



AGENDA NO: B-1  
MEETING DATE: December 6, 2016

## Staff Report

**TO:** Planning Commissioners **DATE:** November 28, 2016

**FROM:** Whitney McIlvaine, Contract Planner

**SUBJECT:** Continued review from September 6, 2016, of a request to approve Coastal Development Permit (CP0-500), Conditional Use Permit (UP0-440) and a Mitigated Negative Declaration for demolition and removal of tanks, piping, pump equipment, tank foundations and shotcrete at 3300 Panorama. The project is located partially within the Coastal Commission Appeals Jurisdiction.

**RECOMMENDATION:**

*CONDITIONALLY APPROVE THE PROJECT* by adopting Planning Commission Resolution 18-16 which includes findings for adoption of the Mitigated Negative Declaration and findings, conditions, and environmental mitigation measures for approval of the project.

**APPLICANT:** Chris Mathys, agent for owners, Rhine L.P. and CVI Group, LLC

**ADDRESS/APN:** 3300 Panorama Drive / 065-038-001

**PROJECT DESCRIPTION:**

The project involves demolition and removal of two large tanks, once used by the Navy to store jet fuel, one water tank, and all associated pumps and piping, both above and below ground. Applicants are also now planning to remove the foundations beneath the tanks and the shotcrete on the berms to better enable soil testing and take advantage of equipment and trucks already in use. Some grading will be necessary to enable access to the tanks and underground piping. Four Monterey cypress trees and one Myoporum would be removed. Buildings will remain. Demolition is anticipated to take approximately 2 to 3 months and will involve roughly 40 to 50 truckloads for the tank, pipeline and pump removal, and approximately 50 to 100 additional truckloads for removal of the concrete foundations and shotcrete.

**PROJECT SETTING:** The 10-acre project site is located at 3300 Panorama Drive, at the northeast corner of the City of Morro Bay (refer to Vicinity Map below). The site was previously used by the Department of the Navy for jet fuel storage and distribution.

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Prepared By: WM

Department Review: SG

Residential development is to the west and partially along the northern and southern boundaries of the site. To the east is vacant agricultural land outside City limits. Most of the site has been extensively graded to create 15- to 20-foot tall berms around the two large tanks and a level area for pumps and buildings.



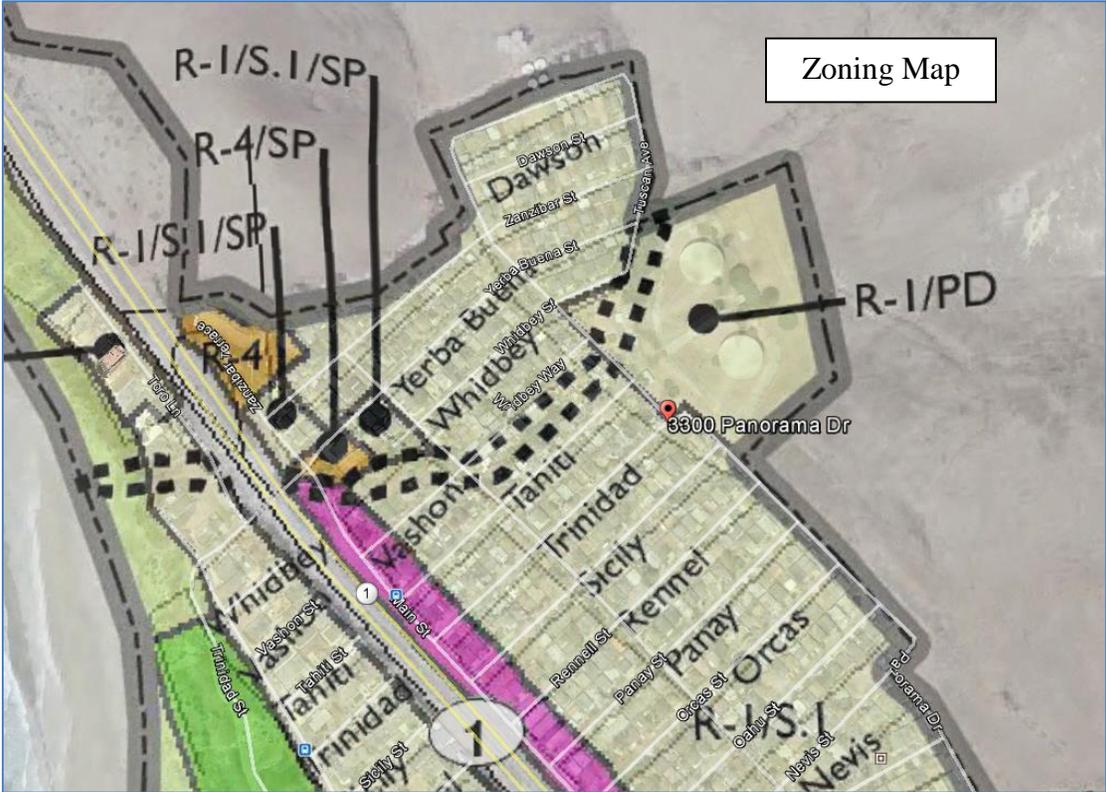
The site is within the R-1/PD/ESH zoning district (Single-Family Residential / Planned Development / Environmentally Sensitive Habitat) and designated by the General Plan and Coastal Land Use Plan (CLUP) as General Light Industrial / Planned Development. The ESH overlay encompasses an existing coastal drainage along the northwest property  
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boundary, which is marked as a blue line stream on the United States Geologic Survey topographic maps. The stream corridor and 100 feet on either side are located in the Coastal Commission’s Appeals Jurisdiction.

<b>Adjacent Land Use</b>			
<b>North:</b>	Single Family Residential (R-1/S.1) and vacant AG land in the County	<b>South:</b>	Single Family Residential (R-1/S.1) and Vacant AG land in the County
<b>East:</b>	Vacant Agricultural land In the County	<b>West:</b>	Single Family Residential (R-1/S.1)

<b>Site Characteristics</b>	
<b>Project Site Area</b>	Approximately 10 acres
<b>Existing Use</b>	Decommissioned U.S. Navy Jet Fuel Facility
<b>Terrain</b>	Moderate to steep slopes and extensive grading
<b>Vegetation</b>	Non-native grassland, some riparian vegetation
<b>Access</b>	Panorama at Sicily and Tahiti Streets

<b>General Plan, Zoning Ordinance, &amp; Local Coastal Plan Designations</b>	
<b>General Plan/Coastal Plan Land Use Designation</b>	General Light Industrial/Planned Development
<b>Base Zone District</b>	R-1/Single Family Residential
<b>Zoning Overlay District</b>	PD/Planned Development and ESH/Environmentally Sensitive Habitat (along the stream corridor)
<b>Coastal Zone</b>	ESH area is located inside the Coastal Appeals Jurisdiction



**PROJECT DISCUSSION:**

**Background**

The Estero Bay Defense Fuel Support Point, constructed by the Navy in the early 1960's, included an offshore tanker mooring point with a ½-mile long 16" diameter pipeline to shore, a .35-mile pipeline from the shore to the tank station at 3300 Panorama with on-site tanks and equipment, and a 98-mile long 6" pipeline from the tank site to the Lemoore Naval Air Station. The facility was closed in 1991. In 1992, the offshore mooring and undersea pipeline were removed. The large tanks and pipeline from the tank site to Lemoore were cleared of fuel and the tank site was investigated and monitored over a period of 5 years for soil and groundwater pollution by jet fuel hydrocarbons.

In 1996 the Regional Water Quality Control Board and the California Department of Toxic Substances Control (DTSC) agreed that the monitoring could cease, that soil and groundwater contamination would continue to naturally biodegrade, and that the site would not pose a health risk to any receptors under its use as a shuttered facility. The property was declared surplus by the General Services Agency in 2006 and sold to the present owners / project applicants in 2012.

**Coastal Development Permit Requirement**

Zoning Ordinance subsection 17.12.199 includes demolition in the definition of development. Subject to the provisions of Chapter 17.58 *Coastal Development Permits and Procedures*, development in the coastal zone which is not exempt from permitting or allowed with an administrative permit requires a regular coastal development permit. Approval of a coastal development permit requires a finding of consistency with the certified local coastal program.

**Planned Development Zoning Requirements**

The site’s Planned Development (PD) zoning requires approval of a conditional use permit for uses principally or conditionally allowed by the primary zoning district, Single-Family Residential (R-1).

**Environmentally Sensitive Habitat Overlay**

The project site has an Environmentally Sensitive Habitat (ESH) Overlay designation along a coastal drainage at the northwest boundary of the site, shown on the United States Geological Survey Map as a blue-line stream. The environmentally sensitive habitat area is comprised of the stream channel and areas of adjacent riparian vegetation, collectively called the “stream corridor” and referred to as ESHA in the Mitigated Negative Declaration. A buffer area of 25 to 50 feet is required along stream corridors in urban areas (Zoning Ordinance Section 17.40.040). The ESH Overlay zone applies to the environmentally sensitive habitat area and the required buffer. Potential impacts to on-site biological resources and recommended mitigation are discussed below.



**Coastal Appeals Jurisdiction**

The stream corridor and an area of 100 feet on either side are within the California Coastal Commission Appeals Jurisdiction. The City’s Local Coastal Program contains policies and regulations to ensure implementation of California Coastal Act provisions addressing environmentally sensitive habitat areas, including coastal streams. Site development is subject to compliance with those policies and regulations as well as consistency with the Coastal Act.

**ENVIRONMENTAL DETERMINATION:**

On August 2, 2016, the 30-day public review period began for a Mitigated Negative Declaration (MND) of Environmental Impact (SCH#2016081001). The MND identifies potentially significant impacts associated with Air Quality, Biological Resources, Cultural Resources, Hazards/Hazardous Materials, Hydrology/Water Quality, Noise, and

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Transportation/Circulation. The MND recommends mitigation measures that, if incorporated into the project, would reduce potential impacts to a less than significant level. The full text of the MND is attached as Exhibit C and available on line at <http://www.morro-bay.ca.us/DocumentCenter/View/9845>.

**Revised Project Description:** Since the publication of the MND, the project description has been revised to include removal of the concrete foundations beneath the two large tanks as well as the shotcrete on the berms surrounding the containment basins for each tank. This will likely increase the time it takes to complete the demolition from 2 months to 3 months. Some additional grading is also proposed to enable better access at the top of Sicily Street. In response to neighborhood concerns about potential air quality impacts, the project will now include perimeter air quality monitoring. The project changes do not raise any new issues beyond those already identified in the MND. For clarification, a memo describing the changes to the original project description is attached as part of Exhibit C.

**Potential Impacts and Revised Mitigation Measures:** Attachment 1 to the resolution for approval (Exhibit A) lists project mitigation measures and monitoring requirements. Mitigation measures related to *Air Quality*, *Biological Resources*, and *Transportation/Circulation* have been revised from those originally proposed as part of the MND. Changes reflect previous Planning Commission direction and concerns expressed by members of the public. Revisions provide equivalent or more effective mitigation as allowed pursuant to the California Environmental Quality Act (CEQA) Sections 15073.5 and 15074.1. Potential environmental impacts discussed in the MND are listed and described below with revised mitigation discussed where applicable.

➤ **Noise:**

Noise from demolition activities will be short-term as the project is not expected to take more than 12 weeks to complete. Recommended mitigation measure N-1 would limit the days and hours of active demolition to Monday through Friday from 8:00 until 4:00. The 10- to 20-foot berms around the tanks will provide some level of sound attenuation for work on the actual tank demolition. Noise from vehicles will be less than significant due to the limited duration of the project. The Planning Commission could further limit the hours of operation and/or the number of large truck trips per day. However, both of these additional restrictions would effectively lengthen the overall duration of the project.

➤ **Air Quality:**

The Air Pollution Control District reviewed the project application and determined that the project, even with the additional work of concrete removal, is unlikely to exceed the APCD's air quality thresholds. The air quality impact most likely to affect the surrounding residential neighborhood is fugitive dust created by demolition activities, grading and vehicle emissions. Mitigation measure AQ-6 lists 21 measures to reduce fugitive dust, including use of water trucks, track out prevention devices, reduced vehicle speed, and

revegetation of disturbed areas. The Air Quality section of the MND also addresses vehicle idling and hazardous materials handling.

In response to neighbor concerns regarding air quality impacts, the project will now include monitoring in the form of air quality sampling in locations along the perimeter of the site. While water misting will be the principal method of dust mitigation, direct reading particle monitors will be utilized to record downwind dust concentrations on a continuous basis. Air quality monitoring involving lead and asbestos sampling will be performed at the property line during operations that disturb lead-based paint or asbestos containing materials. Air quality can also be monitored for volatile oil compounds. See added Mitigation Measure AQ-8 in the Mitigation and Monitoring Plan attached to the resolution.

➤ **Traffic/Circulation:**

The map below shows the proposed route for large trucks delivering equipment and hauling off demolition debris. Access to and from the site from Main Street would primarily be from Sicily and Tahiti Streets. Project-related vehicle parking and equipment staging will be contained on-site. Employee vehicles are not expected to exceed eight at any one time and will park just inside the main entrance gate at the top of Tahiti Street. Equipment not in use will be staged on site within the bermed containment area of the southernmost tank. Roughly 40 truckloads will be necessary to remove the tanks, pumps and pipelines. Approximately 70 more truck trips will be necessary to remove the concrete foundations beneath the tanks and the shotcrete on the berms. Recommended mitigation measure TR-1 requires the applicant to prepare and submit a comprehensive Construction Staging and Traffic Management Plan prior to issuance of a demolition permit.

Neighborhood residents have expressed concern regarding the impact of trucks on the streets proposed for use as a truck route to and from the project and on the underlying water and sewer infrastructure.

Trucks are subject to compliance with the California Vehicle Code (CVC) regarding maximum weight. (The City of Morro Bay has not imposed additional weight limits on the affected streets.) The CVC is enforced by the Morro Bay police as well as the California Highway patrol. Trucks are designed so that the larger the anticipated load, the more axles there are. In that way the overall load is more evenly distributed and the point load – the biggest potential source of damage - is reduced.<sup>1</sup> The City may not prohibit trucks which comply with the CVC from using the streets.

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<sup>1</sup> In general, the gross weight limit on any one axle may not exceed 20,000 pounds and the gross weight on any one wheel, or wheels, supporting one end of an axle, may not exceed 10,500 pounds. This is further reduced when there are two tires on each end of an axle. Finally, the maximum wheel load is limited to the load limit established by the tire manufacturer, which is almost always less than the maximum allowable gross weight limit.

To further address this issue, David Chanley, a civil engineer with DPSI Engineering, reviewed the proposed truck route and City documents and maps regarding underlying water and sewer mains. (refer to *Truck Traffic Impact Analysis*, DPSI, November, 2016 on the City website at <http://www.morro-bay.ca.us/842/Current-Planning-Projects>.) Based on the anticipated number of trips, truck types, field observation and document review, he concluded that the road conditions along the proposed truck route are generally good to very good and are capable of handling the proposed traffic to and from the demolition project. Point loading on sewer and water mains from the proposed 5-axle trucks would be less than that of a typical garbage truck. Water lines are at a minimum depth of 2.5 feet and sewer lines in affected streets are at depths of 5.58 to 11 feet below the surface. Design standards for underground infrastructure anticipate road use and traffic impacts, including impacts from large trucks associated with construction, commercial deliveries and garbage collection.

In conclusion, project related truck traffic will likely accelerate pavement fatigue and could reduce road smoothness, but are not anticipated to adversely impact underlying infrastructure. The City standardly requires the following note to be put on plans for a building or demolition permit:

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

Prior to and at the conclusion of demolition activities, the contractor and Public Works Department staff will drive the approved truck route and video the street surface. In the event there is damage to the street surface or underlying water and sewer main along the approved truck route, as a result of project truck traffic, the applicant would be responsible for repairs.

To ensure compliance with the CVC weight limits, Planning Condition #12 would require the applicant to document the actual weight of loaded 5-axle loaded trucks leaving the site.



➤ **Biological Resources:**

The applicant submitted a *Biological Assessment Letter Report* (Terra Verde 2016)<sup>2</sup> which generally shows the stream corridor and associated riparian vegetation (Figure 4 in the report). The proposed demolition will temporarily impact areas along the drainage and require removal of 4 Monterey cypress trees and one large Myoporum shrub. On-site biological resources include the drainage along the northwestern property line and stands of Monterey cypress trees. The report also addresses the potential presence of endangered plant and animal species and recommended protection.

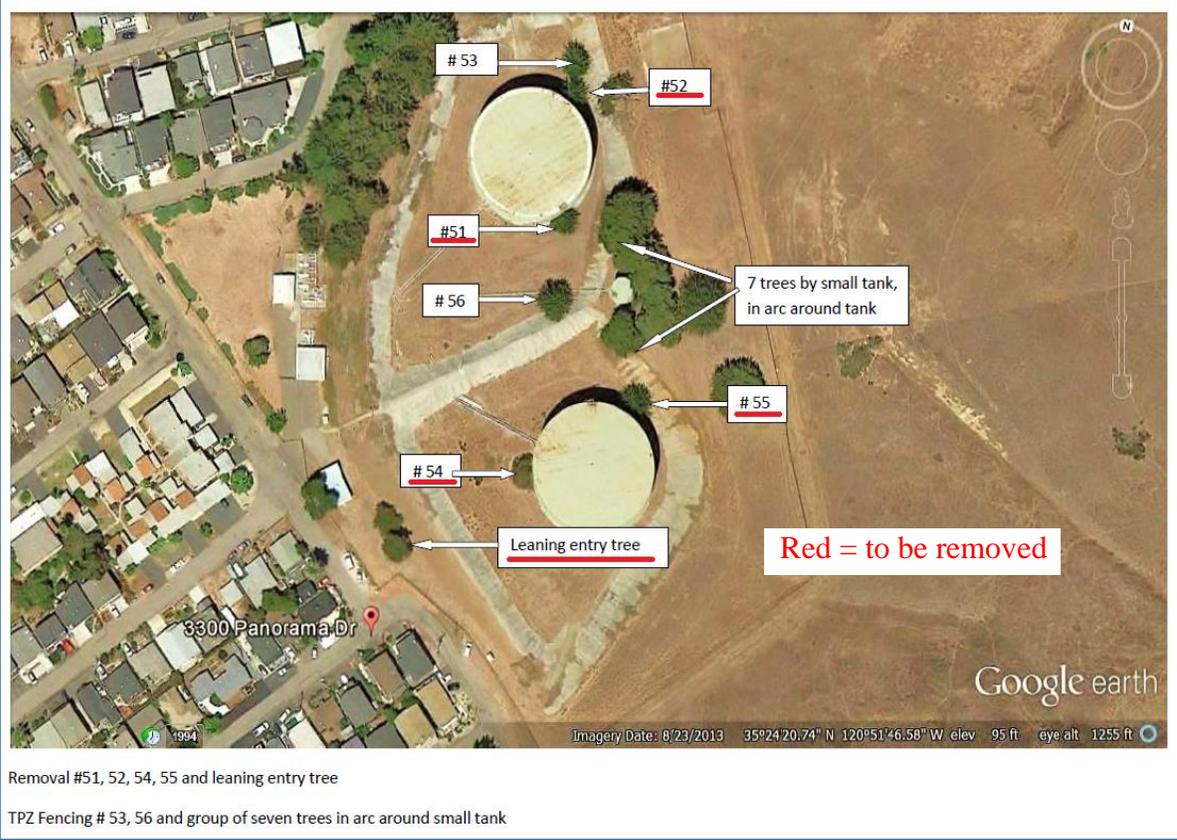
A *Biological Monitoring Plan* (Terra Verde August, 2016) was subsequently submitted outlining awareness training and areas to be surveyed, protected, and monitored in compliance with recommended environmental mitigation measures BR-1 through BR-7 in the MND. In response to questions asked by the public at the September 6, 2016 Planning

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<sup>2</sup> Please note: The reference in the Biological Report to a phased project is not accurate. The project involves demolition of the tanks, pumps, and pipelines as well as the removal of the concrete foundations beneath the tanks and the shotcrete on the berms. No buildings are proposed for removal and the demolition will occur in a single phase.

Commission meeting and the neighborhood meeting held on-site on October 17<sup>th</sup>, a second *Biological Assessment Letter Report* was submitted (Terra Verde October, 2016). All submitted biological documents can be viewed on the City website at <http://www.morrobay.ca.us/842/Current-Planning-Projects>.

Equipment access and excavation work is likely to temporarily disturb soils in the vicinity of the stream corridor but not within the banks of the stream; specifically, pipe removal work north of the control building and near the culvert entrance would occur near the drainage bank. Removal of the piping in this area is more desirable in the long term than leaving it to disintegrate in place, especially since the flange connections are likely to contain asbestos. Mitigation is recommended to ensure impacts are less than significant. Biological Mitigation Measure B-4 has been modified to reflect Planning Commission direction to install permanent fencing along the required buffer area on either side of the riparian corridor once demolition is complete. In addition, the buried pipeline along the southern edge of the drainage will be staked in order to assess possible impacts on significant vegetation as a result of trenching necessary to remove the pipeline. Trenching and pipeline removal along the drainage will be subject to monitoring by a qualified arborist. See added Mitigation Measure BR- 8.



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The applicant also submitted an *Arborist Report* (Greenvale Tree Company May 18, 2016) which identifies trees to be removed and specifies tree protection measures for trees to remain. The report is on the City website at <http://www.morro-bay.ca.us/842/Current-Planning-Projects>. Tree removal is recommended for 3 Monterey cypress and one Myoporum immediately adjacent to tanks and one other cypress near the main site entry tree as shown on the site plan above. Mitigation measure BR-7 requires replacement planting at a 2:1 ratio for removal of the Monterey cypress. In response to Planning Commission direction, that mitigation measure has been revised to require planting on site prior to the end of demolition activities.

➤ **Hazardous Materials:**

The tanks and pipelines were cleared of jet fuel in 1991 as part of the facility closure. Based on the *Risk-Based Closure Report* (Fluor Daniel GTI 1996) completed prior to the closure of the facility, hydrocarbons and benzene were identified in soil and groundwater samples. The report notes that the “distribution of hydrocarbons in the impacted groundwater has been monitored since 1991” and “data from the installation and monitoring of the wells indicates a rapid decrease in dissolved hydrocarbon concentrations downgradient from source areas, and relatively stable dissolved hydrocarbon concentrations near source areas.”

The report concluded that the impacts to potential groundwater receptors of hydrocarbons in groundwater migrating from the project site are considered negligible. Based on this report, the Department of Toxic Substances Control (DTSC) and the Regional Water Quality Control Board concurred that contamination left at the site does not pose a threat to the public health or the environment, and the site was delisted in June 1997. No further action was identified, as no further development was proposed at that time. The DTSC acknowledged that when the site is converted to residential use it should be reassessed for the presence of contaminants and the need for any additional remediation.

Between 1990 and 1996, soil borings and ground water samples were analyzed for jet fuel contamination. As noted above, exposure to residual groundwater contamination was deemed negligible. There are three areas on site where total petroleum hydrocarbons (TPH) in the soil were found to exceed acceptable regulatory thresholds. Removal of the contamination was deemed unnecessary given the relatively low concentrations of TPH, the existing non-intensive land use (storage and grazing), and the typical rate that TPH biodegrades over time. Since the site was closed there have been no uses that would have resulted in any additional site contamination. Because TPH biodegrades over time, the level of contamination is now less than the levels documented when the site was delisted in 1997.

Where demolition is likely to disturb areas of previously documented hydrocarbon

contamination, soils will be tested prior to beginning demolition activities in compliance with required Air Pollution Control District (APCD) permitting. The applicant is required to obtain an APCD Permit to Operate to address proper management of hydrocarbon contaminated soil before the start of any earthwork that may encounter subsurface contamination, in order to mitigate potential health and environmental hazards related to possible exposure. This permit will include conditions to minimize emissions from any excavation, disposal, or related process. The project must also comply with existing regulations regarding the handling and disposal of materials and soils containing, or potentially containing, lead and asbestos (both naturally occurring and demolition related). Prior to issuance of a permit for demolition from the City of Morro Bay, the applicant must submit evidence of compliance with APCD requirements.

Prior to issuance of a demolition permit the project must also meet stringent requirements for a Tank System Closure Permit from County Environmental Health. Among other things, the applicant must provide approved certification documents indicating the tanks and pipelines have been properly cleaned and rendered safe. The applicant is also required to do environmental sampling and have an approved Hazardous Waste Management Plan and Site Safety Plan. Plans are subject to approval by both the County Environmental Health Department and the City of Morro Bay Fire Department. Before demolition activities begin, fuel pipelines to and from the property will be sealed and inspected by County Environmental Health and City Fire Department personnel.

Potential airborne hazardous substances are also addressed in the discussion on Air Quality.

➤ **Cultural Resources:**

A records search and surface survey were conducted for the project (Albion Environmental 2016). Due to the extensive landscape modification of the project site during construction of the U.S. Navy jet fuel facility, intact subsurface prehistoric or historic-era archaeological deposits are not likely to exist within the areas affected by proposed demolition. While the potential for resource and human remains discovery is low, projects such as this have the risk of unintentionally impacting cultural resources. Therefore, the applicant has agreed to retain a qualified archaeologist to conduct a cultural resource awareness training and to monitor the site together with a Native American during project related ground disturbance.

A historic evaluation of the property, prepared by Daniel Shoup with Archaeological/Historical Consultants, concluded that although the facility was part of an important historical trend (the development of military infrastructure during the Cold War), it does not meet the required criteria to be considered a historic resource under the California Environmental Quality Act. A link to the historic report on the City website site is listed at the end of this staff report.

**PUBLIC COMMENT:**

At the September 6, 2016 Planning Commission meeting, the applicants submitted a petition signed by neighbors in support of the proposed demolition. At the November 1, 2016 meeting, the Morro Bay Stakeholders submitted a petition asking the City to require a performance bond from the applicant “commensurate with the full term, scope, cost and schedule for this project.” Commissioners were also copied on several emails from members of the public. The applicants held a neighborhood meeting on October 17, 2016 on the project site to address neighbor concerns.

Due to the nature and scope of the project and the particular layout of this area of the City, with small lots and narrow streets, the surrounding neighborhood is very concerned with the proposed demolition and have formed a Morro Bay Stakeholders group to discuss the project and formulate questions. Concerns regarding the impacts to environmentally sensitive habitat areas and to streets and underlying infrastructure are discussed above.

Neighbors have asked the City to require a performance bond to ensure the project is completed per the issued permit and in the event of failure to repair damages to streets and underlying infrastructure resulting from project-related activities. In general, a performance bond is used when an applicant is constructing public improvements as a condition of project approval, such as roads and infrastructure installed as part of a subdivision, or when a City or County contracts with a private company to install or repair public improvements. In this case, a private property owner is proposing to do work that does not require public improvements, except that bonding can be required for work done as part of any encroachment permit necessary to perform work in the area of right-of-way at the top of Sicily Street in order to provide acceptable truck access.

Planning staff has consulted with the Public Works Department and the City Attorney’s Office regarding the request for a performance bond, concerns about possible street and infrastructure damage, and general concerns from the public about guarantees and protections from applicant concerning the Project’s proposed activities.

After negotiations between applicant and City Attorney’s Office, applicant has agreed to accept insurance requirements as provided for in Planning Conditions No. 9 (“Insurance.”) This condition requires that applicant and applicant’s subcontractors have general liability insurance in an amount not less than \$1,000,000 per occurrence, and \$2,000,000 general aggregate, and that any operator of an automobile for the Project will have comprehensive automotive insurance for bodily injury and property damage in an amount not less than \$1,000,000.

As a result of these same negotiations, applicant has agreed to an indemnification requirement as provided for in Standard Conditions No. 5(b) (“Hold Harmless and Indemnification”). This condition provides that applicant shall indemnify, defend and hold

harmless the City for damages which may be caused by the Project.

Public Works Conditions Nos. 6, 7, and 8 provide further protections.

Public Works Conditions No. 6 provides that applicant shall conduct a video survey of all intended construction routes before and after demolition to document road damage that results from heavy construction traffic to the satisfaction of the Public Works Director.

Public Works Conditions No. 7 requires that applicant obtain an encroachment permit and construct a temporary construction entrance near the southwest corner of the parcel near Sicily Street.

Public Works Conditions No. 8 provides that a building permit for demolition may only be issued on the condition that any damage to City facilities or public improvements, caused by applicant's demolition activities, shall be repaired by applicant at no cost to Morro Bay.

Planning Conditions Nos. 8 and 12 also provide further protections. Planning Conditions No. 8 designates a truck route. Planning Conditions No. 12 requires verification that truck weights remain within the legal limits established by state law.

Furthermore, Mitigation Measure AQ-8 in the Mitigation and Monitoring Plan (attached to the Resolution) addresses concerns about impacts on air quality. Monitoring is now required in the form of air quality sampling in locations along the perimeter of the site. Prior to commencing any demolition or grading activities, direct reading particle monitors will be utilized to record downwind dust concentrations on a continuous basis. And, air quality monitoring involving lead and asbestos sampling will also be performed at the property line during operations that disturb lead-based paint or asbestos containing materials.

**CONCLUSION:**

The project is consistent with the General Plan and Local Coastal Program because, as conditioned, the demolitions will not have any substantial adverse effect on the environment or coastal resources. Furthermore, the demolition is consistent with the site's residential zoning as a first step in the eventual transition from previous military use to civilian use. As conditioned, the project is also consistent and with the stated goals of the zoning ordinance to promote the growth of the City in an orderly manner and to promote public health, safety and general welfare.

**PUBLIC HEARING NOTICE:**

Notice of a public hearing on this item was published in the San Luis Obispo Tribune newspaper on November 25, 2016, and all property owners and occupants of record within 1,000 feet of the project site were notified of the scheduled public hearing and invited to

voice any concerns on this application. The project site was also posted with two public notice signs.

**RECOMMENDATION:**

Staff recommends the Planning Commission approve the requested Coastal Development Permit CP0-500 and Conditional Use Permit UP0-440 for the proposed demolition of tanks and associated pumps, piping, and concrete at 3300 Panorama Drive, as depicted in the demolition site plan submitted to the City on November 28, 2016, by adopting Planning Commission Resolution 18-16 which includes the Findings for adoption of the Mitigated Negative Declaration and Findings, Mitigation Measures, and Conditions of Approval for the project.

**EXHIBITS:**

Exhibit A: Planning Commission Resolution 18-16 including Attachment 1 *Mitigation and Monitoring Program*

Exhibit B: Demolition Site Plan

Exhibit C: Mitigated Negative Declaration

Exhibit D: Revised Project Description

**Planning Commissioner packets include:**

Full-sized plans

**Project-related documents available on the City of Morro Bay website at <http://www.morro-bay.ca.us/842/Current-Planning-Projects> including:**

Mitigated Negative Declaration

Biological Reports

Arborist Report

Aerial View of Trees

Historic Report

Truck Traffic Impact Analysis

10-16-16 Demolition Plan

Demolition Site Plan