



NOTICE OF PREPARATION – DRAFT ENVIRONMENTAL IMPACT REPORT

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600
Promoting the Wise Use of Land • Helping to Build Great Communities

DATE: July 31, 2009

FROM: Jeff Oliveira, Environmental Specialist
Department of Planning and Building
976 Osos St., Room 300
San Luis Obispo, CA 93408-2040

PROJECT TITLE: Morro Bay to Cayucos Connector Trail

PROJECT APPLICANT: County of San Luis Obispo Parks and Recreation Division

RESPONSES DUE BY: August 31, 2009

The County of San Luis Obispo will be the Lead Agency and will prepare an Environmental Impact Report for the above-referenced project. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Environmental Impact Report prepared by our agency when considering your permit or other approval for the project.

PLEASE provide us the following information at your earliest convenience, but not later than the 30-day comment period, which began with your agency's receipt of the Notice of Preparation (NOP).

1. NAME OF CONTACT PERSON. (Please include address, e-mail and telephone number)
2. PERMIT(S) or APPROVAL(S) AUTHORITY. Please provide a summary description of these and send a copy of the relevant sections of legislation, regulatory guidance, etc.
3. ENVIRONMENTAL INFORMATION. What environmental information must be addressed in the Environmental Impact Report to enable your agency to use this documentation as a basis for your permit issuance or approval?
4. PERMIT STIPULATIONS/CONDITIONS. Please provide a list and description of standard stipulations (conditions) that your agency will apply to features of this project. Are there other conditions that have a high likelihood of application to a permit or approval for this project? If so, please list and describe.
5. ALTERNATIVES. What alternatives does your agency recommend be analyzed in equivalent level of detail with those listed above?
6. REASONABLY FORESEEABLE PROJECTS, PROGRAMS or PLANS. Please name any future project, programs or plans that you think may have an overlapping influence with the project as proposed.

7. **RELEVANT INFORMATION.** Please provide references for any available, appropriate documentation you believe may be useful to the county in preparing the Environmental Impact Report. Reference to and/or inclusion of such documents in an electronic format would be appreciated.
8. **FURTHER COMMENTS.** Please provide any further comments or information that will help the county to scope the document and determine the appropriate level of environmental assessment.

The project description, location, and the probable environmental effects are contained in the attached materials.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, **but not later than 30 days after receipt of this notice.**

Please send your response to Jeff Oliveira, Environmental Specialist at the address shown above. As requested above, we will need the name for a contact person in your agency.

Special Notice: The County of San Luis Obispo would like to invite you, and all interested parties, to a scoping meeting organized for the purpose of introducing this project to the public. Along with a detailed project presentation, the purpose of the scoping meeting will be to solicit constructive comments on the issues to be analyzed in the EIR and to highlight the opportunities for public participation in the EIR and permitting process. The details of the meeting are as follows:

- **When:** Monday, August 10, 2009. 7:00 pm.
- **Where:** Cayucos Veterans Memorial Hall
10 Cayucos Drive, Cayucos, CA.

Signature



Project Manager

Telephone: (805) 781-4167

Email: joliveira@co.slo.ca.us

Reference: California Administrative Code, Title 14, Section 15082

Attachments

Morro Bay to Cayucos Connector Trail Project Description

Initial Study Checklist for the Morro Bay to Cayucos Connector Trail Project

MORRO BAY TO CAYUCOS CONNECTOR TRAIL

PROJECT DESCRIPTION

PROJECT SUMMARY

The Morro Bay to Cayucos Connector (project) would complete an important segment in the non-motorized transportation network along Highway 1. The project would be a dedicated Class I bicycle path and pedestrian corridor, completely separated from vehicular traffic, from the intersection of Yerba Buena Street and Highway 1 in the City of Morro Bay, to the southern end of Studio Drive in the unincorporated community of Cayucos. Currently, arterial roads in the area include designated Class II or III bikeways, which require cyclists to share the road with automobiles. The project applicant is the County of San Luis Obispo General Services Agency, County Parks.

PROJECT LOCATION

The project would be located in the County of San Luis Obispo west of Highway 1, between the highway and the Pacific Ocean (refer to Figures 1 and 2). The project would be located within an approximately 1.25 mile long corridor, extending from the northern portion of the City of Morro Bay at the Yerba Buena Street/Highway 1 intersection to the south end of Studio Drive in the unincorporated community of Cayucos. The project would be located along formally designated coastal access points at the North Point Natural Area (NPNA) and the south end of Studio Drive, and informal coastal access areas, such as the Chevron Marine Terminal pier landing (pier landing), across from Toro Creek Road (refer to Figure 2).

The proposed project would provide a connection between existing designated bikeways to the north and south. The southern end of the proposed project would connect to the bikeway along Beachcomber Drive (refer to Figure 2). This bikeway eventually continues to downtown Morro Bay. The northern end of the proposed project would connect to a bikeway on Studio Drive. From Studio Drive users could cross Highway 1 at Old Creek Road, a signalized intersection, to the bikeway on Ocean Boulevard. The Ocean Boulevard bikeway eventually connects to a bikeway that begins at the Cayucos Cemetery and the future Norma Rose Park site, and continues to downtown Cayucos.

PROJECT BACKGROUND

The proposed project has been in development since 2004. At that time, a project development team was created and included representatives from the following groups and agencies:

- San Luis Obispo Council of Governments (SLOCOG)
- California Coastal Conservancy
- California Department of Transportation (Caltrans)
- California Department of Parks and Recreation (State Parks)
- City of Morro Bay
- County of San Luis Obispo (Planning and Building, and Public Works Departments)
- San Luis Obispo Bike Club
- San Luis Obispo Bicycle Coalition

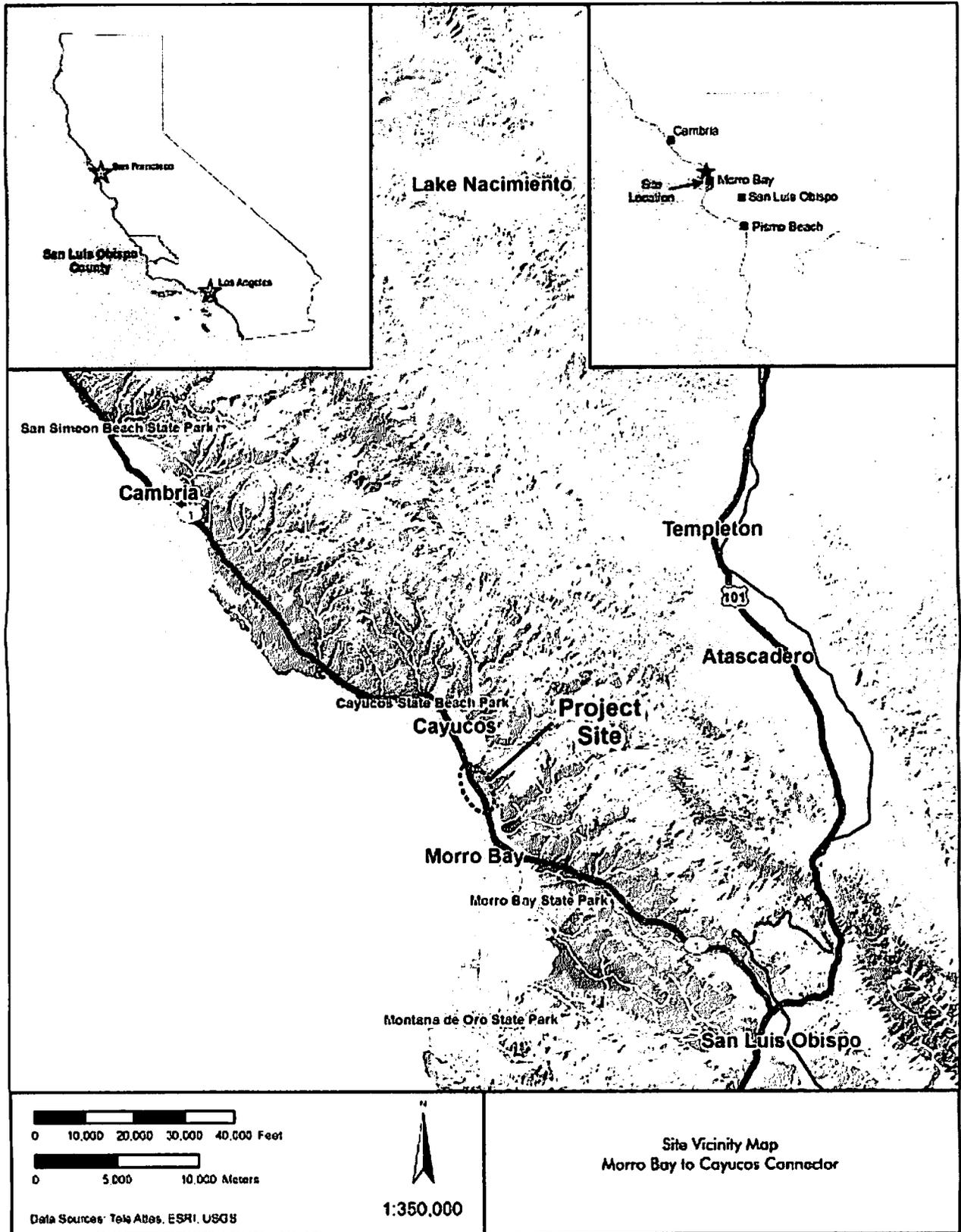


Figure 1. Site Vicinity Map

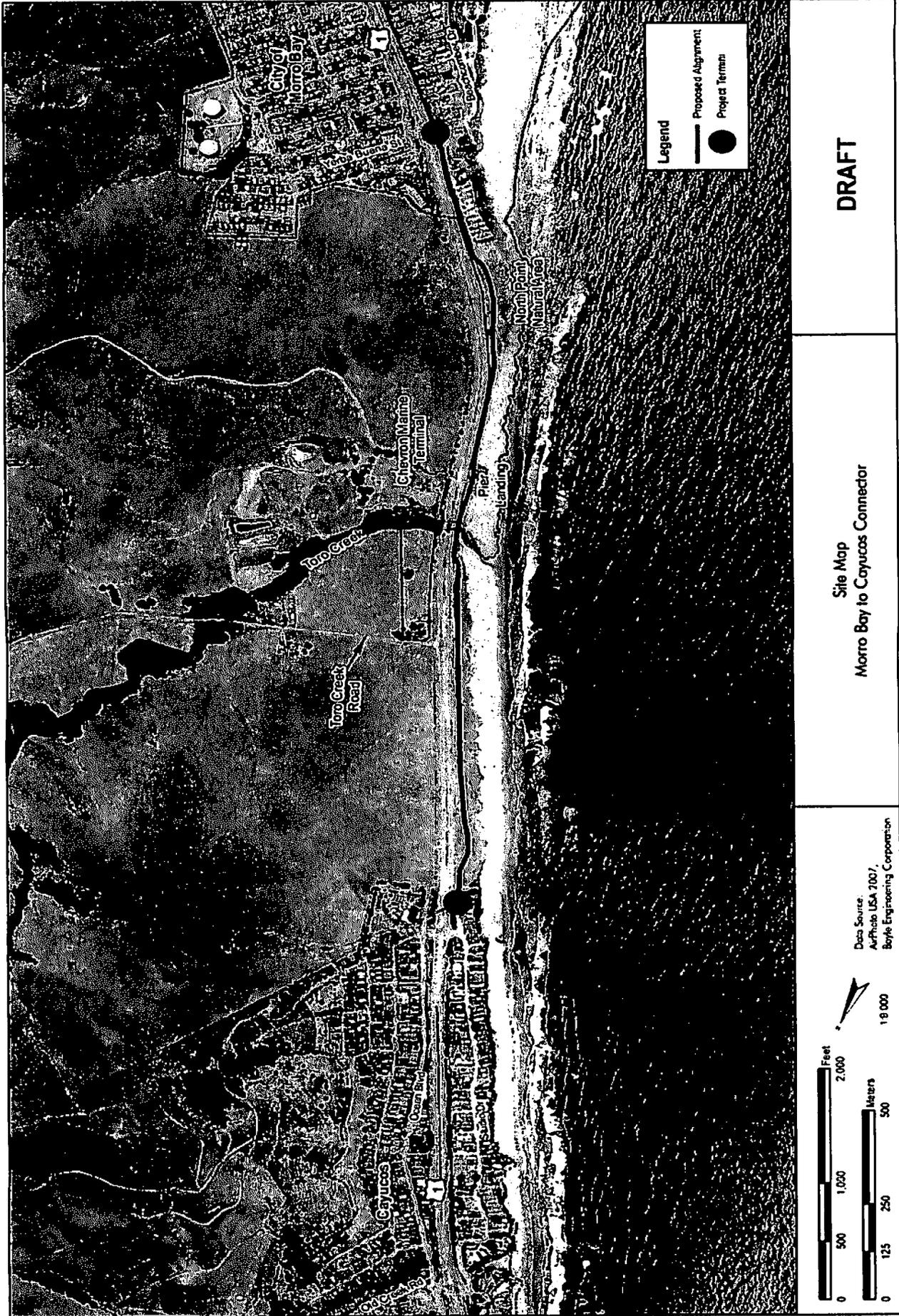


Figure 2. Project Site Map

The team reviewed and commented on project development, including the preparation of the preliminary design, and an Environmental Constraints Analysis (ECA). The Draft ECA was completed in March 2006 by Morro Group. At that time, County Parks met with staff from various agencies including Caltrans, State Parks, the California Coastal Commission, County of San Luis Obispo, and the City of Morro Bay. County parks also met with local advisory groups to discuss the project and the relative effects of identified constraints. These groups included the Cayucos Citizens Advisory Council, City of Morro Bay Public Works Advisory Board, City of Morro Bay Recreation & Parks Commission, and the San Luis Obispo County Parks & Recreation Commission. These groups all provided comments on the project and the ECA.

Based on comments received and recommendations in the ECA, County Parks retained Earth Systems Pacific in 2008 to prepare additional background technical data, including a bluff retreat study and geotechnical feasibility report. A Preliminary Design Report, incorporating all of the available information to date was prepared by Firma in 2008. The design report includes both a western and an eastern project alignment. Based on input received from the City of Morro Bay advisory agencies and the County's Parks and Recreation Commission County Parks has decided to pursue the western alignment as the preferred alternative.

PROPOSED PROJECT

The proposed project begins from the south at the State Parks staging area, near the intersection of Yerba Buena Street/Highway 1 in the City of Morro Bay, and extends northerly to Norma Rose Park. It includes construction of the bikeway and other associated improvements. The Caltrans *Highway Design Manual* provides a description of bikeways, and those descriptions are also utilized in the EIR. They include:

- *Class I Bikeway:* Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow minimized (e.g., the Bob Jones Bikeway in Avila Beach);
- *Class II Bikeway:* Provides a striped lane for one-way bike travel on a street or highway (e.g., Highway 1 between Cayucos and Morro Bay); and
- *Class III Bikeway:* Provides for shared use with pedestrian or motor vehicle traffic (e.g., surface streets such as Ocean Boulevard and Beachcomber Lane)

The proposed project would incorporate the following general design criteria:

- The Class I Bikeway would be eight-feet wide (two four-foot travel lanes) plus two-foot shoulders on each side.
- Bridge segments would be 12 feet wide, inside railing to inside railing.
- Segments within five feet of the Highway 1 edge of pavement would include a 32-inch concrete barrier and 22-inch railing/fence (total height of 54 inches) separating the bikeway from the highway pavement, unless adequate vertical separation exists.
- At-grade segments of the bikeway would be composed of asphalt paving over six inches of compacted aggregate base.

Due to the relatively long project corridor and linear nature of the project, the bikeway component of the proposed project is broken into three segments for discussion. These segments correspond to Figures 3a through 3c. It should be noted that these segments do not correspond to the segments in the ECA or the Preliminary Design Report as they only relate to the western alignment and the project has changed since development of the ECA.

The following is a discussion of the individual segments that make up the proposed trail alignment. Although segment sections could be subject modification, the alignment would still remain the same.

Segment 1: Yerba Buena Street to North Point Natural Area

Segment 1 would be approximately 1,800 feet long and extend from the intersection of Yerba Buena Street and Highway 1, continuing north parallel to Toro Lane and Highway 1, and terminating just north of the North Point Natural Area (NPNA). Users would access Segment 1 from Yerba Buena Street, just east of Toro Lane (refer to Figure 3a).

Segment 1 would begin within the Highway 1 right-of-way (ROW). Given the relatively narrow width of the ROW and steeper slopes adjacent to Highway 1, retaining walls would be required on both sides of the bikeway, in some places (refer to Figure 4, cross-sections F and G). Retaining wall height and fill depth would reach a maximum of approximately five feet. The bikeway would be located parallel to Toro Lane for approximately 1,200 feet until just north of the NPNA parking lot where it would turn west, leaving the Highway 1 ROW. Segment 1 would then parallel partially paved, abandoned section of road (i.e. remnant road) within the NPNA for approximately 600 feet. The bikeway would be constructed at grade along the remnant road.

Segment 2: North End of the NPNA to South Side of Toro Creek

Segment 2 would be approximately 1,600 feet long and extend from the north end of the remnant road in the NPNA to the south side of Toro Creek (refer to Figure 3b). North of the remnant road in the NPNA, the topography is such that retaining walls would be required to construct the bikeway. Due to the narrow width of bluff north of the NPNA, the bikeway would re-enter the Highway 1 ROW, this time adjacent to the edge of pavement. Retaining walls approximately one to three feet high would be required for approximately 800 feet on the western edge of the bikeway, and the proximity to Highway 1 would require that concrete barriers be located on the eastern edge of the segment, for a length of approximately 850 feet (refer to Figure 4, cross-sections B,C, and D). Existing chain link fencing would be removed along this portion of the segment and additional chain link fencing would be added to the top of the barrier for safety. Segment 2 would then approach the informal parking area at the pier landing.

Starting just south of the pier landing and for the next 450 feet north, the bikeway would be constructed at grade. It would pass through the northern end of the pier landing parking area, requiring removal of some of the existing fencing. Where conflicts could occur between motorists and bikeway users, a concrete or steel guard railing would be installed, for a length of approximately 200 feet. Design of the barrier and fencing in this location would be accommodate pedestrian access from the parking area to the beach. Segment 2 terminates approximately 150 feet south of Toro Creek.

Segment 3: South Side of Toro Creek to the South End of Studio Drive

Segment 3 would be approximately 3,300 feet long and extend from 150 feet south of Toro Creek to the south end of Studio Drive (refer to Figure 3c). It would begin within the Highway 1 ROW and would require retaining walls on both sides as it approaches Toro Creek from the south. The bikeway would require a new bridge across Toro Creek. The bridge would be a freestanding 120-foot span with a six-inch thick, 12-foot wide surface, and two four-foot deep steel girders resting on concrete piers outside of creek banks. The side rails would be wire fabric approximately 54 inches tall. The bridge deck would be at or slightly below the grade of Highway 1.

After crossing the creek, the bikeway would require retaining walls for an additional 200 feet, at which point it would reach another informal parking area. Barrier placement and fencing that would allow for continued access from the parking area, across the bikeway to the beach is proposed. From this point north to Studio Drive the bikeway would be located outside of the Highway 1 ROW.

The remainder of Segment 3 would be constructed at grade, and given the relatively flat topography, minimal earthwork would be required. However, there are a number of well-developed drainages that would require culvert extensions and, in some cases, bridges. Two additional bridges are proposed: a 50-foot span and a 70-foot span (refer to Figure 3c). These bridges would be 12 feet wide, with 54-inch railings and constructed to span the entire drainage. The project would partially fill one drainage area to allow for culvert extension. Across from Toro Creek Road, west of Highway 1, there is also an additional unpaved parking area, and another barrier and fencing system allowing for continued pedestrian access to the bluffs and beach would be installed at that point. Approximately 100 feet south of Studio Drive, this segment would split into two five-foot wide bikeways, separating northbound and southbound users. Segment 3 would terminate approximately 250 feet north of the south end of Studio Drive.

Other Proposed Improvements

Demolition of Remnant Road

The proposed project would include demolition and removal of the remnant road in the NPNA (refer to Figure 3a). The road is approximately 560 feet long and 40 feet wide. The total disturbance area would be approximately 22,000 square feet. The disturbed area would be revegetated with native species.

Parking Spaces

The proposed project would formalize the parking area located at the south end of Studio Drive and would include parking available at Norma Rose Park. Parking spaces would be formally striped and identified. No other parking improvements are proposed.

Signage and Striping

Some striping would be required to 1) formalize the Studio Drive parking area and 2) identify the bikeway on Studio Drive from the parking area south to the start of the Class I section. Proposed signage would include 42-inch tall wood posts to periodically direct bikeway users. Signs would be necessary for the Class III segments. Directional signs would also be necessary.

Earthwork and Construction Techniques

The proposed project would not require significant quantities of earthwork, although topographic constraints associated with Segments 1 and 2 would require retaining walls and fill. Total earthwork associated with Segment 1 would be approximately 900 cubic yards, based on Figure 4 cross sections F and G. Removal of the remnant road would require approximately 1,660 cubic yards of earthwork (560 feet long by 40 feet wide, two feet deep). Segment 2 would also require retaining walls, although the depth of cut and fill would be less than three feet. The majority of Segment 3 would be constructed at grade, although some fill has been proposed to accommodate culvert extensions. Total earthwork for the proposed project would be less than 5,000 cubic yards and occur over a relatively long period (two months) due to anticipated intensive biological resources mitigation and geographic constraints. The proposed project would require approximately 42,000 square feet of asphalt (6,600 feet long by eight feet wide). The permanent area of disturbance associated with the bikeway would be approximately 80,000 square feet (6,600 feet long by 12 feet wide).

The project site is constrained by Highway 1 and the Pacific Ocean. Construction staging areas have not been identified at this time. It is likely that staging for construction of Segment 1 would occur in the NPNA parking lot and on the remnant road. Other staging areas may include the pier landing parking area. Avoiding the beach west of Highway 1 between the NPNA and the pier is unlikely. At minimum, one lane of southbound Highway 1 would be closed periodically during construction of Segment 2. The southbound lane(s) of Highway 1 may also need to be closed during construction of the proposed bridge over Toro Creek. Construction equipment may need to access the project site from the west, requiring the use of heavy equipment on the beach.

PROJECT OBJECTIVES

The project objectives include:

1. Provide continuous off-highway connectivity from the City of Morro Bay to the community of Cayucos;
2. Provide a safe and scenic bicycle/pedestrian route; and
3. Maximize user's contact with the coastline while avoiding environmental impacts

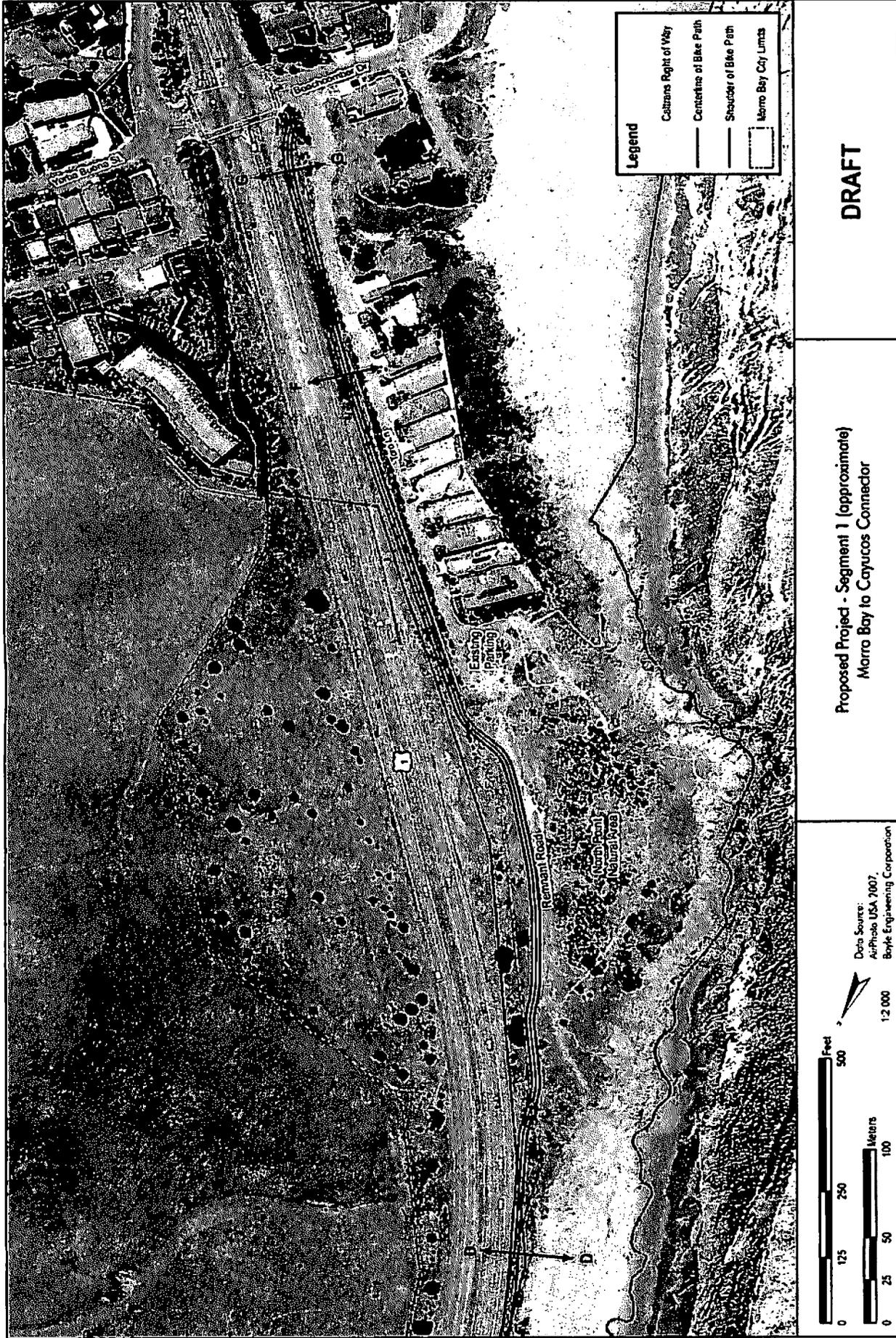
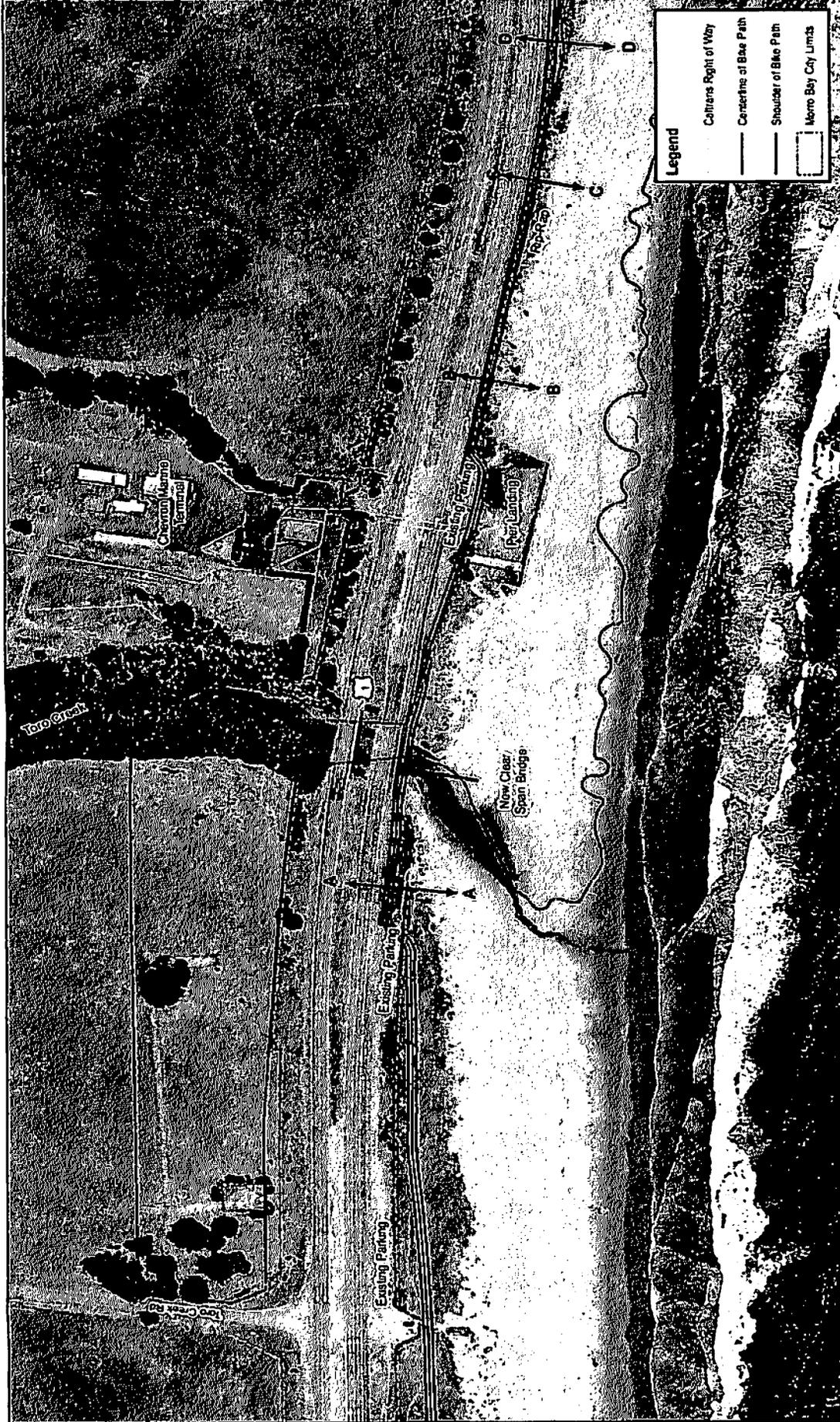


Figure 3a. Proposed Project - Segment 1



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Proposed Project - Segment 2 (approximate)
Morro Bay to Cayucos Connector

Data Source:
Airsphoto USA 2007,
Boyle Engineering Corporation

1:2 000

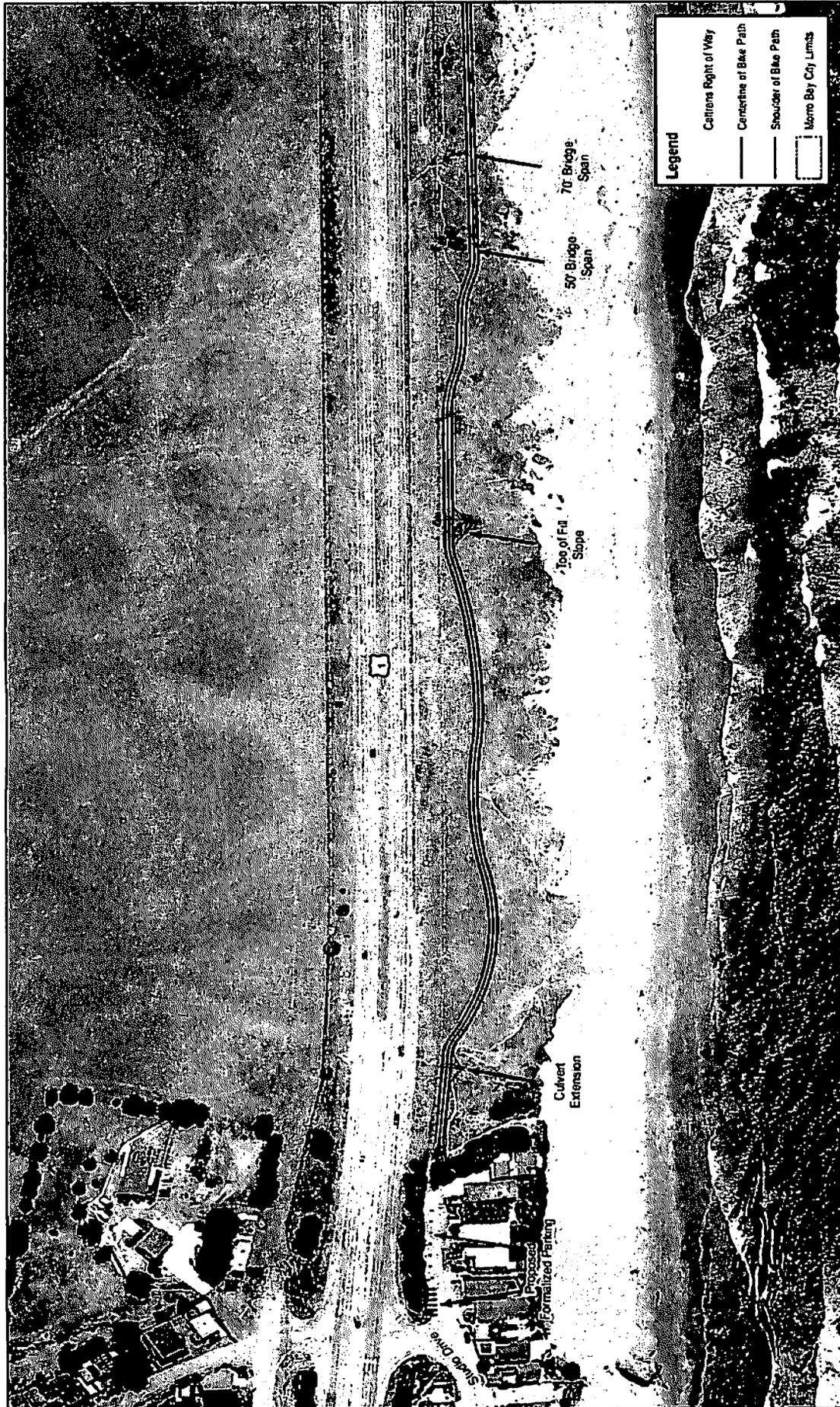
0 125 250 500 Feet

0 25 50 100 Meters

Legend

- Collars Right of Way
- Centerline of Bike Path
- Shoulder of Bike Path
- Morro Bay City Limits

Figure 3b. Proposed Project - Segment 2



Proposed Project - Segment 3 (approximate)
Morro Bay to Cayucos Connector

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Figure 3c. Proposed Project - Segment 3

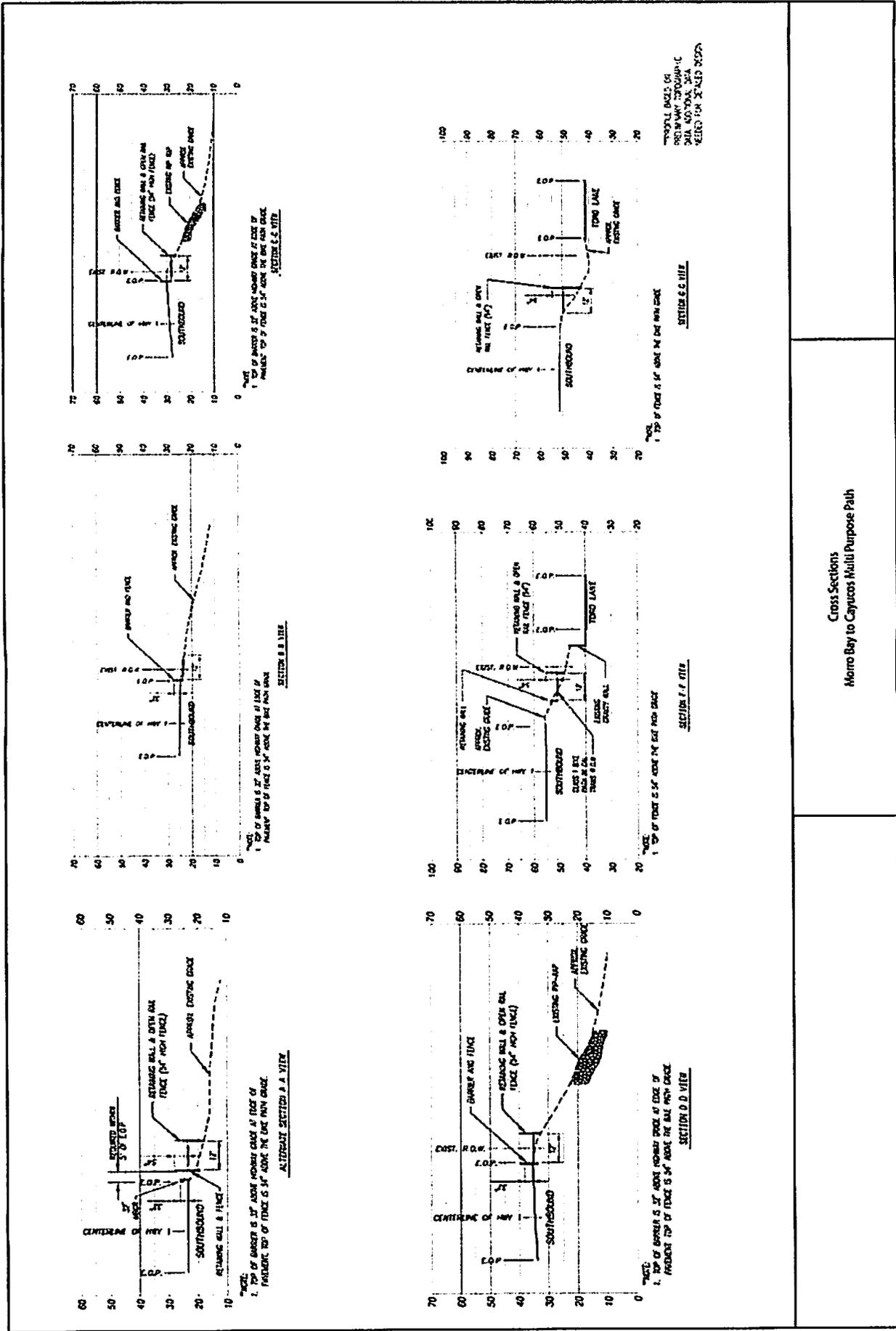


Figure 4. Cross Sections

REQUIRED PERMITS

Table 1 shows the permits and responsible agencies for the proposed project. A coastal development permit would be required from the California Coastal Commission as well as the County of San Luis Obispo and the City of Morro Bay, because a portion of the project is located in Coastal Original Jurisdiction.

Table 1. Responsible Agencies and Associated Permits

Permit	Responsible Agency
Coastal Development Permit	County of San Luis Obispo Department of Planning and Building
Conditional Use Permit Coastal Development Permit Building Permits	City of Morro Bay Community Development Department
Coastal Development Permit	California Coastal Commission
Section 401, Stormwater Pollution Prevention Plan	Regional Water Quality Control Board
Section 404	Army Corps of Engineers
Section 1603 Streambed Alteration Agreement	California Department of Fish and Game
Encroachment Permit	California Department of Transportation

PROJECT TIMING

Due to anticipated funding mechanisms, the project would also need to go through National Environmental Policy Act (NEPA) review prior to construction. It is estimated that the environmental review and permitting process may take two to three years, at which time, if funding is available, construction of the proposed project would begin.

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Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

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(ver 3.3) useg form

Project Title & No. **Morro Bay to Cayucos Connector Conditional Use Permit**
/Coastal Development Permitted 08-252

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Transportation/Circulation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Wastewater |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Water |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services/Utilities | <input checked="" type="checkbox"/> Land Use |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- The proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared by (Print)

Signature

Date

Ellen Carroll,
Environmental Coordinator

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The Environmental Division uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Environmental Division, Rm. 200, County Government Center, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: Request by General Services for a Coastal Development Permit to allow for the construction of a Class I bikeway and related improvements. The project is located on the west side of Highway 1, from Yerba Buena Street in the City of Morro Bay, to Studio Drive in the community of Cayucos. The bikeway would be approximately 1.25 miles long and located in the City of Morro bay and the Estero planning area. See Attachment A for more information.

ASSESSOR PARCEL NUMBER(S): 073-092-021; 073-075-012 and 013; 065-022-006 and 007; 065-082-020 and 021

SUPERVISORIAL DISTRICT # 2

B. EXISTING SETTING

PLANNING AREA: Estero, Rural

LAND USE CATEGORY: Recreation, Agriculture, Residential Single Family,

COMBINING DESIGNATION(S): Sensitive Resource Area (Rec Land Use Area), Costal Zone Boundary

EXISTING USES: Agricultural uses, undeveloped single-family residence(s)

TOPOGRAPHY: Gently sloping to moderately sloping

VEGETATION: Grasses , coastal scrub

PARCEL SIZE: Not applicable

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Residential Single Family; residential	<i>East:</i> Agriculture; industrial uses
<i>South:</i> City of Morro Bay ; residential	<i>West:</i> Recreation/City; undeveloped

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, several issues were identified as having potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

**COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST**

1. AESTHETICS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The proposed pedestrian and bicycle connector trail would be located along the west side of Highway 1, adjacent to the Pacific Ocean, between the City of Morro Bay and the community of Cayucos. In addition, the EIR will also evaluate an alternative trail alignment along the eastern side of Highway 1. The project area is a popular destination for visitors, in part due to its scenic variety, access to the ocean and beaches, and views of the natural environment. The diverse geologic features that characterize the project corridor include forms of volcanic rock (most notable is the Morro formation in the southern portion of the project area near Morro Bay and the notable Morro Rock), alluvial material washed down from the Santa Lucia Range to the east of the project corridor into fertile valleys, and sand dunes. The community of Cayucos is located in the northern portion of the project corridor along Highway 1 (which is the area's primary scenic view corridor). The City of Morro Bay is located to the south of the project corridor, with a small portion of the southerly end of the connector path in City jurisdiction.

Impact. The proposed bikeway would incorporate the following general design criteria:

- Bikeway would be 8-feet wide (two 4-foot travel lanes) plus 2 foot shoulders on each side.
- Bridge segments would be 12-feet wide, inside railing to inside railing.
- Segments within 5-feet of the Highway 1 edge of pavement would include a 32-inch concrete barrier and 22-inch railing/fence separating the bikeway from the highway pavement, unless adequate vertical separation exists.

Retaining walls will be required in some places, although the heights would be limited to less than five feet. No lighting is proposed.

A constraints analysis previously prepared for this project identified potential impacts that could result from the project. It notes that bridge structures have a high potential to affect views from Highway 1, especially to the ocean. Proposed retaining walls and safety fencing could affect views of Morro Rock

and the ocean. Walls would also be visible to those on the beach looking east.

Mitigation/Conclusion. Visual impacts will be evaluated in the EIR to be prepared for this project. Photo-simulations will be prepared to identify specific locations where the project may impact existing views or be inconsistent with coastal policies protecting visual resources.

2. AGRICULTURAL RESOURCES
- Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Conflict with existing zoning or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Project Elements. The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Agriculture, Recreation

Historic/Existing Commercial Crops: None

State Classification: Not prime farmland, Farmland of Statewide Importance, Prime Farmland if irrigated

In Agricultural Preserve? No

Under Williamson Act contract? No

The soil type(s) and characteristics on the subject property include:

Cropley clay (2 - 9 % slope). This gently sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class II when irrigated.

Diablo and Cibo clays (9 - 15 % slope).

Diablo. This gently to moderately sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: slow percolation. The soil is considered Class III without irrigation and Class III when irrigated.

Cibo. This gently to moderately sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: shallow depth to bedrock, slow percolation. The soil is considered Class III without irrigation and Class III when irrigated.

Diablo and Cibo clays (15 - 30 % slope).

Diablo. This moderately sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, slow percolation. The soil is considered Class IV without irrigation and Class is not rated when irrigated.

Cibo. This moderately sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, shallow depth to bedrock, slow percolation. The soil is considered Class IV without irrigation and Class is not rated when irrigated.

Diablo and Cibo clays (30 - 50 % slope).

Diablo. This steeply sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, slow percolation. The soil is considered Class VI without irrigation and Class is not rated when irrigated.

Cibo. This steeply sloping clayey soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, shallow depth to bedrock, slow percolation. The soil is considered Class VI without irrigation and Class is not rated when irrigated.

Los Osos-Diablo complex (30 - 50% slope).

Los Osos. This steeply sloping loamy claypan soil is considered not well drained. The soil has moderate erodibility and moderate shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, shallow depth to bedrock, slow percolation. The soil is considered Class VI without irrigation and Class is not rated when irrigated.

Diablo. This steeply sloping loamy claypan soil is considered very poorly drained. The soil has moderate erodibility and high shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, slow percolation. The soil is considered Class VI without irrigation and Class is not rated when irrigated.

Xerorthents, Escarpment. This moderately steep to very steeply sloping soil has unrated drainage characteristics. The soil has unrated erodibility and unrated shrink-swell characteristics, as well as having unrated septic system constraints. The soil is considered Class VII without irrigation and the Class is not rated when irrigated.

Impact. A portion of the project would be located on Class II soils. However, the property is zoned Recreation and there are currently no agricultural activities ongoing. The project site is a narrow strip of bluff adjacent to the Pacific Ocean and separated from other nearby agricultural areas by Highway 1. No significant impacts to agricultural resources are anticipated.

Mitigation/Conclusion. No mitigation measures are necessary.

3. AIR QUALITY - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. AIR QUALITY - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Air Pollution Control District (APCD) has developed the 2003 CEQA Air Quality Handbook to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

The proposed project is within close proximity to serpentine rock and/or soil formation, which has the potential to contain naturally occurring asbestos. The project proposes to disturb soils that have been given a wind erodibility rating of 4 and 6, which is considered "moderate" and "moderately high." Due to the soil's wind erodibility rating, combined with the amount of disturbance anticipated during construction, substantial dust is expected during this period of development.

Impact. The project proposes to disturb approximately 2 acres in total, and given the relatively minimal cut and fill required, total earthwork would be considerably less than 5,000 cubic yards. This will result in the creation of construction dust, as well as short- and long-term vehicle emissions. Based on Table 1-1 of the CEQA Air Quality Handbook, the project will result in less than 10 lbs./day of pollutants, which is below thresholds warranting any mitigation. The project is consistent with the general level of development anticipated and projected in the Clean Air Plan and would also provide an off highway, non-motorized link between Morro Bay and Cayucos, potentially increasing bicycle and pedestrian activity and reducing air emissions associated with vehicle use.

The California Air Resources Board (CARB), the California Environmental Protection Agency, and other governmental agencies with jurisdiction are in the process of developing guidelines and thresholds to address a project's cumulative contribution to greenhouse gas (GHG). Over the last few years, a series of related legislative acts have been made relating to this issue.

There are seven greenhouses gases, as follows, and are in order of their global warming potential: Carbon dioxide, Methane, Nitrous oxide, Chlorofluorocarbons, Hydrofluorocarbons, Perfluorocarbons, and Sulfur hexafluoride.

The proposed trail project is considered to be an alternative transportation project that has the potential to reduce the need for vehicle trips between the City of Morro Bay and the community of Cayucos, creating an overall reduction in GHG production. Impacts related to GHG and climate change are considered less than significant.

The proposed trail project is directly adjacent to Highway 1, which generates a large amount of vehicle trips. The "Air Quality and Land Use Handbook: A Community Health Perspective", prepared by the California Environmental Protection Agency and California Air Resources Board, has identified that human exposure to the diesel emissions and related air pollution within such high traffic areas

can be unhealthy, especially for children (e.g., variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children, cancer). The project is not considered a “sensitive use” as defined by the California Air Resources Board (which are schools, residences, day care centers, playgrounds, or medical facilities), and would not facilitate long term exposure to emissions and therefore is not considered a significant health risk.

In addition, the project site is located in an area containing potentially naturally occurring asbestos, serpentine or ultramafic rock. The State Air Resources Board considers asbestos a toxic air contaminant. If asbestos is present within the soil underlying the project site, future grading and site disturbance activities would release the asbestos into the air, resulting in a potentially significant air quality impact.

Mitigation/Conclusion. Prior to grading or site disturbance, the County shall retain a qualified individual to conduct a geologic investigation for naturally-occurring asbestos. If asbestos is present, the applicant would comply with Asbestos Air Toxin Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations. These requirements include, but are not limited to implementation of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program.

To minimize dust impacts, the applicant is required to implement APCD fugitive dust mitigation measures including reducing the amount of disturbed area where possible, the use of water trucks or sprinkler systems to water down airborne dust, daily spraying of dirt stock-pile areas, paving of applicable surfaces as soon as possible after grading, laying of building pads as soon as possible.

4. BIOLOGICAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Result in a loss of unique or special status species or their habitats?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Reduce the extent, diversity or quality of native or other important vegetation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Impact wetland or riparian habitat?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project area is located along coastal bluffs, vegetated mainly by grasslands on terraces traversed by a series of coastal drainages that convey seasonal runoff. Below the bluffs are areas with sand dune habitats and sandy beach.

The Natural Diversity Database identified the following species potentially existing within approximately one mile of the proposed project:

Vegetation:

San Luis serpentine dudleya (*Dudleya abramsii ssp. bettinae*) has been found about 0.47 mile to the east. This perennial herb is found on serpentinite soils in chaparral; coastal scrub;

valley and foothill grassland areas between the 20 and 180-meter elevations (65 to 590 feet). The typical blooming period is May-July. San Luis serpentine dudleya is considered rare by CNPS (List 1B, RED 3-2-3).

Blochman's dudleya (*Dudleya blochmaniae* ssp. *blochmaniae*) has been found about 0.88 mile to the south. This California endemic perennial herb is found in valley grassland, coastal sage scrub and rocky areas often with clay or serpentinite substrates. It blooms from April to June. Blochman's dudleya is considered rare by the CNPS (List 1B, RED 2-3-3). The Cal Flora Occurrence Database catalogs 7 historical occurrences of this species within the county, with the majority located in the Chorro Valley.

California seablite (*Suaeda californica*) has been found onsite (southern tip of corridor). This evergreen shrub is generally found growing along margins of marsh and swamp (coastal salt) areas at elevations up to 5 meters (16 feet). It is a California endemic which has a blooming period of July-October. California seablite is considered federally endangered and extremely rare by the CNPS (List 1B, RED 3-3-3).

Jones's layia (*Layia jonesii*) has been found on the entire site. This annual herb is found on serpentine or clay soils in chaparral and valley grassland habitats at elevations between 5 and 400 meters (15 to 1,315 feet). Within San Luis Obispo County, this species is known to range primarily from the Cayucos area south to San Luis Obispo. It is a California endemic, with blooming generally occurring in March to May. Jones's layia is federally listed as a Species of Concern, and CNPS considers this species rare (List 1B, RED 3-2-3). The Cal Flora Occurrence Database catalogs 31 historical occurrences of this species within San Luis Obispo County.

Wildlife:

California red-legged frog (*Rana aurora draytonii*) has been found onsite (southeastern corner of corridor); about 0.22, 0.40, and 0.95 mile to the south; and about 0.27, 0.90, and 0.55 mile to the east. California red-legged frog is considered federally threatened. This species typically inhabits shorelines with extensive vegetation. The frog requires 11 to 20 weeks of permanent water for larval development.

Coast horned lizard (*Phrynosoma coronatum* {*frontale* population}) has been found about 0.95 mile to the south.

The Monarch butterfly (*Danaus plexippus*) has been found about 0.24 mile to the east, and about 0.73 and 0.96 mile to the south. This species is considered a "threatened phenomenon" by the State and "rare" under CEQA Guidelines Section 15380 because of declining availability of winter roosting habitat. Monarchs from west of the Rocky Mountains spend the winter along the California coast. Overwintering sites typically occur in dense, wind-protected tree groves with eucalyptus (*Eucalyptus* spp.), Monterey pine (*Pinus radiata*), and/or Monterey cypress (*Cupressus macrocarpa*) near the coast from northern Mendocino to Baja California (CNDDB, 2004).

Sandy beach tiger beetle (*Cincindela hirticollis gravida*) has been found onsite (northern part) and about 0.17 mile to the south.

Southwestern pond turtle (*Emys* (or *Clemmys*) *marmorata pallida*) has been found about 0.23 and 0.95 mile to the east; and about 0.42 mile to the south; and about 0.50 and 0.97 mile to the north. Southwestern pond turtle is a federal and California Species of Special Concern. This is an aquatic turtle that uses upland habitat seasonally. They occur in ponds, streams, lakes, ditches, and marshes. The species prefers slow-water aquatic habitat with available basking sites nearby. Hatchlings require shallow water habitat with relatively dense submergent vegetation for foraging.

South/Central Coast Steelhead Trout (*Oncorhynchus mykiss*) has been found onsite (Toro Creek).

South/Central Coast Steelhead Trout is considered federally threatened and a California species of Special Concern. This species require cool, deep pools for holding through the summer, prior to spawning in the winter. Generally they are found in shallow areas, with cobble or boulder bottoms at the tails of pools. This species is threatened by water quality degradation (e.g., siltation, urban and agricultural pollutants), loss of riparian vegetation, and low instream flows resulting from water diversion, ground water pumping and periodic drought.

Tidewater goby (*Eucyclogobius newberryi*) has been found onsite (Toro Creek) and about 0.50 and 0.90 mile to the north. They are considered federally endangered and a California Species of Special Concern. This species is found in brackish water habitats along the California coast. Microhabitats include shallow lagoons and lower stream reaches. The goby needs fairly still but not stagnant water with high oxygen levels. Suitable habitat within these streams range from the mouths to approximately 1.5 to 2.0 miles upstream. Tidewater goby is threatened by various factors including water quality degradation and low instream flows caused by water diversions and periodic drought.

Western snowy plover (*Charadrius alexandrinus nivosus*) has been found onsite (around Toro Creek extending about 0.20 mile to the north and south along corridor) and about 0.05 mile to the southwest. Western snowy plover is considered federally threatened and a California Species of Special Concern. The species inhabits sand beaches, salt pond levees, and shores of large alkali lakes. The plover needs sandy, gravelly, or friable soils for nesting.

Habitat:

California red-legged frog habitat (*Rana aurora draytonii*) has been found along the entire site. California red-legged frog is considered federally threatened. This species typically inhabits shorelines with extensive vegetation. The frog requires 11 to 20 weeks of permanent water for larval development.

South/Central Coast Steelhead Trout habitat (*Oncorhynchus mykiss*) has been found onsite (Toro Creek). South/Central Coast Steelhead Trout is considered federally threatened and a California species of Special Concern. This species require cool, deep pools for holding through the summer, prior to spawning in the winter. Generally they are found in shallow areas, with cobble or boulder bottoms at the tails of pools. This species is threatened by water quality degradation (e.g., siltation, urban and agricultural pollutants), loss of riparian vegetation, and low instream flows resulting from water diversion, ground water pumping and periodic drought.

Western snowy plover habitat (*Charadrius alexandrinus nivosus*) has been found onsite and directly west of the central part of the corridor, and about 0.05 mile to the southwest. Western snowy plover is considered federally threatened and a California Species of Special Concern. The species inhabits sand beaches, salt pond levees, and shores of large alkali lakes. The plover needs sandy, gravelly, or friable soils for nesting.

An environmental constraints analysis has been prepared for this project and noted the presence of numerous sensitive species and habitats, including:

Vegetation:

Five sensitive plant species were observed onsite during the Spring 2005 plant surveys performed for the constraints analysis. These include red-sand verbena, Cambria morning-glory, Obispo Indian paintbrush, Monterey cypress and California seablite. It should be noted that the timing of the spring surveys was not appropriate for all species identified during CNDDDB searches.

Wildlife:

Sensitive wildlife species was not observed during surveys, however they are known to exist onsite as a result of previous survey efforts and are assumed present.

Habitat:

The analysis noted the presence of sensitive habitats including central foredunes, central coast riparian scrub, riparian corridors at Toro and Willow Creeks, and wetlands. It also noted the presence of critical habitat for the south-central California coast steelhead, California red-legged frog, and western snowy plover.

Impact. The project may result in short-term and/or long-term impacts to sensitive plant and animal species such as California seablite, California red-legged frog, south-central California coast steelhead, and the others noted above.. Short-term impacts could result from proposed construction activities (grading, culvert installation, bridge construction over Toro Creek, equipment staging, etc.), and long-term impacts may result from on-going maintenance of the trail and human and domestic animal intrusion into adjacent habitat areas.

Mitigation/Conclusion. The EIR to be prepared for this project will include a Biological Resources section. Sensitive species and habitats that could be impacted by the proposed project would be identified and resource agencies would be consulted to identify appropriate mitigation measures. It is expected that the project would result in potentially significant impacts, and require extensive biological resources mitigation. Specifically, the scope of work for the EIR will include:

1. Review and compile existing project information. A list of sensitive species with potential for occurrence will be compiled based on review of relevant reports, the CNDDDB, and other pertinent literature. Where necessary, appropriate resource agencies, including CDFG and USFWS, will be contacted regarding special-status wildlife species with potential to occur in the project vicinity.
2. Conduct ground-truth field surveys and mapping. Surveys will include updating existing information and mapping data from the Constraints Analysis. The survey efforts will also include a full floristic survey of the project site to determine the presence/absence of sensitive plant species within the project site.
3. comparing the currently proposed project and related disturbance areas with the previously prepared wetlands constraints maps to determine what additional areas need to be considered, mapped, quantified, and analyzed for impacts and mitigation.
4. Prepare the biological resources setting section for the EIR. As part of this task, information gathered during the literature review and subsequent surveys will be described, including major plant communities, wildlife resources, and special-status species of the project site. In addition, a detailed discussion of key federal, state, and local regulations and policies associated with protection of biological resources of the project site will be included;
5. Evaluate project-related impacts. The proposed project will be evaluated with respect to short-term, long-term, and cumulative impacts to biological resources of the proposed project site and surrounding areas.
6. Identify and discuss feasible mitigation measures for proposed project. Mitigation will focus on measures that are reasonably feasible and effective, and will be developed in sufficient detail to allow monitoring for compliance.

5. CULTURAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb pre-historic resources?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. As discussed in the Phase I surface survey prepared for the constraints analysis (Gibson, 2005), the project corridor is within the territory historically occupied by the Obispeño Chumash, the northernmost of the Chumash Hoken speaking peoples of California. Pre-historic marriage patterns and post mission settlement patterns have also identified Salinan people living in the northern portions of San Luis Obispo County. Archaeological evidence has revealed that the ancestors of the Obispeño settled in San Luis Obispo County over 9,500 years ago.

A surface survey performed for the constraints analysis noted some isolated, disturbed prehistoric materials in the southern portion of the survey area. Scattered materials were also noted on the northern portion of the survey area, although the more significant resources appear to be located on the eastern side of Highway 1.

The project site is mostly located on alluvium, and sand dune deposits, which are generally too young to contain significant paleontological resources.

Portions of the project corridor are located on Lots 31 and 39 of the Rancho Moro Y Cayucos. To the north is the development fronted by Studio Drive, dating back to 1928 (year of the Morro Strand Unit No. 1 Subdivision Map), while to the south is north Morro Bay, well settled since the 1890's. As of April 25, 2005, no properties in the project area were listed in the National Register of Historic Places, the inventory of California Historical Landmarks, or other inventories that were checked.

Impact. The resources noted above could be disturbed by the proposed project. It is unclear at this time whether or not known subsurface resources located on the eastern side of the Highway extend to the western side as well. If so, they could be disturbed by the proposed construction activities.

Mitigation/Conclusion. Due to the potentially significant impacts to prehistoric cultural resources, the scope of work for the EIR includes an Expanded Phase I (subsurface) testing program to determine the specific size, locations, and significance of existing cultural resources within the project site. Mitigation measures will be developed as necessary. Avoidance of the resources through adjustments to the alignment or by capping the resources with clean fill have been proposed preliminarily as potential mitigation measures, if the resources warrant it.

6. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone"?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

GEOLOGY - The following relates to the project's geologic aspects or conditions:

Topography: Gently sloping to moderately sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to high

Liquefaction Potential: Low to moderate

Nearby potentially active faults?: Yes Distance? 0.28 mile to northeast; 0.46 and 0.84 mile to

the east

Area known to contain serpentine or ultramafic rock or soils?: Potentially

Shrink/Swell potential of soil: Negligible

Other notable geologic features? None

A geologic report has been prepared for the proposed project by Earth Systems Pacific (2008). That report identified geotechnical constraints of the project and identified bluff retreat rates. Issues considered in that report include bluff retreat and the geotechnical feasibility of the bridge abutments at Toro Creek. Bluff retreat rates were calculated to average nearly 18 inches per year. The report noted that the bridge at Toro Creek was feasible, but recommended using a pier system rather than a conventional foundation as there are large areas of riprap which may need to be removed in order to facilitate a conventional foundation.

DRAINAGE – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? Yes (Toro Creek area)

Closest creek? Toro Creek Distance? Onsite

Soil drainage characteristics: Very poorly drained

For areas where drainage is identified as a potential issue, the Land Use Ordinance (LUO Sec. 22.52.080 or CZLUO Sec. 23.05.042) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

SEDIMENTATION AND EROSION – Soil type, amount of disturbance and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in the previous Agriculture section under "Setting". As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

Soil erodibility: Low to high

When highly erosive conditions exist, a sedimentation and erosion control plan is required (LUO Sec. 22.52.090, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

Impact. As proposed, the project will result in the disturbance of approximately 2 acres, although not all at one time. Potential erosion and sedimentation impacts may result during construction of the project. In addition, the project may be affected by retreating bluffs and existing drainages. Based on the geologic report, the project would be affected by retreat within 100 years, or considerably less, in some cases.

Mitigation/Conclusion. The geologic report prepared for the project noted that construction of the proposed alignment is feasible and recommended some specific measures for construction, including the recommendation that the bridge abutments include driven piles or similar, rather than conventional foundations so that the removal of existing rip-rap is minimized. The report also notes that subsequent subsurface exploration should be performed prior to construction so that specific engineering design parameters can be established.

The EIR will include a Geology and Soils section to identify geologic impacts, such as bluff retreat, and recommend mitigation measures to address sedimentation and erosion as it pertains to the

crossing of drainages and the impacts related to long term use of the proposed facility. It is expected that standard erosion and sedimentation control techniques would mitigate construction-related impacts to a less than significant level. The California Coastal Commission will also be contacted during preparation of the EIR to determine how bluff setback policies may affect the project.

Specifically the Geology and Soils section of the EIR will include the following:

1. Review and summary of existing geologic information available from the City of Morro Bay and the County of San Luis Obispo;
2. Describe soil profiles and site geology based upon the available geologic literature and the existing report;
3. Describe and identify potential hazards and impacts related to soils, geology, and seismicity, will be evaluated and discussed;
4. Develop mitigation measures designed to reduce, to the degree practicable, the significant adverse geologic/soil impacts associated with implementation of the proposed project.

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Interfere with an emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to safety risk associated with airport flight pattern?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Increase fire hazard risk or expose people or structures to high fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Create any other health hazard or potential hazard?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Land uses in the vicinity of the project corridor predominately consist of the Highway 1 corridor, agriculture, energy development, and gas industries associated with the decommissioned Chevron facility, rangeland, and residences. The project introduces recreational users to areas near the Highway 1 corridor and traverses several known hazardous materials sites on the Chevron facility and contains oil pipeline infrastructure located under and adjacent to Toro Creek. Portions of the Chevron site contain contaminated soils and decommissioned underground oil pipelines.

Chevron is currently proposing a project to remediate some of the contamination. The goal of the proposed remediation project is to improve ground water quality by removing separate-phase petroleum hydrocarbons from three designated plume areas at the Shore Plant area of the Estero

Marine Terminal, located immediately north of the City of Morro Bay. According to the County of San Luis Obispo, the clean-up efforts could begin as early as late-summer or early-fall, 2009. The proposed clean-up would take less than one year.

Impact. Because the Chevron site has historically been used for oil and gas operations, subsurface petroleum contamination may be present, and could be encountered during project development.

Mitigation/Conclusion. The EIR will include a Hazards and Hazardous Materials section that would summarize what is currently known about locations where hazardous material may exist. Regulatory agencies would also be contacted to determine what action plans may be necessary and approved prior to construction. Specifically, the Hazards and Hazardous Materials section will include the following:

1. Consultation with the County Environmental Health Division, Regional Water Quality Control Board, the County Department of Planning and Building, Cal Fire, and reference to the San Luis Obispo County Land Use Ordinance and City of Morro Bay General Plan;
2. Evaluate existing conditions as they relate to hazardous materials on the Chevron property;
3. Evaluate impacts associated with hazardous materials on the Chevron property;
4. Develop mitigation measures to address potential hazardous materials impacts.

8. NOISE - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate increases in the ambient noise levels for adjoining areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project is within close proximity to a transportation noise source – Highway 1, and development within the following distances from the noise source will exceed the County’s acceptable exterior noise threshold of 60 dBs for sensitive uses as discussed in the Noise Element of the County General Plan:

- ✓ areas within the 60 dB to 65 dB range - 463 feet from (rail)road centerline, and closer;
- ✓ areas within the 65 dB to 70 dB range - 215 feet from (rail)road centerline, and closer;
- ✓ areas above the 70 dB level - 100 feet from (rail)road centerline, and closer.

However, the proposed project is a recreational and transportation project and users would only be exposed to the noise levels for a short period. The project location is currently used as a coastal access point.

Impact. The project is not expected to generate loud noises, nor conflict with the surrounding uses. Based on the temporary and intermittent use of the proposed recreational and alternative transportation project, the trail facility would not expose sensitive receptors to prolonged noise generation. Impacts are considered less than significant.

Mitigation/Conclusion. No significant noise impacts are anticipated, and no mitigation measures are necessary.

9. POPULATION/HOUSING - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Use substantial amount of fuel or energy?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county.

Impact. The project is the proposed development of a recreational trail and will not result in a need for a significant amount of new housing, and will not displace existing housing.

Mitigation/Conclusion. No significant population and housing impacts are anticipated, and no mitigation measures are necessary.

10. PUBLIC SERVICES/UTILITIES - <i>Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., Sheriff, CHP)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

10. PUBLIC SERVICES/UTILITIES - Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:

g) Other: _____

Setting. The project area is served by the following public services/facilities:

Police: County Sheriff Location: Los Osos (Approximately 7.8 miles to the south)
Fire: Cal Fire (formerly CDF) Hazard Severity: Moderate Response Time: 15-20 minutes
 Location: Adjacent to northeast corner of corridor
School District: Coast Unified School District.

Impact. The proposed project would be located adjacent to the beach and the existing bikelanes on Highway 1, where other recreational activities already exist. The project would provide a safe bicycle route completely separated from Highway 1. The proposed trail would not require the use of any public services or facilities. No significant project-specific impacts to utilities or public services were identified.

Mitigation/Conclusion. No impacts have been identified and no mitigation is required.

11. RECREATION - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Other</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The County Trails Plan does identify the proposed project. The project would be a portion of the California Coastal Trail and would link other existing or proposed facilities such as Norma Rose Park, the North Point Natural Area, and Morro Strand State Park.

Impact. The proposed project is a park and recreational facility and therefore may reduce the need for additional park or recreational resources.

Mitigation/Conclusion. The project would have beneficial recreational impacts. No significant recreation impacts are anticipated, and no mitigation measures are necessary.

**12. TRANSPORTATION/
CIRCULATION - Will the project:**

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Levels of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Result in inadequate internal traffic circulation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The circulation system in the vicinity of the project corridor is comprised of regional highways (Highway 1), arterials, collectors, and local streets. The county has established the acceptable Level of Service (LOS) on roads for this area as "C" or better. The existing road network in the area (including the project's access streets, Yerba Buena Street, Highway 1, and Studio Drive) are operating at acceptable levels.

The current bicycle network in and around the project corridor includes a mix of Class I, II, and III bikeways.

There are four existing parking areas that may serve the project. These are located at the North Point Natural Area, at the south end of Studio Drive, and two informal ones near the Chevron Marine Terminal. The proposed project would include striping thirteen existing spaces at the south end of Studio Drive.

Impact. The most significant transportation impacts may result from conflicts between existing parking facilities and the proposed trail, the lack of parking and staging areas for cyclists at the northern and southern ends of the trail, and conflicts between project users and automobiles. Particularly at the Highway 1 crossing and at Studio Drive.

Mitigation/Conclusion. The EIR Transportation section will include a discussion of the potential demand for parking that may result from the proposed project. The section will also include a

discussion of project safety, with an emphasis on the potential for bikeway users to cross Highway 1 crossing and the Highway 1/project interface. Due to the potential for significant traffic impacts, additional analysis is needed to be performed, and shall include, the following:

1. Review existing conditions. This task would include reviewing all relevant background information such as the Environmental Constraints Analysis, the Estero Area Plan and EIR, and the County Bikeways Plan. This task will also include conducting parking occupancy surveys at the existing parking lots and adjacent residential streets to determine the current peak usage of these facilities.
2. Analyze parking and collision data. Using the survey data collected above, we will estimate the expected parking demand at the staging areas for the proposed trails. Collision data will be collected from Caltrans, the County of San Luis Obispo, and the City of Morro Bay. The data will be reviewed and summarized to determine if there are preexisting locations in the study area with above average collision rates, and if the project would affect these locations. Any collisions involving bicycles or pedestrians will be reviewed in detail.
3. Review proposed designs. This task will include a review of the design plans to ensure that the path conforms to standard design practices.
4. Identify project-related impacts. This task will include an assessment of potential short-term, long-term, residual, and cumulative impacts related to project development.
5. Recommend mitigation measures. This task will consist of developing mitigation measures of the proposed project.

13. WASTEWATER - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Adversely affect community wastewater service provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. No new restroom facilities are planned for this project. The project would not generate wastewater or affect wastewater facilities.

Mitigation/Conclusion. No impacts have been identified and no mitigation measures are necessary.

14. WATER - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Change the quantity or movement of available surface or ground water?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Adversely affect community water service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The proposed project would not require surface or groundwater, nor would it discharge water.

The topography of the project is gently sloping to moderately sloping. The closest creek from the proposed development is onsite. As described in the NRCS Soil Survey, the soil surface is considered to have low to high erodibility.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County Ordinance requires that temporary sedimentation and erosion control measures be installed during the rainy season.

Impact. Regarding surface water quality, as proposed, the project will result in the disturbance of approximately 2 acres, although not at one time. The project could result in increased erosion or sedimentation and would cross multiple drainages, requiring either bridges and/or culvert extensions. The project is within close proximity to Toro Creek and the Pacific Ocean.

Mitigation/Conclusion. Water impacts resulting from erosion and/or sedimentation as they affect biological resources, or drainage systems would be discussed in the Geology and Soils, Drainage, or Biological Resources sections of the EIR. The scope of work for those sections includes, but it not limited to:

1. Consultation with the Regional Water Quality Control Board, Environmental Health Division, County Agricultural Commissioner's Office, California Department of Fish & Game, and U.S. Fish & Wildlife Service.
2. Identification of nearby watercourses and their potential to support sensitive aquatic life.
3. Evaluation of project's impacts on surface water quality as it relates to any sensitive resources identified.
4. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential impacts related to water quality.

15. LAND USE - Will the project:	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [county land use element and ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impact. Surrounding uses are identified on Page 2 of the Initial Study. The proposed project would be located on public and private land within the city of Morro Bay and the community of Cayucos. The proposed project traverse the jurisdictions of the City of Morro Bay, County of San Luis Obispo, California State Parks (parking areas), and California Coastal Commission. A variety of land uses are present in and near the project area, and several land use categories (e.g., residential, open space, recreation, agriculture) and combining designations (e.g., sensitive resource area, flood hazard) apply to the project site.

The project is not within or adjacent to a Habitat Conservation Plan area

Mitigation/Conclusion. The Land Use section of the EIR will include an analysis of existing and proposed land uses, and will identify potential inconsistencies or incompatibilities at both a site-specific and regional level. This section will include an extensive analysis of land use consistency and will therefore integrate with other issue areas such as Aesthetics, Agriculture, and Traffic and Circulation Safety. Drafting of the EIR will include consultation with the jurisdictional agencies listed above and will incorporate a discussion of all applicable agency requirements and measures required by jurisdictional agencies.

16. MANDATORY FINDINGS OF SIGNIFICANCE - Will the project:

Potentially Significant Impact can & will be mitigated Insignificant Impact Not Applicable

- a) *Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*
- b) *Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)*
- c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

For further information on CEQA or the county's environmental review process, please visit the County's web site at "www.sloplanning.org" under "Environmental Information", or the California Environmental Resources Evaluation System at: http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines for information about the California Environmental Quality Act.

Exhibit A - Initial Study References and Agency Contacts

The County Planning or Environmental Divisions have contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	None yet
<input checked="" type="checkbox"/>	County Environmental Health Division	None yet
<input checked="" type="checkbox"/>	County Agricultural Commissioner's Office	None yet
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	None yet
<input checked="" type="checkbox"/>	County Sheriff's Department	None yet
<input checked="" type="checkbox"/>	Regional Water Quality Control Board	None yet
<input checked="" type="checkbox"/>	CA Coastal Commission	None yet
<input checked="" type="checkbox"/>	CA Department of Fish and Game	None yet
<input checked="" type="checkbox"/>	CA Department of Forestry (Cal Fire)	None yet
<input checked="" type="checkbox"/>	CA Department of Transportation	None yet
<input type="checkbox"/>	Community Service District	Not Applicable
<input checked="" type="checkbox"/>	Other <u>City of Morro Bay</u>	None yet
<input type="checkbox"/>	Other _____	Not Applicable

*** "No comment" or "No concerns"-type responses are usually not attached*

The following checked ("") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Project File for the Subject Application | <input type="checkbox"/> Area Plan and Update EIR |
| <u>County documents</u> | <input type="checkbox"/> Circulation Study |
| <input type="checkbox"/> Airport Land Use Plans | <u>Other documents</u> |
| <input checked="" type="checkbox"/> Annual Resource Summary Report | <input checked="" type="checkbox"/> Archaeological Resources Map |
| <input type="checkbox"/> Building and Construction Ordinance | <input checked="" type="checkbox"/> Area of Critical Concerns Map |
| <input type="checkbox"/> Coastal Policies | <input checked="" type="checkbox"/> Areas of Special Biological Importance Map |
| <input checked="" type="checkbox"/> Framework for Planning (Coastal & Inland) | <input checked="" type="checkbox"/> California Natural Species Diversity Database |
| <input checked="" type="checkbox"/> General Plan (Inland & Coastal), including all maps & elements; more pertinent elements considered include: | <input checked="" type="checkbox"/> Clean Air Plan |
| <input checked="" type="checkbox"/> Agriculture & Open Space Element | <input checked="" type="checkbox"/> Fire Hazard Severity Map |
| <input checked="" type="checkbox"/> Energy Element | <input checked="" type="checkbox"/> Flood Hazard Maps |
| <input checked="" type="checkbox"/> Environment Plan (Conservation, Historic and Esthetic Elements) | <input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County |
| <input checked="" type="checkbox"/> Housing Element | <input checked="" type="checkbox"/> Regional Transportation Plan |
| <input checked="" type="checkbox"/> Noise Element | <input checked="" type="checkbox"/> Uniform Fire Code |
| <input type="checkbox"/> Parks & Recreation Element | <input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3) |
| <input checked="" type="checkbox"/> Safety Element | <input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.) |
| <input checked="" type="checkbox"/> Land Use Ordinance | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Real Property Division Ordinance | |
| <input type="checkbox"/> Trails Plan | |
| <input type="checkbox"/> Solid Waste Management Plan | |

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

Cultural Resource Investigation. Gibson and Associates, 2005.

Morro Bay to Cayucos Connector Environmental Constraints Analysis. Morro Group, December, 2006.

Geologic Bluff Study and Geotechnical Feasibility Evaluation Morro Bay-Cayucos. Earth Systems Pacific, February, 2008.

Preliminary Design Report, Morro Bay to Cayucos Bicycle and Pedestrian Path. FIRMA, June, 2008.