical and social health of community members. This policy should be implemented together with Measure A-4 of the CAP.	GHG Reduction/Resiliency	A-4: Infrastructure
EJ Goal 4 Implementing Actions:			
IMPLEMENTATION ACTION EJ-6:	Update the Morro Bay Community Vulnerability and Resilience Assessment every 10 years to include updated modeling and projections. This will allow the city to identify current priorities for vulnerable assets, populations, and environmental features		

8. Resources for Best Practices

8.1 Introduction

There is no one correct approach to climate action. While objectives are largely the same, cities have unique challenges based on their geographic location, economy, infrastructure, culture, and demographic characteristics.

Each locale has brought unique solutions to address the threats of climate change applicable to their region. Detailed in this chapter are several climate action documents, composed for municipalities around the globe that can act as examples for Morro Bay. While there are many good existing climate action reports, the documents mentioned here contain specific elements or additions that are particularly noteworthy and can be used to create an effective update to Morro Bay's Climate Action Plan.

8.2 Cities Around Morro Bay

City of San Luis Obispo, California

The City of San Luis Obispo (SLO) is the county seat of San Luis Obispo County and the largest city within the county. San Luis Obispo's *Climate Action Plan*, recently updated in 2022, contains three volumes. The first volume, titled *Stories from 2035*, envisions a carbon-neutral San Luis Obispo in a post-pandemic world and describes the actions taken by the city to make carbon neutrality possible. The use of first-person vision statements and stories gathered through a robust public participation program is particularly notable from this volume. The second volume, titled *Technical Foundation and Work Program*, describes the update process for the Climate Action Plan by providing a summary of the contemporary greenhouse gas emissions inventory, and describing the actions needed to achieve drastic emissions reductions, which includes a work program for plan implementation. The City chose to focus on strategic policies that focus and simplify the implementation process rather than a more comprehensive approach. The third and final volume is a work plan that provides clear direction on what projects and programs the City will implement from 2023 to 2027 to achieve its climate action goals. Within this section, the City denotes six sector-specific themes: (1) Lead by Example, (2) Clean Energy Systems, (3) Green Buildings, (4) Connected Community, (5) Circular Economy, and (6) Natural Solutions. This section also includes a climate action plan progress update, which establishes a mandate that this progress report be updated and republished every two years for public accountability. The three-volume approach is unique, and including the first volume allows the reader to envision a future where climate action goals have been realized, while also discussing the necessary—but oftentimes tediously dense—scientific and data-driven aspects of climate action planning. The City was recently awarded the 2023 National Environmental, Climate, and Energy Award for its 2022 update on their CAP, which only exemplifies the glowing success of this document as a proponent of climate action. This is a great localized example in which Morro Bay can look towards for inspiration.

City of Carmel-by-the-Sea, CA

Located two hours north of Morro Bay, Carmel-by-the-Sea shares many of Morro Bay's threats when it comes to climate change, including sea level rise, flooding, and drought. Morro Bay can learn from the many implementation strategies laid out in Carmel's Climate Action Plan, as the two cities have comparable populations and community demographics. Carmel's *Climate Action Plan* has an expansive list of implementation strategies that are easily actionable. Some examples of easily attainable actions instituted by Carmel is their development of a program to promote home energy efficiency and electrification benefits (p. 11), exploring the feasibility of downtown densification (p. 14), and maintaining the health of the urban forest tree canopy in the city (p. 19). Although none of these strategies are necessarily novel or innovative, the proposed actions are easily attainable and will contribute to both greenhouse gas emissions reductions and climate adaptation within the municipality. While idealisms are welcome in climate action planning, it is more important to identify easily attainable goals that can be smoothly implemented into a community. Starting small and pushing for easy and actionable goals—such as updating the City's 2014 Forest Management Planes a terrific way to ease Morro Bay into the climate action planning process.

8.3 Implementation

City of Long Beach, CA

Compared to similarly sized cities in California, the City of Long Beach was later than most in producing their climate action plan, as their first edition of the plan was not ratified until 2021. However, the *Long Beach Climate Action and Adaptation Plan (CAAP) now stands as a model for exemplary climate action planning in California. Within this document are over one hundred implementation strategies, covering three broad sectors: (1) Building + Energy, (2) Transportation, and (3) Waste. The CAAP* identifies three specifically critical actions that will lead the charge towards carbon neutrality in Long Beach. The first is to update building codes to incentivize new electric residential and commercial buildings. The second is to increase the frequency, speed, connectivity, and safety of transit options. The third goal is to develop an organic waste collection program for City-serviced accounts. These three goals are large enough to garner real, meaningful change within the city, but remain practical enough to be implemented smoothly and efficiently. Another success from the document is the "Understanding Climate Change in Long Beach" chapter. Many climate action plans merely describe what climate change is and how it may affect their municipality in a few sentences. This section in Long Beach's CAAP, however, goes much further by vividly explaining how the City will be affected by the region's changing climate in a digestible manner, with specific mentions of how extreme heat, sea level rise and increased precipitation, drought, and air quality will affect the locality. This fifteen-page section is not meant to scare the reader, but rather to trigger a feeling of responsibility towards meeting these climate action goals and actions. This is an excellent way to garner support for climate action-related projects, and a similar strategy could be used to activate public engagement within the community of Morro Bay. The CAAP also stresses social justice and environmental equity throughout the document,

which aims to reverse historical injustices perpetrated by previous planning practices. Although Morro Bay does not share the same levels of diversity as that of Long Beach, achieving equity should still be a principal element to consider when proposing climate actions, particularly for the older-aged populations of Morro Bay.

City of Auckland, New Zealand

Auckland's *Climate Plan* takes the typical implementation strategies of merely defining goals and outcomes and adds measures and tracking timeframes (p. 162). Each natural environment goal is accompanied by sources and reporting frequencies required to track the accuracy and progress of the implementation strategy. For example, increasing the urban canopy is tracked in three-to-five-year intervals using LiDAR data. Auckland's practice is important to learn from as climate action plans often rely on purely aspirational emissions targets and untracked environmental and hazard improvement projects. Adding defined timeframes and sources to judge progress thus grounds the plan and gives the community the ability to watch the City's progress. This will allow the public and the indicators to act as a check on officials, companies, and the community to enforce progress.

8.4 Adaptation

New York City, New York

The adaptation section of New York City's *Climate Action Plan* is comprehensive, showing how a city with resources and talent can compile a global leading climate action plan. They have a plan for all identifiable hazards and climate-driven threats. Giving each hazard its own plan is not something all cities can do, but a micro version of this is possible everywhere. It is clear they have identified potential climate hazards and given them due time and planning. New York City's adaptation section recognizes that the immediate physical effects of climate change are the highest priority for the City and focuses on them over greenhouse gas reductions and clearly lays out the steps it will take to mitigate them while ensuring both social justice and regulatory action accompany the adaptation measures. Cities such as Morro Bay can look to New York to see how effective a plan which addresses and plans all potential physical impacts can be. To emulate it, Morro Bay should prioritize physical and legislative goals it will achieve such as limiting development within a 500-year floodplain.

City of Reykjavik, Iceland

Reykjavik's *Climate Action Plan* has six points of emphasis: (1) Walkable City, (2) Energy Exchange, (3) Health Enhancing, (4) Circular Thinking, (5) Ecofriendly Structures, and (6) Carbon Sequestration. Each one of these points are accompanied by several related actions, along with an anticipated schedule of implementation and overall effect on greenhouse gas reductions. These actions also contain a Success Measurement section, which details how the City can monitor and report the extent in which the action has been implemented. Of note, since the inception of this plan, the City has aggressively reduced their operational emissions by 67%. Given the City's quick response to lessening emissions from City operations, the other actions mentioned in this plan appear more attainable, as well. Focusing on lessening the greenhouse

gas emissions of City operations is a great way to set an example for the residents of Morro Bay to follow. This can be done through several strategies, such as the adoption of LED lightbulbs, the purchase of an all-electric vehicle fleet, and/or adding solar panels on all publicly owned buildings.

8.5 Economic and Business Strategies

City of Copenhagen, Denmark

The City of Copenhagen has long been a model for sustainability and climate action planning within Europe and beyond. Ratified in 2012, the *Copenhagen Climate Action Plan* would be considered old, based on the novelty of many emerging facets within climate science, but the document remains one of the most forward-thinking climate action plans to date. The CAP pledges to make Copenhagen carbon-neutral by 2025, focusing on four main pillars: (1) Energy Consumption, (2) Energy Production, (3) Green Mobility, and (4) City Administration. Each pillar contains the City's main initiatives for achieving its climate action goals related to the pillar. Most notable, however, is the Economic section found within each of these pillar sections, that gives approximate costs for implementing each initiative. At the end of the English Short Version of the Climate Plan, there is also a separate "Economy and Investment" section, which details the overarching economic benefits of climate action planning developments in a digestible manner. Simplifying a concept as complex as the economics of climate action into an easily digestible manner is a terrific way to engage community stakeholders and garner support for climate action initiatives.

City of Suzhou, China

Enforcing greenhouse gas reductions on businesses is an oft troublesome proposition. Suzhou's climate initiatives include a program introducing competition into the GHG reduction market. The City awards recognition and financial incentives to the companies that reduce emissions the most, allowing said businesses to save money while also reducing the City's overall carbon footprint. While implementation of this program in Morro Bay is nearly impossible, financially incentivizing businesses to reduce emissions and ecological impacts through competition is a strategy worth investigating for any municipality's climate action program. This can come in the form of a partnership with the chamber of commerce or the use of a tax slush fund to payout or provide tax breaks for businesses who show greater reductions of emissions or waste.

8.6 Unique and Novel Approaches

City of Seoul, South Korea

Seoul has recently emerged with an aggressive five-year plan of climate initiatives in the city. Most applicable of those is the goal of reducing the number of paved surfaces in the city. With the heat island effect as an identified hazard for Morro Bay, and its effects only to increase with climate change, implementing strategies of greening the city's surfaces should be pursued. Seoul's initiatives include permeable pavers, street trees, shade restoration along streams and

rivers, and green roofs. Seoul's massive size and financial prowess means Morro Bay will look toward downscaled versions of their concrete and paved surface reduction strategies.

The Maldives

The Maldives has a unique climate action plan specifically garnered towards tourism. With a large sector of Morro Bay's economy dependent on tourism, looking at how climate change and hazards impact tourism in a coastal location will provide valuable insight in how to update the city's CAP to address the needs of the tourist economy. The *Maldives' Tourism Climate Action Plan* outlines five objectives, many of which can be applicable to Morro Bay:

1. Incorporate community experiences
2. Protect destination assets
3. Regenerative Nature
4. Diversify business models
5. Align with national and global initiatives.

Of note are goals 2 and 4, where preserving Morro Bay's tourism assets such as fishing, the bay, beaches, and wildlife against climate threats are imperative. Furthermore, ensuring the town develops an economic base to insulate itself from long term hazard damage is important.

8.7 Key Guidance Resources (Non-CAPs)

Office of Planning and Research's General Plan Guidelines (Climate Change chapter)

The Climate Change Chapter from the California Office of Planning and Research's *General Plan Guidelines* "summarizes how a general plan or climate action plan can be consistent with the California Environmental Quality Act (CEQA) Guidelines section 15183.5 (b), entitled Plans for the Reduction of Greenhouse Gas Emissions" (p. 222). This chapter also provides recommendations for how to attain consistency and cohesion within a municipality's many documents that may pertain to climate change, including general plans, climate action plans, climate adaptation plans, and plans to reduce greenhouse gas emissions. Lastly, OPR closes the chapter by providing a table of the most useful climate change tools and resources that are referenced throughout the section, including Cal-Adapt, the Climate Resilience Toolkit, and Cool California.

Getting to Implementation: The Status of Local Climate Action in California

This report—written by the Institute of Local Governments (ILG) Partners with UC Berkeley's Center for Law, Energy, and the Environment, and Next10—focuses on some of the biggest challenges local governments face when dealing with the implementation phase of climate action. The largest takeaway from this book is that there is a clear desire to advance climate action and sustainability goals within the state, but there is an apparent lack of capacity and resources to match this desire. The book also reaches the unsurprising conclusion that "respondents in smaller communities are more likely to implement policies that support climate

goals while achieving other co-benefits for residents, frequently framing these strategies as in support of public health." The more localized a municipality's climate action, the higher the chances are that the public understands and supports said climate action objectives.

Seven Principles of Strong Climate Change Planning

This article does a tremendous job of synthesizing recent research to determine the efficiency of climate action planning efforts. The article predictably concludes that most municipalities have been insufficient in climate-related planning efforts and cites seven principles of strong climate planning. The seven principles are:

1. Set ambitious, yet attainable goals
2. Provide a strong fact base with the best available data
3. Outline diverse strategies to achieve goals
4. Engage the public and foster justice in all planning processes
5. Coordinate efforts to address climate change across actors, sectors, and plans
6. Include a clear process for implementation and monitoring
7. Address climate change uncertainty

Of these strategies, the final two are the most important for Morro Bay to consider. Many municipalities fail to implement a clear monitoring program that gauges the progression of the implementation strategies being instituted. Without this measurement, it is essentially impossible for the municipality to maintain accountability of its own plans and programs. Strategy number 7 is important, as climate science is a largely novel subject. As such, it is necessary for municipalities to have flexibility in their approach to addressing climate change and its impacts.

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Morro Bay Climate Action Plan (CAP) Update

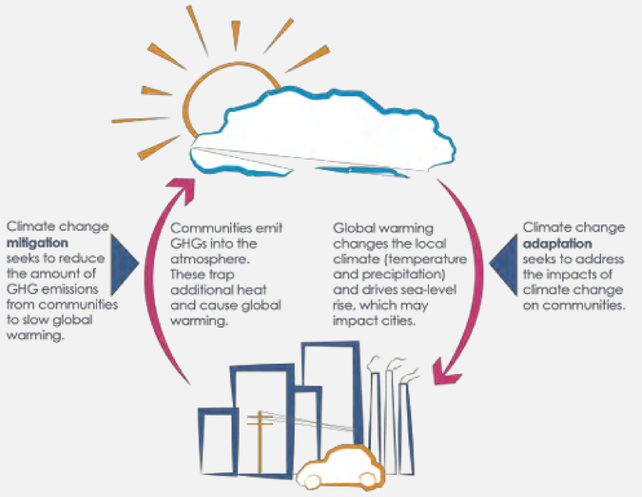
Cal Poly SLO | Master of City and Regional Planning

Morro Bay California

What is a Climate Action Plan (CAP) ?

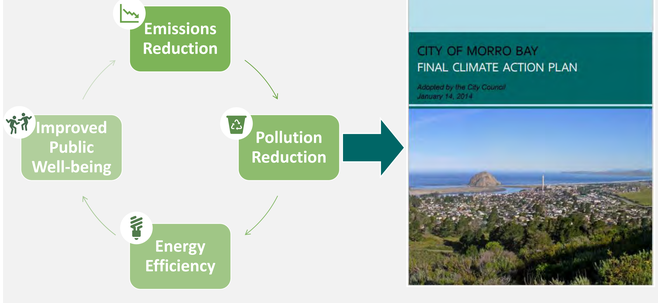
A community-specific framework to measure, track, and reduce greenhouse gas (GHG) emissions and other relevant climate impacts.

CAPs address how the climate is already changing and create strategies for a community to adapt to and mitigate these effects.



Why does Morro Bay need to update its 2014 CAP?

Climate change is an everchanging issue that affects all parts of a community and needs to stay updated to be effective.



Climate Threats

Morro **Bay's** 2014 Climate Action Plan identified these primary threats:

1. Flooding

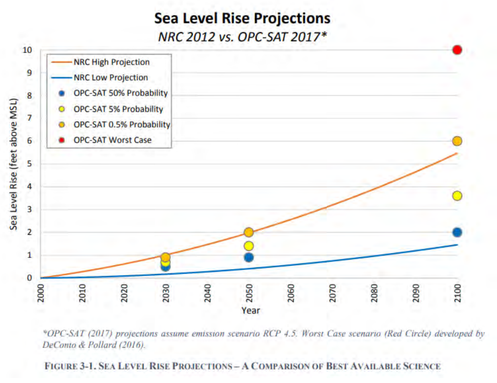
Extreme flood events will all increase in prevalence as climate change worsens. The coastal regions of the city, such as the Embarcadero and Highway 1, will see increased damage and threats to life as flood events occur more often.

2. Sea Level Rise

Morro Bay could experience up to ***0.5 ft.*** of sea level rise by 2030, ***0.9 ft.*** by 2050, and ***5.5 ft.*** by 2100. These projections pose a significant threat to all of Morro Bay. Inundation, bluff erosion, and flood events will all increase in prevalence and severity across the coastal zone.

3. Heat and Drought

Increased temperatures and high heat days pose a risk to vulnerable populations and can put additional strain on the electrical grid as demand for power rises. Higher temperatures also increase the risk for drought and wildfire. The Central Coast will see a decline in rainfall of up to two inches by 2050 and will decline an additional three to four inches by 2100.



*OPC-SAT (2017) projections assume emission scenario RCP 4.5. Worst Case scenario (Red Circle) developed by DeConto & Pollard (2016).

FIGURE 3-1. SEA LEVEL RISE PROJECTIONS – A COMPARISON OF BEST AVAILABLE SCIENCE

Morro Bay Climate Successes

Since 2014

- Community greenhouse gas emissions reduced by 18%
- 96% of residents joined Central Coast Community Energy
- Water Reclamation Facility relocated out of hazard zones

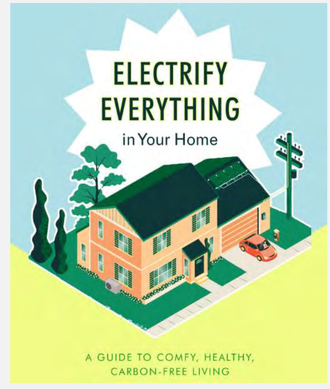
What You Can Do

Complete a 5-minute, online Home Energy Checkup through PG&E here →

Choose to walk, bike, or use public transit, especially for short trips.

Produce less waste by using a reusable water bottle and grocery bags.

Consume local food and support farmer's markets.



Take our Survey!

Want to Stay Connected?

Please feel free to reach out to us with questions and concerns at:

MorroBayCAP@gmail.com