

VIII

ACCESS

AND

RECREATION

ELEMENT

VIII - ACCESS AND RECREATION ELEMENT

A. AUTHORITY AND PURPOSE

The specific public access policies of the coastal Act implicitly recognize that escalating coastal land values and the increasing demands of the private market for coastal land pose a threat to continuance of public right to have access to the coast. To insure that the public's constitutional right to have access to the coast will be enhanced and protected by local policy, the coastal act requires the following:

"Each local coastal program prepared pursuant to this chapter (Chapter 1 of the Coastal Act) shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided." (Section 30500 of the Coastal Act.)

The primary purpose of the access component of the LCP is to describe in detail the ways in which local conditions do or do not conform to Coastal Act policies, and to recommend local policies and actions to correct non-conforming conditions. Because of the extent of overlap between concerns relevant to shoreline access and those involving coastal recreation, policies and plans concerning both are addressed together. Morro Bay enjoys an exceptionally large amount of shoreline public access and recreational opportunities, and some of these opportunities have the capability to be expanded or enhanced. With applicable policies and programs in addition to those existing in the City, access and recreational opportunities can be guaranteed to be in compliance with the requirements of the Coastal Act.

B. EXISTING CONDITIONS AND ISSUES

1. EXISTING CONDITIONS

a. Access: Morro Bay is a community with a wealth of existing access, and with good planning access opportunities can be improved or expanded. There are a total of 10.75 linear miles of ocean and bayfront shoreline that fall within the City limits. Approximately 95.5% of the shoreline is presently open to lateral access. Moreover, existing vertical public access is provided along virtually all segments of the shoreline. One of the primary intentions of the city is to maintain the abundance of existing access and further maximize access in new development, consistent with the provisions of the Coastal Act. (LCP modified pg. 35)

The majority of the City coastline is dominated by flat sandy beaches that rise to dunes or short coastal bluffs. Significant portions of the City's bayfront are lined by manmade rock revetments or consumed by waterfront structures. Coastal bluffs and isolated natural rock outcroppings, the most notable of which is Morro Rock, make up a relatively small portion of the City's shoreline. The coastal physical characteristics are summarized in Table AR-1 and are shown on Figure AR-1. (LCP modified; pg. 35)

The State Coastal Zone Conservation Commission Interpretive Guidelines for Shoreline Access identifies four types of access; lateral, vertical, bluff-top and visual. Figure AR-2 shows access locations for the City by access type. The access types are discussed as follows as they relate to Morro Bay. (LCP p.35)

1. Lateral Access: Unencumbered lateral access, or access along and parallel to the shoreline, is ample in Morro Bay. An open sandy beach from Morro Rock northward provides lateral access without interference or hindrance of any kind. (LCP p.35)

2. Vertical Access: Vertical access, or that which allows the public to achieve access to the shoreline from the first public road, is available at a number of locations. Due to the relatively flat terrain of northern Morro Bay west of Highway One, access to northern beach areas is made easier than in some of the southern sections of the City where bluff-top terrain, waterfront revetments, and wall-to-wall waterfront construction have directed access to the shorelines through street-ends. There are at least 35 vertical access points along the shoreline and bluff tops. Access is provided to all beach and bayfront areas. (LCP p.37)

3. Bluff-Top Access: Lateral access across the bluff tops that form the backdrop of the City's Embarcadero area is available but is limited by the extensive building that has already occurred. Existing vertical access from the tops of coastal bluffs to beach areas or to the Embarcadero is adequately provided and is available for vehicles and pedestrians. (LCP p. 37)

4. Visual Access: Visual access to shoreline areas are discussed in the Visual Resources chapter. (LCP p. 37)

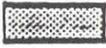
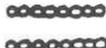
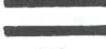
TABLE AR-1

COASTAL PHYSICAL CHARACTERISTICS

<u>PHYSICAL CHARACTERISTICS</u>	<u>NUMBER OF LINEAL MILES</u>	<u>PERCENT OF TOTAL</u>
Sandy Beach	5.19	48.2
Land Based Beach	2.77	25.6
Sand Spit	2.42	22.6
Manmade Rock Revetment/ Waterfront Structures	2.07	19.3
Estuarine	2.01	18.6
Coastal Bluffs	0.75	7.0
Rocky Outcroppings	<u>0.73</u>	<u>6.9</u>
TOTALS:	10.75	100.0

FIGURE AR-1

COASTAL PHYSICAL CHARACTERISTICS

-  SANDY BEACH
-  COASTAL BLUFFS
-  ESTUARY
-  ROCK REVETMENT
-  DEVEL. ROCK REVETMENT
-  BULKHEADS
-  ROCK OUTCROPPINGS

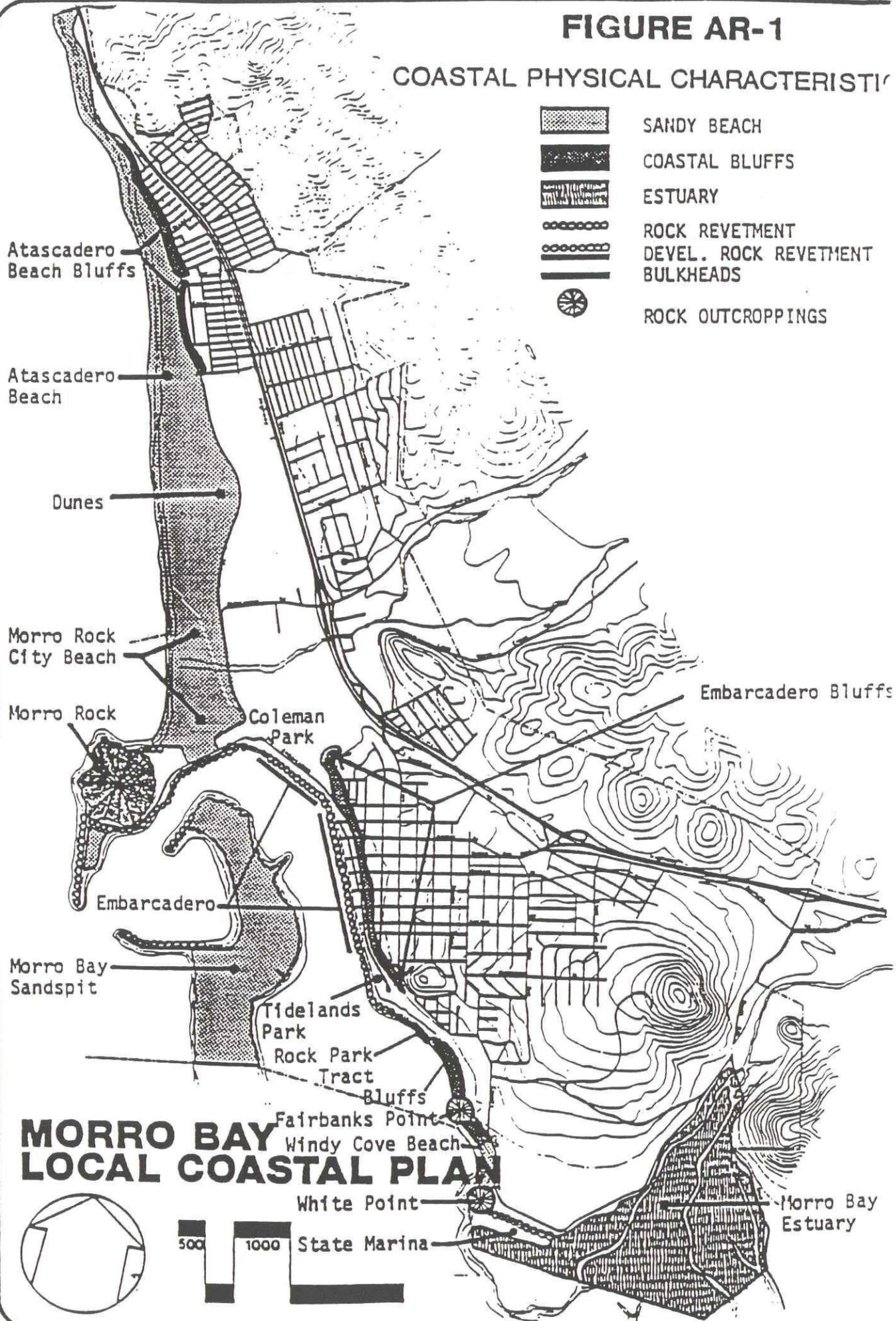
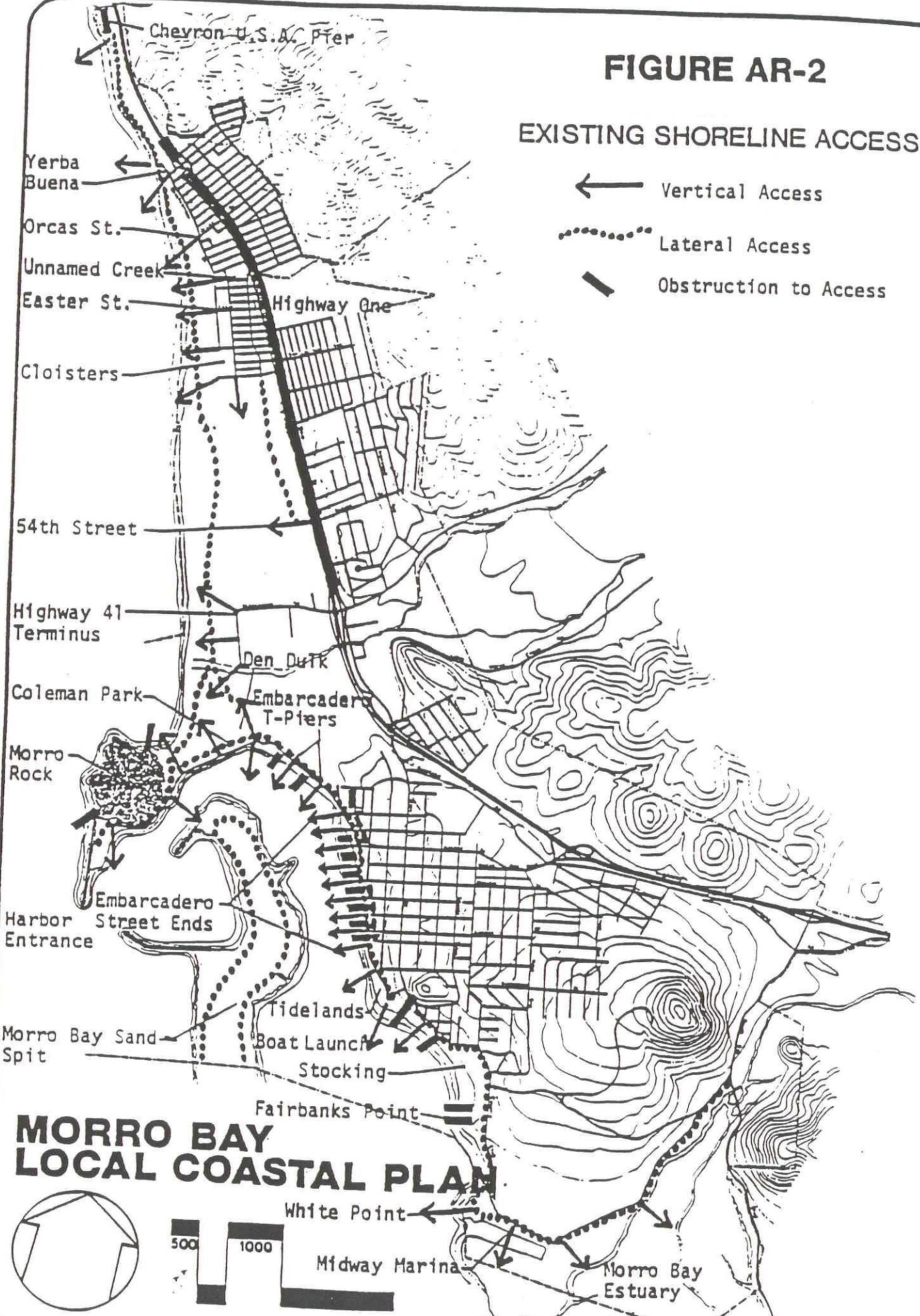


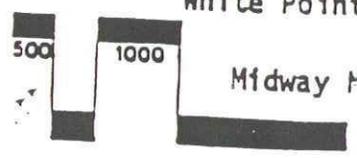
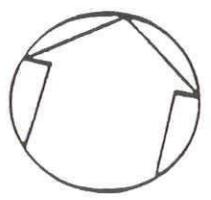
FIGURE AR-2

EXISTING SHORELINE ACCESS

- ← Vertical Access
- ⋯ Lateral Access
- ▬ Obstruction to Access



MORRO BAY LOCAL COASTAL PLAN



b. Recreation: As a community with high tourist demand and with three major state park installations (Morro Bay State Park, Atascadero State Park and Montana de Oro State Park), Morro Bay's shoreline offers a wide variety of shoreline recreational opportunities to both residents and tourists. Recreational opportunities such as hiking, nature walks, and sightseeing, abound in Morro Bay. Water sports, such as surfing, fishing, diving, and recreational boating, are also prevalent along Morro Bay's shoreline areas. The state parks offer camping facilities, passive recreational opportunities, and active recreational facilities. In addition, San Luis Obispo County operates the Morro Bay Golf Course in Morro Bay State Park. (LCP p.40)

Figure AR-3 shows the location of recreational facilities in the City and Figure AR-4 gives ownership of public recreation areas. Table AR-2 gives the existing outdoor recreation facilities.

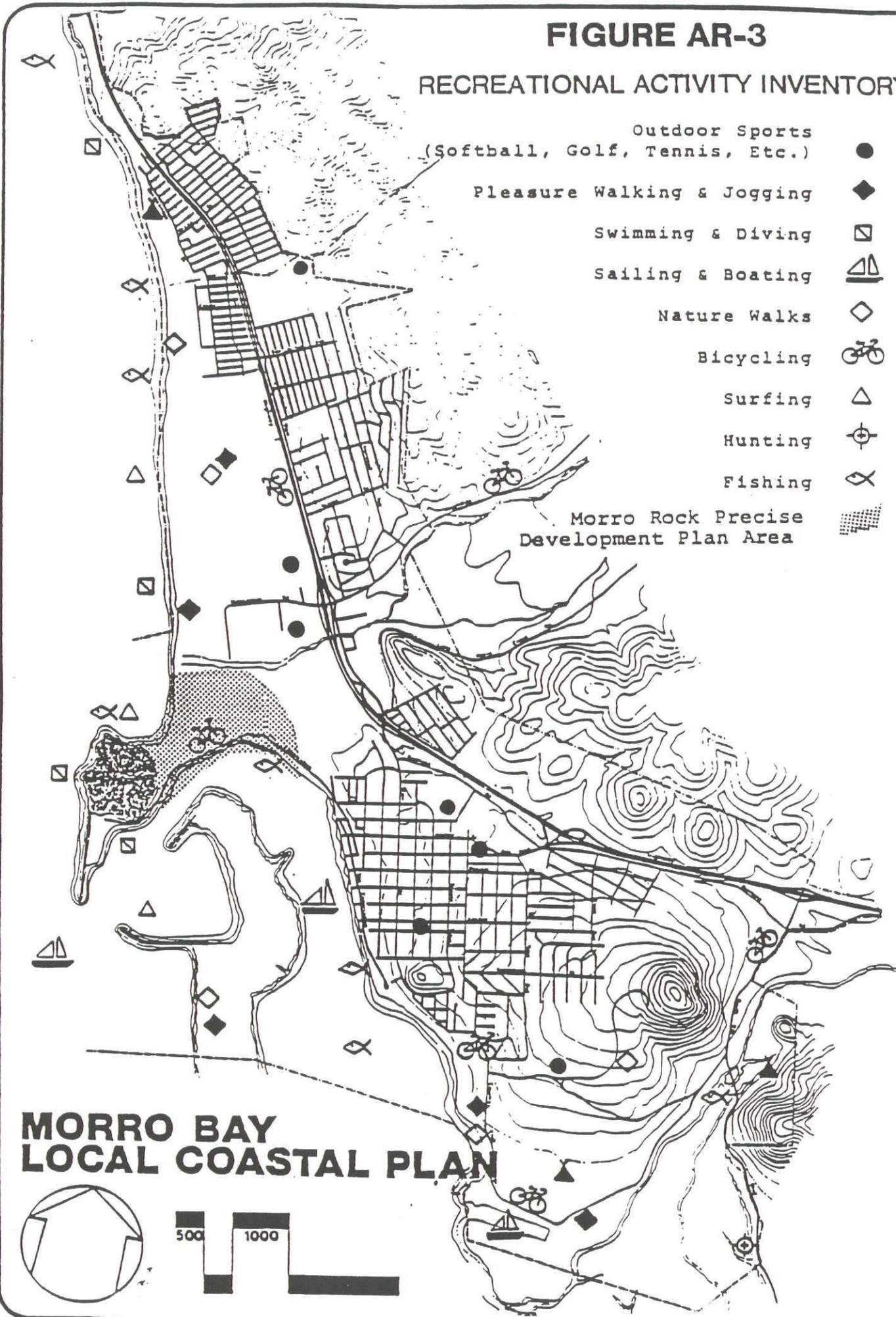
TABLE AR-2

EXISTING OUTDOOR RECREATION FACILITIES

<u>FACILITY</u>	<u>SITE</u>	<u>EXISTING NUMBER</u>
Soccer Field	Keiser Park	1
Picnic Shelter	Keiser Park	1
Picnic/Chessboard Tables	Del Mar, Dunes Street, Keiser, Morro Bay Park, Giant Chessboard, Coleman, Bayshore Bluffs	61
Baseball Diamonds	Morro Bay High School	2
Little League Diamonds	Keiser Park	2
Softball Diamonds	Keiser Park	2
Tennis Courts	Monte Young Park, Morro Bay High School	8
Basketball Courts	Morro Bay Park	1
Golf Course (18 hole)	Morro Bay State Park	1
Horseshoe Courts	Del Mar, Keiser Park	4
Swimming Pool	Morro Bay High School	1
Amphitheater	Del Mar Park	1
Playgrounds	Morro Bay, Coleman, Del Mar Keiser and Monte Young Parks	5
Shuffleboard	Morro Bay Park	1
Volleyball Courts	Keiser Park	2

FIGURE AR-3

RECREATIONAL ACTIVITY INVENTORY



Outdoor Sports
(Softball, Golf, Tennis, Etc.) ●

Pleasure Walking & Jogging ◆

Swimming & Diving ◻

Sailing & Boating ⚓

Nature Walks ◇

Bicycling 🚲

Surfing ▲

Hunting 🏹

Fishing 🐟

Morro Rock Precise
Development Plan Area

MORRO BAY LOCAL COASTAL PLAN

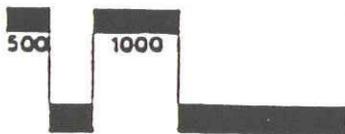
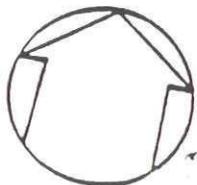
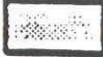
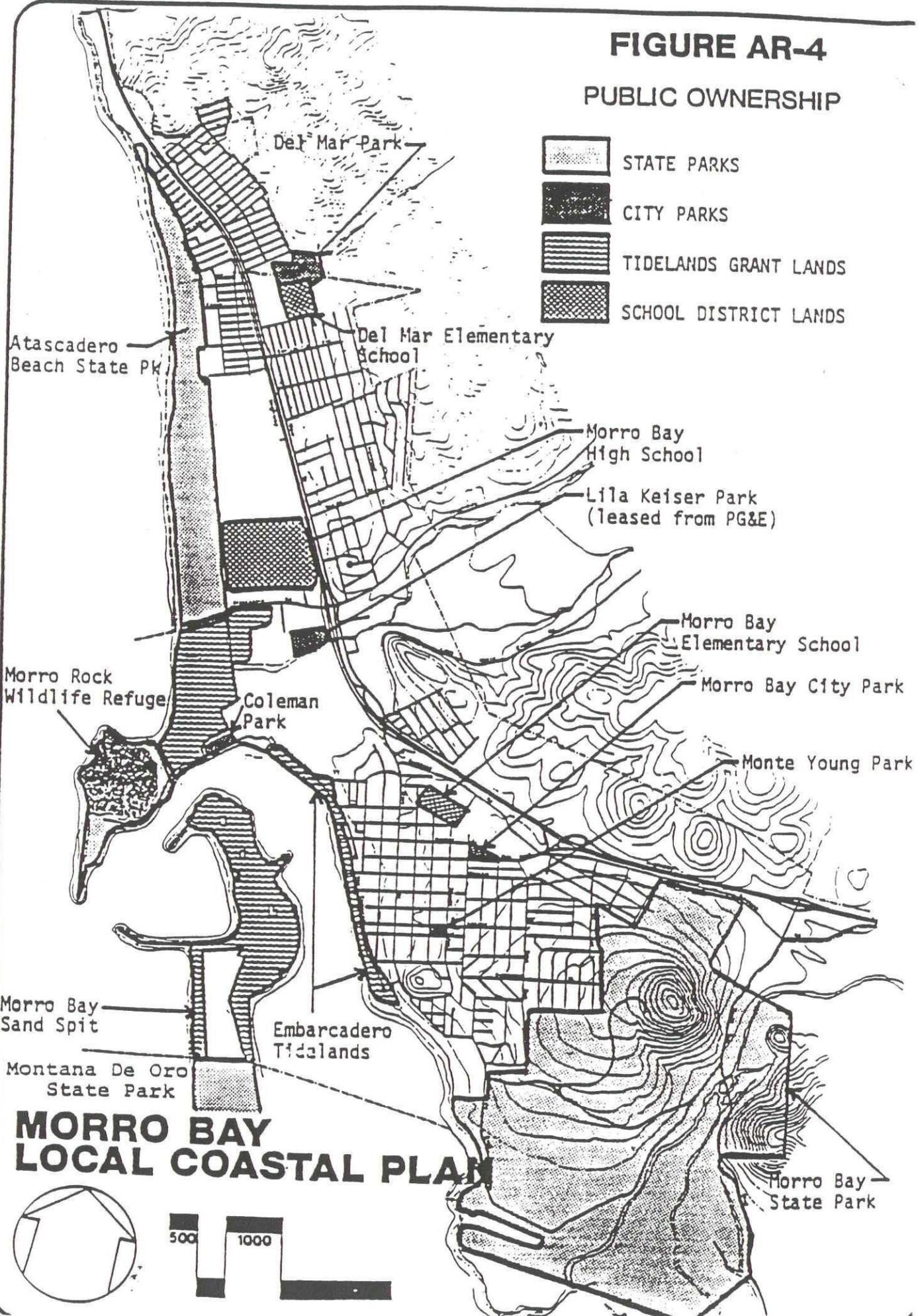


FIGURE AR-4

PUBLIC OWNERSHIP

-  STATE PARKS
-  CITY PARKS
-  TIDELANDS GRANT LANDS
-  SCHOOL DISTRICT LANDS



2. ISSUES

a. Access: Although Morro Bay offers a wide variety of access and recreational opportunities for both visitors and residents, significant issues and constraints are present. The significant access considerations include the following:

1. Funding: The City has extremely limited funds to improve existing accessways, to acquire, maintain and develop new accessways, or to manage and maintain new waterfront parks and recreational facilities. Additionally, it must fulfill obligations assumed in the Tidelands Boundary Agreement which thus far have not been accomplished. (LCP, p.40)

2. Present Ordinances: The City's present zoning and subdivision ordinances will require review to ensure that acquisition or expansion of public access is provided for and meets Coastal Act policies. (LCP p.40)

3. Circulation: The City's present circulation system to and along the waterfront provides adequate accessibility to waterfront areas. (LCP p.40)

4. Parking: Parking in the much used, heavily developed waterfront areas along the embarcadero is barely adequate to meet the demands. Prospects to improve the situation, with the cooperation of landowners are considered good under present conditions. (LCP p.40) (see discussion in Circulation Element)

5. Bicycle and Pedestrian Access: Bicycle and pedestrian access is available but might be increased and better organized to provide maximum access potential (see discussion in Circulation Element). (LCP p.40)

6. Continuous Lateral Access: Continuous lateral access is provided but is not entirely contiguous to, nor does it necessarily need to be, contiguous to the waterfront. (LCP p.40)

7. Access in Waterfront Areas: Opportunities to expand more formal access in Morro Bay's waterfront areas could be constrained by complications and legal settlements surrounding the City's Tidelands Grant Lands. (LCP, p.42)

8. Vertical Access: Vertical access to the waterfront along the embarcadero and Rock Park Tract areas is adequate, and is provided at all street-ends. Most of the developed areas are providing access to the City's residents and visitors. Among the City's project activities for access improvements, the Coastal Conservancy had given lower

priority to sign improvements to these street-ends. (LCP, p.42)

9. Public Access Guidelines: The Coastal Conservancy and Coastal Commission have adopted standards and guidelines for public access ways improvements which must be adhered to by the City of Morro Bay in access projects of Conservancy funds are sued, and in order to receive Coastal Commission approval, City coastal permit issuance is ultimately dependent upon these standards and guidelines. (LCP, p.42)

b. Recreational Priorities: The City Recreation Department prepared a Parks and Recreational Facilities Plan, 1985-1990 (see the Appendix for the plan). The facilities plan presents a five year master plan for park and recreation facilities in the City. Although the plan was primarily to meet the needs of the City residents, it recognizes the secondary need to provide recreational facilities for visitors. Specifically, development of a community recreation center, development of the land known as "Morro Rock Park" and construction of tennis courts and lawn bowling greens were the major needs in the City as expressed by residents in public hearing. The following discussion identifies which needs, as expressed by the community, are considered priorities.

1. High Priority Needs: Two high priority needs were identified by the community. These were a community center and "Morro Rock Park". The community recreation center should include an arts center, senior services area, multi-purpose rooms, racketball courts and hobby center such that all ages could recreate or meet. Funding for this type of improvement seems readily available in the grant programs. Significant public input was received on the need to "do something" with the Morro Rock area. A specific plan would be appropriate to determine the best recreational uses given the characteristics of the area. Funding may be available through the Coastal Conservancy since improvements at Morro Rock would provide enhances public access and recreational uses in keeping with Coastal Act policies.

2. Medium Priority Needs: Four medium priority needs were identified by the community and are: tennis courts, lawn bowling green, additional shuffleboard courts and phase 3 development of Tidelands Park. Tennis courts, lawn bowling greens and shuffleboard courts are not priority grant fundable projects at this time. Subdivision fees seem to be the best method to finance the development of these facilities. Emphasis by the City Council to complete the master plan and to continue development of Tidelands Park suggested that this is a high priority project. Grant funding has been available for this project.

3. Low Priority Needs: Some low priority needs are additional park acreage in the City to meet 1990 needs, a community garden development, and additional softball diamonds, basketball court, horseshoe court, amphitheater and playgrounds. No expressed concern was given by the community for these specific facilities. No funding is readily available for projects of this nature.

c. Public Recreational Constraints: Morro Bay provides considerable acreage in public recreation use, including three state parks and nine public parks (LCP indicated four parks, p.42) in addition to private recreational provisions, there are three issues and constraints with respect to provision of recreational opportunities to the public. (LCP p.42)

1. Funding: the City is severely limited in funding to either provide additional public recreational opportunities or to conduct major improvements for existing facilities within its jurisdiction. the City has placed priorities on land acquisition and improvements, and is participating in government funding programs. (LCP p.42)

2. Legal Settlements: Opportunities to expand recreational areas in the City's waterfront areas could be further constrained by complications and legal settlements surrounding the City's Tidelands Grant Lands. (LCP p. 42)

3. Recreational Boating and Commercial Fishing Conflicts: Conflicts exist between the use of areas for recreational boating and commercial fishing. With regard to the siting of new developments, the Coastal Act provisions pertaining to priorities among uses dictate that some recreational activities must be subordinate to coastal-dependent uses. In addition, the bay has a limited boat carrying capacity due to the value of the tidelands as a bird sanctuary and sensitive habitat area. (LCP p.42)

d. Planning Area Issues:

1. Area 1 - North Morro Bay

a. Chevron U.S.A. Pier: This pier is no longer in existence; therefore the discussion is deleted. (LCP, modified p.43)

b. Atascadero Beach State Park: This long stretch of state-owned beach contains a 104-space campground and offers full lateral access along 10,000 linear feet of ocean frontage. (LCP p.43)

c. Beachcomber Drive: This bluff-top road parallels the beach and forms the backdrop to Atascadero Beach campground. It provides bluff-top lateral access as well as vertical access to the State Beach for pedestrians. Yerba Buena Street connects Beachcomber Drive with State Highway One and serves as the main vehicular access to Atascadero Beach Campground. (LCP p.43)

d. Hatteras Street: This street is no longer there. (LCP .43)

2. Area 2 - Atascadero Beach:

a. Cloisters Parcel: This state-owned, eight-acre parcel is located at the west end of San Jacinto Street. It was once the site of the old, long-removed Cloisters Hotel, and has been used historically and extensively for public access. This property is now an extension of Atascadero State Beach. (LCP, modified p.43)

b. Mixed Use Area G: This privately-owned 80 plus acre expanse of open land is situated between Morro Bay High School and Azure Street. It has also been used historically for lateral and vertical access. It contains a large area of sensitive sand dunes abutting the eastern edge of Atascadero State Beach. The area has been and continues to be the subject of land and road development proposals that could effect public access to the dunes and beach. Planning for the area needs to ensure a balance through the property, while at the same time conserving the sensitive plan and wildlife resources present. (LCP, modified p.43)

3. Areas 3 and 4 - Del Mar and Morro Highlands

a. Del Mar Park: Del Mar Park, one of the City's newest parks is in this area and is oriented to picnicking and children's play areas. A horseshoe pit and amphitheater are also located within the park. The park offers views of the ocean and wide grassy areas. Slated for this park within the next five years are 5 lighted tennis courts. (New text - Modifies LCP, p.44)

4. Area 5 - Morro Rock

a. State Highway 41 Terminus: The terminus of State Highway 41 abuts a large sandy beach known as Morro Rock City Beach, and provides access to the scenic dunes that flank the road. (LCP p.44)

b. Coleman Drive Area: The area is bounded by Morro Creek, the PG&E Morro Bay Power Plant, Morro Rock and the bay which offers extensive resources for public access. Use of this area will be constrained by the private ownership of the Den Dulk property at the critical junction of Coleman Drive and The Embarcadero, and by the unstable and ever advancing sand dunes. The sensitive environmental habitat of Morro Rock is a secondary constraint because it will limit the types of land uses in this area. (LCP p.44)

c. Morro Rock: The landmark of Morro Bay, Morro Rock, is owned by the state, and access is available to the base of the rock via Coleman Drive. (LCP p.44)

5. Area 6 - Bay Front

a. Embarcadero Area: This heavily developed section of the City serves a mixture of fishing and tourist uses and contains a variety of public vertical and lateral accesses. In addition, some private buildings offer public access to the water's edge. There are eight underimproved, publicly-owned street-ends which provide bayfront access. Stairways connecting the Embarcadero with the commercial areas above the bluffs that parallel the Embarcadero's eastern edge are present and offer unique opportunities for access in this most visited area of the City. (LCP p.44)

b. Tidelands Park: This largely vacant 1,200 foot stretch of waterfront at the southern end of the Embarcadero contains Morro Bay's only boat launch ramp. This facility was improved in 1985. With additional improvements as delineated in the specific plan for the park, this area will become a quality waterfront park, including provisions for lateral access, fishing platforms, berths and side ties, improved parking and passive park areas. (LCP p.44)

6. Area 7 - Central Morro Bay

a. Civic Area: The area between the new library and the elementary is slated to be restructured (including road revisions) to accommodate a community center. A long term plan by the school district is to change the use of the Morro Bay Elementary School from a school to a recreation area when there is no longer a demand for an elementary school at this location. (New)

b. Rock Park Tract: This waterfront area has been developed with a mixture of land uses. some of the

long, narrow parcels stretching from the bulkheads and wharfs of the waterfront to Main Street have made provisions for limited vertical access, while others have posted no trespassing signs for both vertical and lateral access. This area has limited potential to provide lateral access along the bay. (LCP p.45)

c. Bayshore Village: A 72-unit condominium project is being developed on the 11-acre parcel. The project has dedicated to the City three acres of blufftop improved for use as a passive recreational park and accessway. To the immediate south in the State Park, the Inn at Morro Bay restaurant encroaches over the bluffs and blocks lateral access south to the State Park, but vertical access is provided. Lateral access is available along Country Club Drive. (LCP p.45)

7. Area 8 - State Park

a. Morro Bay State Park: Forming the southern boundary of the City, the 1,452-acre state park contains a variety of access and recreation opportunities. White's Point, the Museum of Natural History, Windy Cove Beach, and Midway Marina offer substantial lateral and vertical access, while Fairbanks Point, just south of the Inn at Morro Bay (LCP designated this inn as Golden Tee - text modified to adapt new name) serves as a wildlife refuge which is restricted to access. (LCP p.45)

b. Harbor: The harbor area offers a variety of public and private recreational uses in addition to the publicly-owned North and South T-Piers. recreation uses include boating, bird and animal observation, swimming, fishing, and other water-related recreational activities. These recreational uses should be expanded as much as possible for increased public use while preserving wildlife habitat areas and maintaining the City's important commercial fishing and coastal-dependent industries. (LCP p.45)

9. Area 9 - Sand Spit

a. Sand Spit: Flanking the southern entrance to Morro Bay, the windblown northern edge of the sand spit is accessible from the city only by boat or swimming, and it is used extensively for nature walks and surfing. south of the part-City, part-privately owned portion of the spit located within the City limits is the State's Morro Bay Sand Spit Wild Area.

This southern section is operated by the state as a limited access area and is part of Montana de Oro State Park. (LCP p.46)

C. OBJECTIVE, POLICIES AND PROGRAMS

OBJECTIVE: To provide access and recreational opportunities for residents and visitors of all ages consistent with recreational standards and consistent with Coast Act policies. (New)

GENERAL POLICIES

POLICY AR-1: The recreational standards for the City of Morro Bay shall be those stated in the Parks and Recreation Facilities Plan. (New)

POLICY AR-2: For new developments adjacent to the bayfront or ocean, public access from the nearest public roadway to the shoreline and along the coast shall be provided except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. For new development on properties adjacent to the mean high tide line, lateral easement dedications shall be from the mean high-tide line to the first line of vegetation. (LCP p.46)

POLICY AR-3: No unrelated development shall be permitted in publicly-owned recreational areas except energy conduits and pipelines and other necessary ancillary equipment and related fixtures to serve coastal-dependent industrial uses when no alternate route or location is feasible. (LCP p.46)

POLICY AR-4: In implementing all proposals made in this plan for expanding opportunities for coastal access and recreation, purchase in fee (simple) shall be used only after all other less costly alternatives have been studied and rejected as infeasible. Other alternatives may include purchase of easements, recreation preserve contracts, and mandatory dedication in connection with development. (LCP p.46)

POLICY AR-5: Consistent with the provisions of the Coastal Act Section 30212, dedicated accessways shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. Whenever feasible in view of the availability of funds, the City shall acquire accessways in addition to those otherwise acquired as a result of mandatory conditions to development permit approvals. (LCP p.46)

POLICY AR-6: Parking shall be provided in conjunction with new or improved vertical accessways whenever feasible and consistent with site constraints to ensure use of the accessway. The number of spaces shall be determined by the Planning Commission or Community Development Department and shall be based upon need, carrying capacity of the public recreation area to which access is provided and environmental constraints and safety conditions. (LCP p.46)

POLICY AR-7: All accessways shall be properly signed and should conform to Coastal Conservancy/Coastal Commission access standards and guidelines. (LCP p.46)

POLICY AR-8: Consistent with Coastal Act Section 30211, development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization. Such access shall be protected through permit conditions on permitted development, including easements dedications or continued accessway maintenance by a private or public association. Existing identified trails or other access points shall not be required to remain open, provided that they are consolidated or relocated to provide public access on the same site and provide the same or comparable access benefits as existed before closure and meets all other applicable access and recreation policies of this element. (LCP p.46)

POLICY AR-9: In reviewing all new development requests, provision shall be made for adequate off-street parking in order to serve the needs of the development. Once an approved parking management program for the City providing off-street parking resources has been developed and implemented as a part of the Local Coastal Plan Land Use Plan, new development shall be allowed to satisfy parking requirements through participation in such a program. If the program includes an in-lieu fee system, the new development shall provide an in-lieu fee of an amount equal to the purchase of land and construction of the number of spaces needed to serve the development's needs. (LCP p.47)

POLICIES AND PROGRAMS

a. Area 1 - North Morro Bay

POLICY AR-10: With the exception of the Chevron USA Pier which is a coastal-dependent industrial use, the City shall designate the sand area west of State Highway One between the mean high tide line and the first line of vegetation as open space/recreation use. (LCP Policy 1.08)

POLICY AR-11: As a condition to the approval of any development permit on the Chevron USA property, the City shall require clear dedication of a lateral access easement along the sand area and

under the pier. The lateral accessway shall be a minimum of 25 feet of dry sandy beach at all times of the year, or shall include the entire sandy beach area if the width of the beach is less than 25 feet. (LCP Policy 1.09)

POLICY AR-12: As a condition to the approval of any development permit the City shall require State Department of Parks and Recreation to submit a master plan for the development of Atascadero State Beach, which shall include the following programs as improvements:

Program AR-12.1: The design and construction of two stairways to the state beach off Beachcomber Drive, one below the bluffs between the Beachcomber Drive terminus with Yerba Buena Street and another at a proper location between Unnamed Creek and the Orcas Street drainage. (LCP Program 1.10a)

Program AR-12.2: The design and construction of a small parking area on the state-owned coastal bluff-top parcel just below Hatteras Street. (LCP program 1.10b)

Program AR-12.3: The repair of barrier rails to prevent bluff erosion and other maintenance improvements to the state park. (LCP Program 1.10c)

Program AR-12.4: The redesign and construction of a new barricade at the Hatteras Street terminus to allow for pedestrian access to the state beach. (LCP Program 1.10d)

POLICY AR-13: As a condition to the approval of any development permit, on the property owned by Texaco, Inc., the City shall require the following programs as improvements:

Program AR-13.1: Improved pedestrian and vehicular access from Main Street to Del Mar Park. A recommended location for access is via an easement located south of Unnamed Creek. (LCP Program 1.11a)

Program AR-13.2: Development, if needed, of additional parking along the west boundary of Del Mar Park; the number of which shall be determined by the Planning Commission and shall be based on park use and need for parking. (LCP Program 1.11b)

Program AR-13.3: A setback buffer area shall be established for new developments adjacent to Unnamed Creek. the width of the buffer area will vary depending upon the specific impact of the proposed development, but in no event shall be less than a width of 50 feet along each bank of the creek. (LCP Program 1.11c)

b. Area 2 - Mixed Use Area G

POLICY AR-14: As a condition to the approval of any development permit, the City shall require the State Department of Parks and Recreation to submit a master plan for the development of the recently acquired "Cloisters" park parcel, which shall include, but no be limited to the following programs as improvements (LCP Policy 1.12):

Program AR-14.1: Improved vertical public access located on the south side of the park parcel located so as to preserve as much as feasible of the tide and submerged lands in their natural state. (LCP Program 1.12a)

Program AR-14.2: Provision for off-street parking. Parking lot improvements to be sized as related to the scale of park development and public use to be accommodated. (LCP Program 1.12b)

Program AR-14.3: Sand dune protection and stabilization program. Consistent with the protection and stabilization of the existing dunes on the parcel, the proposed park development shall include provisions for overflow camping use between May and September of each year. (LCP Program 1.12c)

Program AR-14.4: View corridors and visual protection consistent with provisions of Coastal Act Section 30251 and Policy 12 of the LUP. (LCP Program 1.12d)

Program AR-14.5: Two vertical accessways to the beach shall be provided, one each on the north and south portions of the parcel. The southerly accessway shall be developed only in the event the southerly portion is developed for residential purposes. The accessways shall be of sufficient size to guarantee accommodation of existing and projected intensity and kinds of use, but in no case shall the accessways be less than 10 feet in width. Specific access requirements shall be designated as part of the permit application process and shall be based on historical and projected use (Refer to Policy 1.07, for general criteria related to prescriptive rights questions). Lateral accessways shall be provided according to the location of historically used portions of the site and projected future use by residents, and shall include the provision of continuous lateral access across the site. Access easements may be located in view corridors. (LCP Policy 1.13a)

Program AR-14.6: Public parking shall be developed and provided adjacent to the eastern end of the vertical

accessways. The number of parking spaces for each accessway shall be determined at the time of development review but in no case shall be less than 15 spaces. (LCP Policy 1.13b)

Program AR-14.7: If a north-south collector street is required to serve future development within the area, it shall be located on the eastern edge of the site, and shall include class I bicycle paths based on standards contained in the Circulation Element of the General Plan. (LCP Policy 1.13c)

Program AR-14.8: Improvement of public access and parking shall be completed prior to final project approvals of development projects on the site. (LCP Policy 1.13f)

POLICY AR-15: The City shall make every effort to have the California Department of Transportation design and construct one or more crossings of Highway One at grade in order to facilitate safe and convenient movement of residents across that man-made barrier. (LCP Policy 1.14 p.52)

c. Area 5 - Morro Rock

POLICY AR-16: The area located west of the Embarcadero alignment projected north shall be designated as open space/recreation. (LCP Policy 1.15, p.52)

POLICY AR-17: The dunes area north of Atascadero Road (State Highway 41) and west of the High School shall be designated as environmentally sensitive habitat. Portions of the area suitable for passive recreational use shall be designated open space/recreation. (LCP Policy 1.16, p. 52)

POLICY AR-18: Until the PG&E property is needed for coastal-dependent energy industrial uses, interim commercial/recreational fishing and boating uses and access uses shall be allowed as provided for in Policy 5.02. Preference shall be given to dry dock storage and to overflow camping facilities. When PG&E property is needed for coastal-dependent energy industrial uses, a vertical (east-west) public access path for pedestrians and bicyclists no less than 10 feet in width shall be required as a condition of development, consistent with public safety needs and the need to protect the operations of the new facilities. The exact location of the accessway shall be determined during project review for development permit approval. A location paralleling the creek shall be allowed, provided the path does not encroach into environmentally sensitive habitat areas or buffer zones. (LCP Policy 1.17, p.52)

POLICY AR-19: The City-owned property located south of State Highway 41-Atascadero Road shall be designated for coastal-related commercial and industrial uses for the commercial fishing

and boating industries. The only allowable visitor-serving recreational use shall be overflow camping facilities. Until the primary use is proposed for development, the interim uses shall be subject to short-term leases of five to ten years until such time as the property is required for its primary permitted use. (LCP Policy 1.18, p.53)

d. Area 6 - Bayfront

POLICY AR-20: In reviewing development proposals along the bayfront, the City shall apply the following standards and make the necessary findings to assure consistency with LUP and Chapter 3 Coastal Act policies:

1. Each application for new development or lease which would result in an increase in intensity of use, change of use, or expansion of an existing structure seaward or an increase in height shall include a physical provision for continuous lateral access along the bayfront portion of the parcel. Developments which require this access provision are defined as improvements which would result in a change in use, an increase of 10 percent or more of internal floor area of an existing structure or an additional improvement of 10 percent or less where an improvement of the structure had previously been undertaken, increase in height by more than 10 percent of an existing structure and/or any significant non-attached structure such as garages, fences, shoreline protective works or docks.

2. Each applicant for development as defined in part 1. above shall be required to provide lateral access unless the applicant can demonstrate based on engineering analysis that all or a portion of such access is physically infeasible and there are no design alternatives capable of overcoming topographical or site constraints that jeopardize public safety and fragile coastal resources.

3. If continuous lateral access across the bayward portion of the parcel is found not to be feasible due to topographical or site constraints as defined in part 2 above, the applicant shall contribute an in-lieu fee (equivalent to the cost of construction of an accessway along the bayward edge of the structure proposed) to the City. Fees shall be used to coordinate the bayfront lateral and vertical access program, and shall be used to link lateral access where feasible and to improve vertical access provisions.

4. Applications for coastal-dependent development where provisions of continuous lateral access would conflict with the day-to-day operations of the facility(s) shall be conditioned by the City to make maximum provisions for

public viewing areas and/or walkways in suitable locations on the development site.

5. Lateral access may be achieved in the following manner:
 - a. in the form of open or enclosed walkways a minimum of 8 feet wide across the bayward side of the proposed development;
 - b. exterior decking and/or boardwalks extending bayward a maximum of 12 feet which provide for public access along the bayfront;
 - c. designated breezeways and/or walkways within the structure provided such breezeways are located as close as possible to the bay and are designed to provide the most direct, convenient connection between adjacent existing or potential lateral accessways; exterior access is preferred over interior access. (LCP Policy 1.20, p.53)

POLICY AR-21: The City shall require provisions of vertical access to the bayfront. Requirements for vertical accessways may be modified so as to provide adequate vertical access in the area (i.e., a minimum of one every 300 feet and/or every street stub) linking the vertical accessways with lateral access provisions along the bayward sides of structures where feasible.

The City shall pursue funding sources, and/or designate as part of its long term capital improvements program, the construction of public stairways within the existing public street rights-of-way at Surf Street, Dunes Street, Driftwood Street, Anchor Street and Olive Street. (LCP Policy 1.21, p.53)

POLICY AR-22: The City shall develop a parking management district for the Bayfront planning area which is coordinated with other parking management districts proposed within the City. A parking management plan shall be developed prior to district formation. The plan shall include feasibility of:

- a. Parking fees or time limits on parking
- b. Landscaping and small park areas
- c. Redevelopment of existing parking areas to increase use
- d. Provision of additional parking areas
- e. Provision for recreational vehicle only parking areas
- f. Provision of motorcycle/bicycle parking areas
- g. Pedestrian access from parking areas and location of public service facilities
- h. Street-end parking as per Policy 1.24 (LCP Policy 1.22, p.55)

POLICY AR-23: The public restrooms now located at the Morro Bay Boulevard street-ends shall be relocated to a more suitable location prior to redevelopment of the street-end. A possible relocation would be to the Centennial Park or to a park area developed in conjunction with the parking management district. (LCP Policy 1.24, p.55)

POLICY AR-24: New developments on bluff tops shall not exceed a height of 14 feet above the existing bluff top. In addition, new developments shall be designed in such a manner as to avoid alteration of bluff faces, and where feasible given physical restraints, shall be designed to step down bluff faces. (LCP Policy 1.25, p.55)

POLICY AR-25: Lateral public access along the waterfront revetment shall be provided in all new developments, rehabilitation or addition projects consistent with Policy 1.20, with public safety and the need to protect public rights, rights of private property held by leaseholders, and natural resource areas from overuse. (LCP Policy 1.26, p.55)

e. Area 7 - Central Morro Bay

POLICY AR-26: The City will take the following actions to enhance access on the fisherman's fuel dock property:

a. The City will initiate proceedings to remove the makeshift barrier between the existing coffee shop and bulk head in the area south of the existing Walton lateral access.

b. As a condition to any improvement or expansion of the fisherman's fuel dock, the City will require filing of a deed restriction and posting of access that would guarantee public access over the road leading from the City's easement to the fuel dock and land area. (LCP Policy 1.29, p.55)

POLICY AR-27: The City shall develop a parking management district for the Central Morro Bay commercial business area. A parking management plan shall be developed prior to district formation. (LCP Policy 1.30, p.56)

POLICY AR-28: The following conditions shall be required as part of a development permit on the Stocking Property (APN 66-391-05):

1. The development shall include a public recreation area comprising approximately 3.18 acres (31% of the total site) located between the bayfront and any major site access road. The recreation area shall include a bicycle and pedestrian path along the southern perimeter of the property which is a minimum of 15 feet wide, a parking area with a minimum of 10 spaces, access stairs to the bay in the least environmentally sensitive location, viewing dock, restrooms and picnic area(s) including tables, benches and fire rings. The siting of recreational amenities shall be subject to review and comment of U.S. Fish and Wildlife Service and California Department of Fish and Game. Buffers to protect sensitive habitat shall be incorporated into project design, consistent with environmentally sensitive habitat policies contained in the LUP.

2. A signing plan to advise the public that the site is available for public recreational use. The signs shall be lowscale and utilize natural materials.

3. The applicant for property development shall record an irrevocable offer to Grant a Fee Interest to a public agency or to a private association with the City having right of first refusal, for the recreational area described in item 1 above. The City shall exercise its right of refusal within three years of the offer. If said right of refusal is not exercised within three years, it shall be made available to other public agencies or private associations approved by the Coastal Commission. Such Grant of Fee Interest shall be free of prior liens or encumbrances. (LCP Policy 1.31, p.56)

f. Area 8 - Morro Bay State Park

POLICY AR-29: As a condition to the approval of any permit application for developments within Morro Bay State Park, the City shall require the State Department of Parks and Recreation to develop a master plan for the Morro Bay State Park. The master plan shall be consistent with the provisions of Chapter 3 of the Coastal Act and shall include the following specific provisions:

1. Designation of the State Park lands as open space/recreation land uses.

2. Improvements to the existing circulation system including:

a. Retention and improvement of the existing park entrance road through the park which connects South Bay Boulevard with Main Street.

- b. Provision of a bicycle and jogging trail adjacent to the park entrance road from Main Street to South Bay Boulevard.
 - c. An improved, more clearly defined, three-way intersection at the South Bay Boulevard park entrance.
 - d. Retention and improvement, without expansion, of the existing marina development at Midway Marina as a recreational boating facility.
3. An implementation plan for the utilization of reclaimed water for irrigation. (LCP Policy 1.32, p.56)

POLICY AR-30: The city shall designate Fairbands Point, Windy Cove, the Black Hill Natural Area, Chorro Creek and the Morro Bay estuary as environmentally sensitive habitat areas. These designations are reflected on the LUP land use map. (LCP Policy 1.33, p.56)

POLICY AR-31: The privately-owned parcels on the sandspit shall be designated as environmentally sensitive habitat with passive recreational use allowed consistent with resource protection policies contained in the LUP and Coastal Act. (LCP Policy 1.43, p.56)

POLICY AR-32: The City shall request that an appropriate state agency acquire the privately-owned parcels on the sandspit. (LCP Policy 1.44, p.56)

POLICY AR-33: The City shall request that the state initiate a program to stabilize and revegetate the northern section of the sandspit in order to reduce sedimentation of the harbor occurring from windblown sand. (LCP policy 1.45, p.57)

