



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

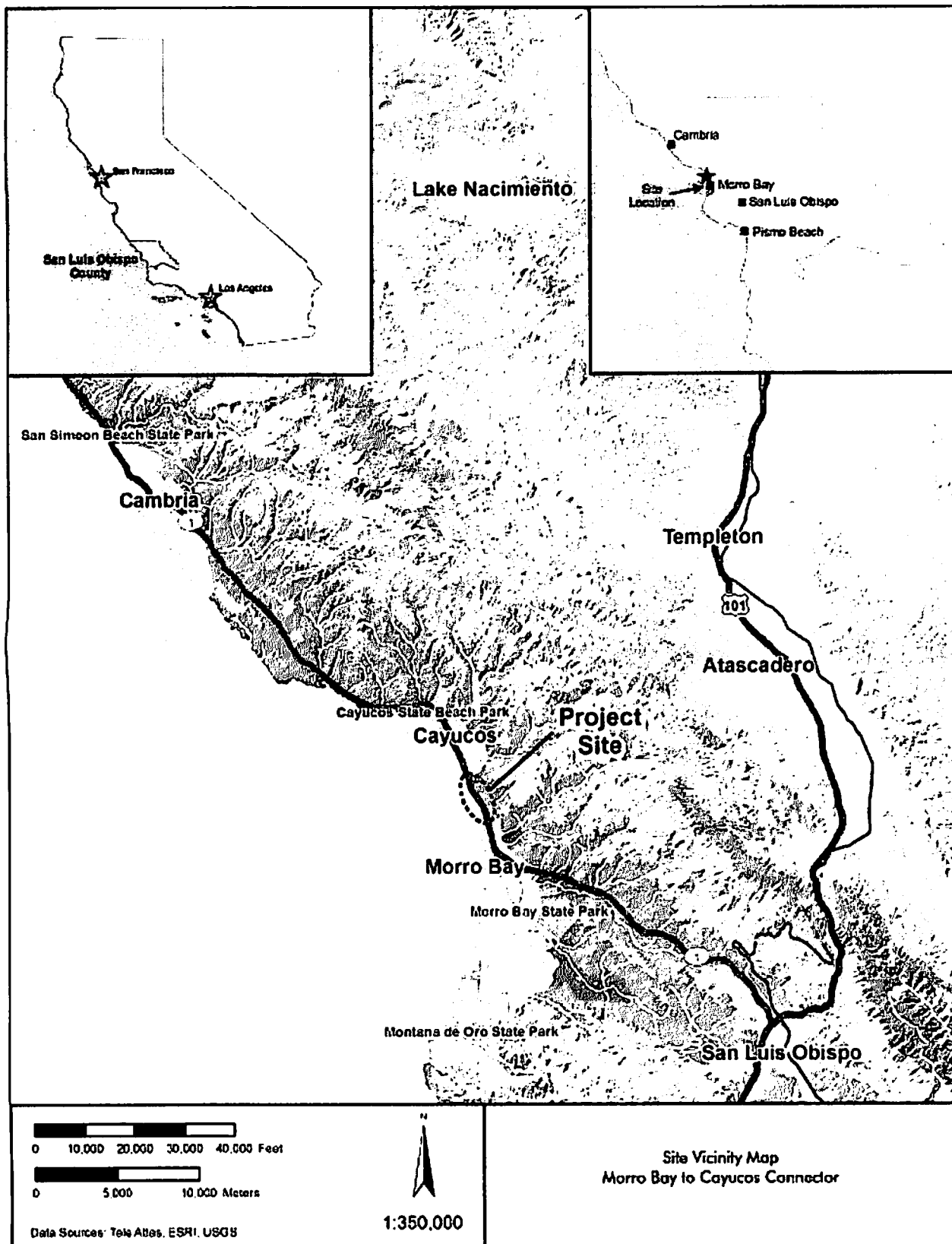


Figure 1. Site Vicinity Map

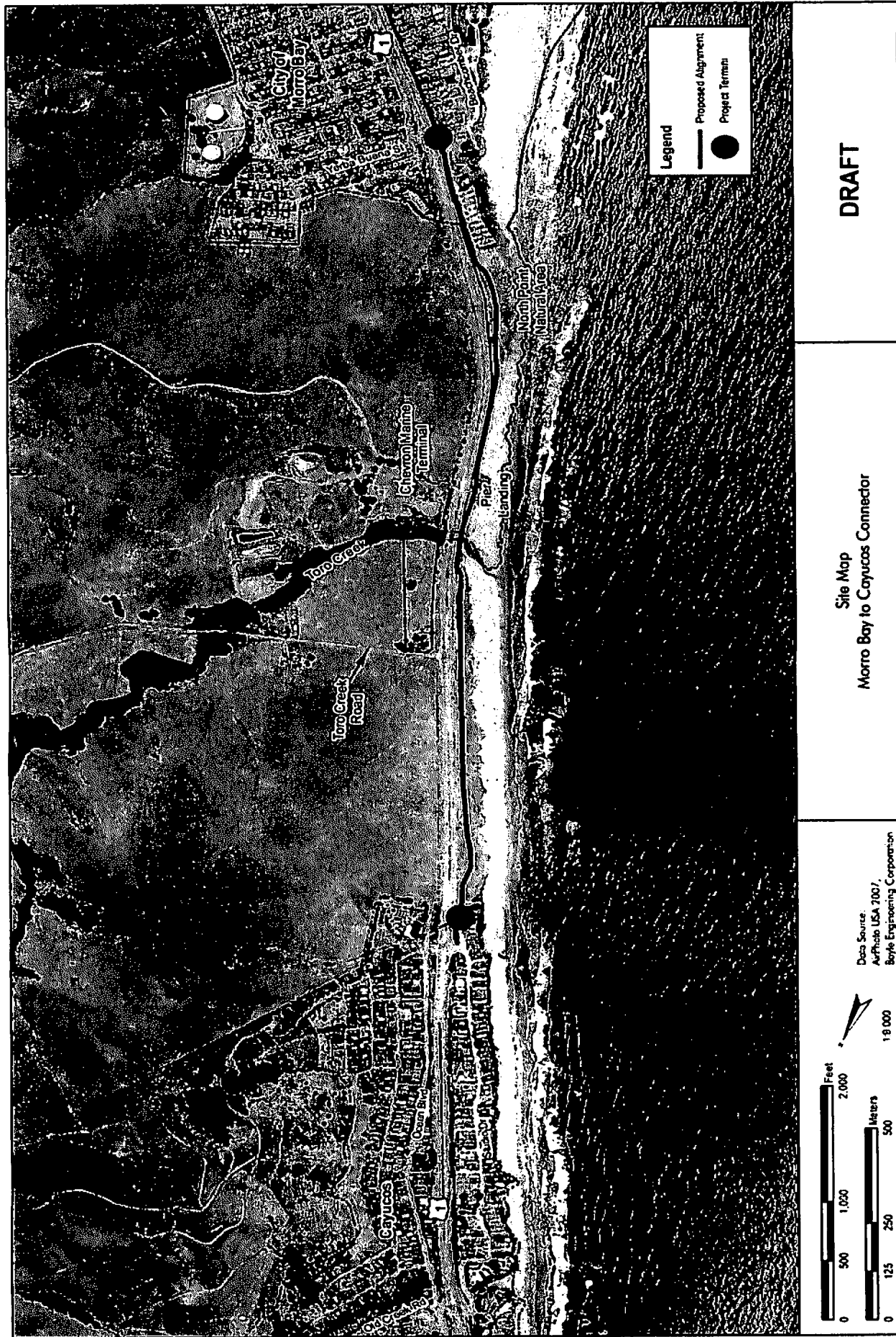


Figure 2. Project Site Map

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

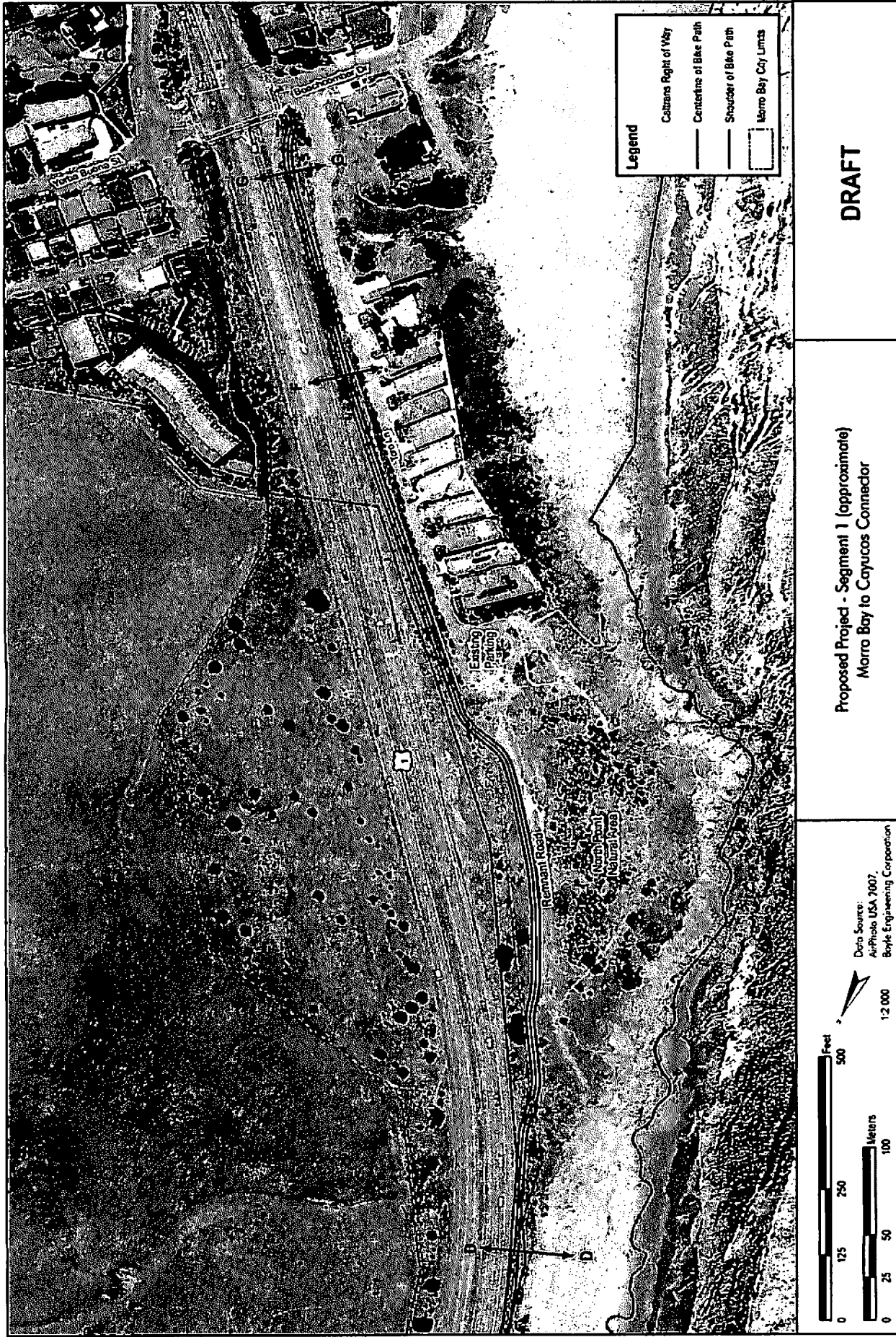


Figure 3a. Proposed Project - Segment 1



Figure 3b. Proposed Project – Segment 2

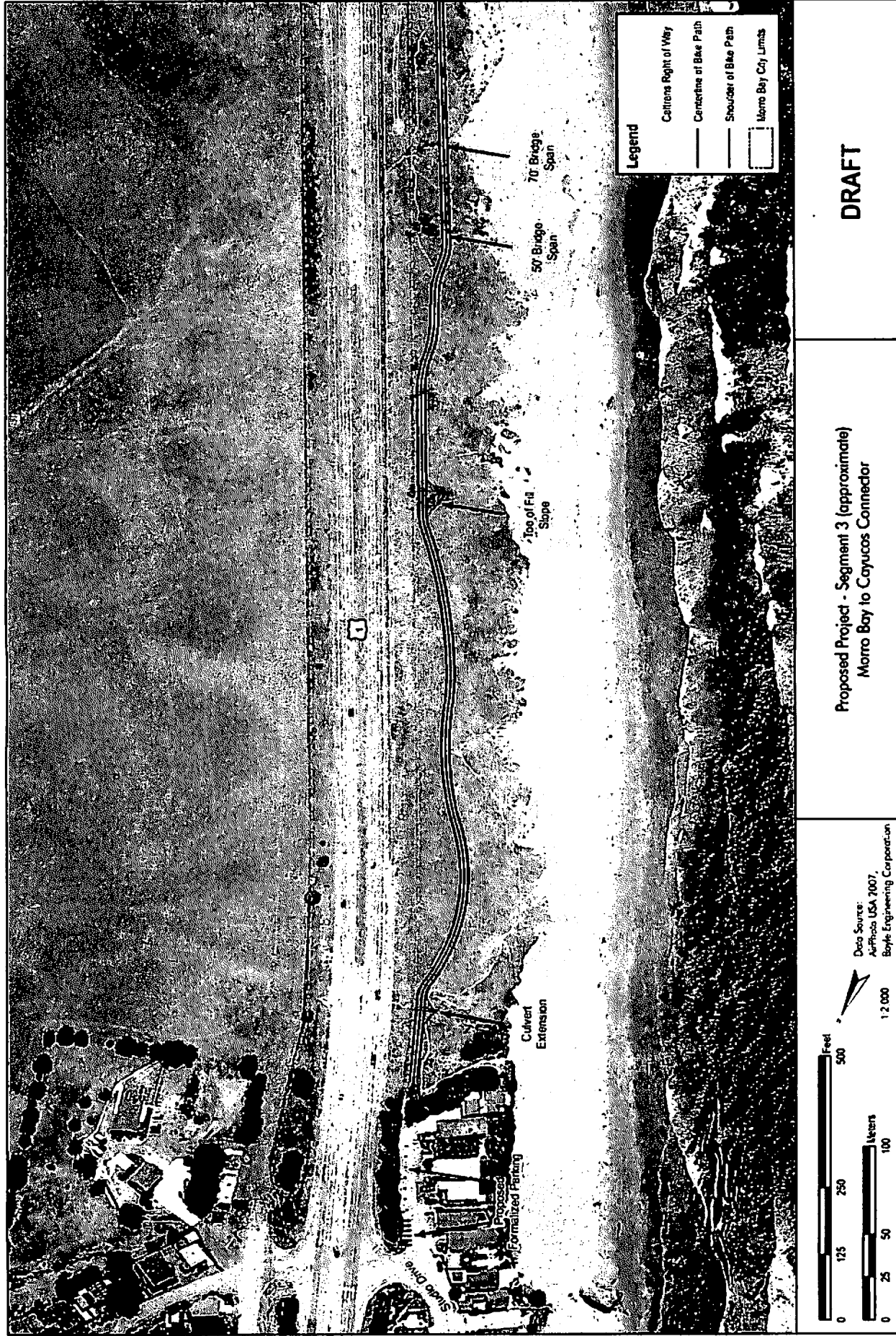


Figure 3c. Proposed Project - Segment 3

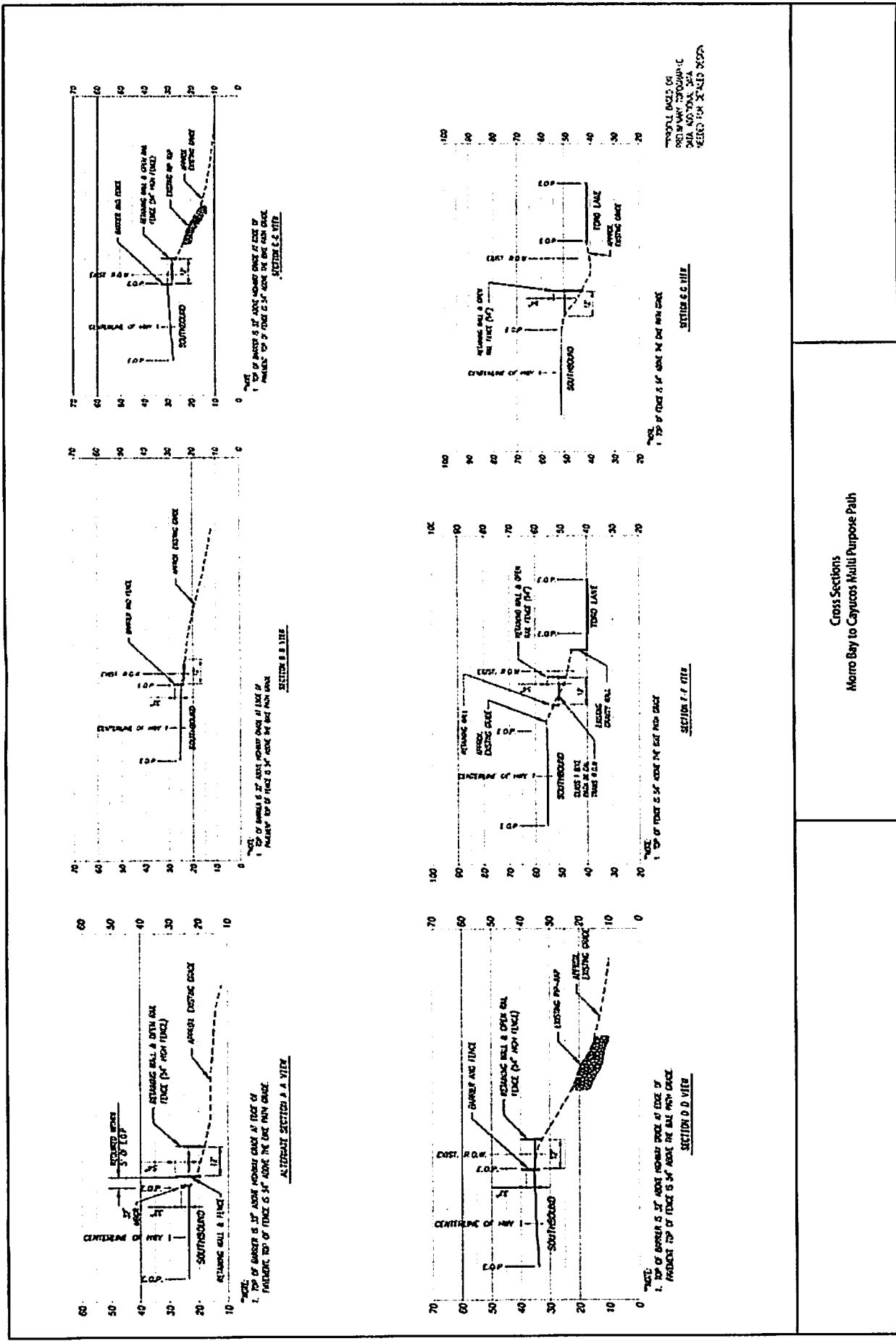


Figure 4. Cross Sections

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) User 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:

North: Residential Single Family; residential

East: Agriculture; industrial uses

South: City of Morro Bay ; residential

West: 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 - Will the project:	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) Expose any sensitive receptor to substantial air pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Create or subject individuals to objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be inconsistent with the District's Clean Air Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other: _____	<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 greenhouse 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) <i>Result in a loss of unique or special status species or their habitats?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<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 (CNDDDB, 2004).

Sandy beach tiger beetle (*Cincindela hirticollis grvida*) 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 Sprung 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 - <i>Will the project:</i>	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:*

Potentially
Significant

Impact can
& will be
mitigated

Insignificant
Impact

Not
Applicable

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) *Increase the use or demand for parks
or other recreation opportunities?*

☐
☐
☒
☐

b) *Affect the access to trails, parks or
other recreation opportunities?*

☐
☐
☒
☐

c) *Other* _____

☐
☐
☐
☐

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) | <i>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?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) | <i>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)</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) | <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3077
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



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September 2, 2009

SLO-001-31.97-33.86

Jeff Oliveira, Environmental Specialist
San Luis Obispo County
Department of Planning & Building
976 Osos Street, Room 300
San Luis Obispo, CA 93408-2040

Dear Mr. Oliveira:

COMMENTS TO MORRO BAY TO CAYUCOS BICYCLE CONNECTER TRAIL

The California Department of Transportation (Caltrans), District 5, has reviewed the above referenced project and appreciates the opportunity to provide comments to the Notice of Preparation (NOP). Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California. We recognize bicycle, pedestrian, and transit modes are integral elements of the transportation system and are glad to support projects such as yours. Our comments below are both general and specific in nature, but in short, improvement concepts in the project description are generally consistent with Caltrans' policy that promotes the integration of modes and complete streets.

General Comments

The project description identifies existing bicycle and pedestrian facilities within the County's jurisdiction. Any work within the State right-of-way will require an encroachment permit issued from Caltrans. Detailed information such as complete drawings, biological and cultural resource findings, hydraulic calculations, environmental reports, traffic study, etc., may need to be submitted as part of the encroachment permit process. Some Caltrans contact information is provided to assist you in the environmental process.

Specific Comments

1. Relative to the State right-of-way, adherence to design standards, environmental laws, and design standards of the Americans with Disabilities Act (ADA) is required. A traffic analysis is needed that is consistent with the purpose and need of the project. It should include such elements as collision history, sight distance, and parking issues. Relative to design variations, bike trail separation from vehicular traffic based on distance from Highway 1 may require the need for positive barrier protection.

2. Regarding hydrology and drainage, Caltrans will need to review the construction plans for the extension of any existing culverts. A hydraulic analysis of existing culverts crossing Highway 1 will be needed to show that the project will not negatively impact the functioning of the culverts. The 25-year storm can be used to check the culverts draining the roadway or median only. The 100-year storm can be used to check draining areas East of the highway. The headwater elevation at the inlet of the culverts must not negatively impact the travel way on the highway. The hydraulic analysis will need to show that the proposed bridge at Toro Creek will not increase the elevation of the 100-year flow such that it negatively impacts the travel way on the highway.
3. **On Page 1**, we would like to see more specific language regarding what is meant by the term "bikeways." Specifically, it is important to know what kind of bicycle facilities the Trail would connect to (see paragraph 3 of the Project Description). Please describe whether the "bikeways" are Class I, II, or III facilities.
4. **On Page 5**, the project description incorrectly lists Highway 1 between Morro Bay and Cayucos as an example of a Class II bicycle facility. At this location, there is no bike lane, only a paved shoulder, which is legal for bicyclists to ride on. This stretch of highway is a Class III facility designated as the Pacific Coast Bicycle Route.
5. **On Page 8** of the project description, we recommend amending the project objectives from "a *safe* and scenic bicycle/pedestrian route" to "an *alternative* and scenic bicycle/pedestrian route." Similarly, you may want to amend "maximizing user's contact with the coastline while *avoiding* environmental impacts" to "*minimizing* environmental impacts."
6. Please describe the intended funding source of the project.
7. As much as possible, the County should consider an alignment that avoids State right-of-way involvement, which would simplify aspects of the project design and approval process. Further, the County will need to assume responsibility for maintenance for any portion of the facility that may ultimately be approved within State right-of-way.

Again, thank you for the opportunity to provide feedback. If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 549-3103.

Sincerely,



Acting for **LARRY NEWLAND, AICP**
Caltrans District 5
Planning Branch Chief South
Larry_Newland@dot.ca.gov



August 31, 2009

Jeff Oliveira
San Luis Obispo County Department of Planning and Building
Government Center
San Luis Obispo, CA 93408

SUBJECT: APCD Comments Regarding the Morro Bay to Cayucos Connector Trail NOP
Project Level. (CUP 08-252)

Dear Mr. Oliveira,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed Morro Bay to Cayucos Trail Connector. The proposed project would complete a segment in the non-motorized transportation network along Highway 1 and 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, to the southern end of Studio Drive in the unincorporated community of Cayucos. This project would provide a connection between existing designated bikeways to the north and the south.

The project would also include the demolition and removal of the remnant road in the North Point Nature Area. The road is approximately 560 feet long and 40 feet wide. The total disturbance area would be approximately 22,000 s.f. The disturbed area would be revegetated with native species.

The proposed project would formalize the existing parking area located at the south end of Studio Drive and would include parking available at Norma Rose Park. The total earthwork proposed for this project will be less than 5,000 cubic yards and would occur over a relatively long period (2 months) due to intensive biological resources mitigation and geographic constraints.

The following are APCD comments that are pertinent to this project.

1. Contact Person:

Gary Arcemont
Air Pollution Control District
3433 Roberto Court
San Luis Obispo, CA 93401
(805) 781-5912

2. Permit(s) or Approval(s) Authority:

Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities will require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the District's CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Internal Combustion engines;
- Unconfined abrasive blasting operations;
- Concrete batch plants;
- Rock and pavement crushing;
- Tub grinders; and
- Trommel screens.

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Naturally Occurring Asbestos

The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), which has been identified as a toxic air contaminant by the California Air Resources Board (ARB). Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, **prior to any grading activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the District (see Attachment 1). If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM.** This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. Please refer to the APCD web page at <http://www.slocleanair.org/business/asbestos.asp> for more information or contact the APCD Enforcement Division at 781-5912.

Developmental Burning

Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** Under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. This requires prior application, payment of fee based on the size of the project, APCD approval, and issuance of a burn permit by the APCD and the local fire department authority. The applicant is required to furnish the APCD with the study of technical feasibility (which includes costs and other constraints) at the time of application. If you have any questions regarding these requirements, contact the APCD Enforcement Division at 781-5912.

Demolition Activities

The project referral indicated that there is an existing road on the proposed site that will be demolished. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM).

Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). **If utility pipelines are scheduled for removal or relocation; or building(s) are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include but are not limited to: 1) notification requirements to the District, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at 781-5912 for further information.

Hydrocarbon Contaminated Soil

Should hydrocarbon contaminated soil be encountered during construction activities, the APCD must be notified as soon as possible and no later than 48 hours after affected material is discovered to determine if an APCD Permit will be required. In addition, the following measures shall be implemented immediately after contaminated soil is discovered:

- Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- Contaminated soil shall be covered with at least six inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp. No headspace shall be allowed where vapors could accumulate;
- Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance; and,
- Clean soil must be segregated from contaminated soil.

The notification and permitting determination requirements shall be directed to the APCD Enforcement Division at 781-5912.

3. Environmental Information:

The potential air quality impacts from construction and operational phases of the project should be assessed in the Environmental Impact Report (EIR). The project under development has the potential for impacts to local air emissions, ambient air quality, sensitive receptors, and the implementation of the Clean Air Plan (CAP). A complete air quality analysis should be included in the Draft Environmental Impact Report (DEIR) to adequately evaluate the overall air quality impacts associated with implementation of the proposed project. This analysis should address both short-term (construction) and long-term (operational) emissions impacts (including traditional air pollutants and greenhouse gas emissions). The following is an outline of items that should be included in the analysis:

- a) A description of existing air quality and emissions in the impact area, including the attainment status of the County relative to State and Federal air quality standards and any existing regulatory restrictions to development. The most recent CAP should be consulted for applicable information and the APCD should be consulted to determine if there is more up to date information available.

- b) A detailed quantitative air emissions analysis at the project scale needs to be estimated as part of the DEIR.
- c) A qualitative analysis of the air quality impacts should be conducted. A consistency analysis with the CAP will determine if the emissions resulting from development under the project will be consistent with the emissions projected in the CAP, as described in item 6 of this letter. The qualitative analysis should be based upon criteria such as prevention of urban sprawl and reduced dependence on automobiles. A finding of Class I impacts could be determined qualitatively. The DEIR author should contact the APCD if additional information and guidance is required. All assumptions used should be fully documented in an appendix to the DEIR.
- d) Mitigation measures to reduce air quality impacts from construction and operational phases to a level of insignificance should be specified if APCD thresholds of significance are expected to be exceeded.

If you would like to receive a copy of an example of a recommended format for the qualitative analysis section on air emissions impacts, contact the APCD Planning Division at 781-5912.

4. Permit Stipulations/Conditions:

It is recommended that you refer to the "CEQA Air Quality Handbook" (the Handbook). If you do not have a copy, it can be accessed on the APCD web page (www.slocleanair.org) in the Business Assistance section, listed under Regulations, or a hardcopy can be requested by contacting the APCD. The Handbook provides information on mitigating emissions from development (Section 5) which should be referenced in the DEIR.

5. Alternatives:

Any alternatives described in the DEIR should involve the same level of air quality analysis as described in bullet items 3.c and 3.d listed above.

6. Reasonably Foreseeable Projects, Programs or Plans:

This project is compatible with Circulation Management Policies and Programs including:

- Promoting Accessibility in the Transportation System
- Promoting Walking and Bicycling
- Transportation Demand Management

The formation of compact, pedestrian friendly and more economically self-sufficient communities will reduce automobile trip generation rates and trip lengths.

7. Relevant Information:

As mentioned earlier, the Handbook should be referenced in the EIR for determining the significance of impacts and level of mitigation recommended.

8. Further Comments:

Smart/Strategic Growth Support

Enabling residents the opportunity to live, work, and shop within areas that utilize Smart Growth principles reduces the need to drive and minimizes vehicle exhaust emissions which account for over 50% of the County's air pollution. The APCD supports this project as it is consistent with the Smart Growth Principles adopted by the SLO County Board of Supervisors on June 7, 2005 and support many of the land use planning goals in the CAP.

Construction Phase Impacts

Calculation of combustion and fugitive dust emissions from construction activities should include peak daily, quarterly and total construction phase emissions of NO_x, ROG, diesel PM, greenhouse gases and fugitive PM.

The proximity of sensitive individuals (receptors) to construction site constitutes a special condition and may require a more comprehensive evaluation and if deemed necessary, more aggressive implementation of mitigation measures than described below. Areas where sensitive receptors are most likely to spend time include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). Sensitive receptors for a project need to be identified during the CEQA review process and mitigation to minimize DPM impacts need to be defined.

Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. Dust complaints could result in a violation of the APCD's 402 "Nuisance" Rule. Any project with a grading area greater than 4.0 acres exceeds the APCD's PM₁₀ quarterly threshold.

This project includes some work that will be near potentially sensitive receptors and shall be conditioned to comply with all applicable Air Pollution Control District regulations pertaining to the control of fugitive dust (PM₁₀) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:

- a. Reduce the amount of the disturbed area where possible,
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible,
- c. All dirt stock pile areas should be sprayed daily as needed,
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities,
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating native grass seed and watered until vegetation is established,
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD,
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used,

- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site,
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114,
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site, and
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.

All PM₁₀ mitigation measures required should be shown on grading and building plans. In addition, the contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. **The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and finished grading of the area.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,



Gary Arcemont
Air Quality Specialist

GJA/AJM/arr

cc: San Luis Obispo County General Services Agency – Parks Division
Karen Brooks, Enforcement Division, APCD
Tim Fuhs, Enforcement Division, APCD
Gary Willey, Engineering Division, APCD

Attachments:

1. Naturally Occurring Asbestos – Construction & Grading Project Exemption Request Form, Construction & Grading Project Form



SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director

County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252

Fax (805) 781-1229

email address: pwd@co.slo.ca.us

MEMORANDUM

Date: August 4, 2009

TO: Jeff Oliveria, Senior Environmental Specialist

FROM: Glenn Marshall, Development Services 

SUBJECT: Notice of Preparation – Morro Bay to Cayucos Connector Trail, County of San Luis Obispo Parks and Recreation

Thank you for the opportunity to provide information on the Notice of Preparation of an Environmental Impact Report on the subject project. It has been reviewed by several divisions of Public Works, and this represents our consolidated response.

1. Contact person: Glenn Marshall, County Government Center Room 207, San Luis Obispo CA 93408. (805) 781-1596, gdmarshall@co.slo.ca.us.
2. County Public Works will review required public improvements including streets and utilities, as well as drainage and flood hazard, under the provisions of the Real Property Division Ordinance and the Land Use Ordinance. County Public Works issues encroachment permits under the provisions of the State Streets & Highway Code.
3. For our use, the report must address impacts on traffic and circulation, drainage, flood hazard and encroachment. The Initial Study Checklist, and its Comments section, appear to cover these topics adequately.
4. A list of "Standard Conditions" is available from our office if you need it.
5. I do not have any alternative projects to suggest for evaluation.
6. This department does not have any reasonably foreseeable projects, programs or plans in the area of this proposed development.
7. I do not have any other relevant information to suggest for use in preparation of the EIR.
8. I have no further comments on the Notice of Preparation.
9. Please provide me notification that the Draft EIR is available for review via the web and the related web address where the document may be viewed.

Please contact me at your convenience if I may be of further assistance.



**Chevron Environmental
Management Company**
4000 Highway One
Morro Bay, CA 93442

August 31, 2009

County of San Luis Obispo
Environmental Division
County Government Center Room 200
San Luis Obispo, California 93408

Attention: Mr. Jeff Oliveira

Subject: Morro Bay to Cayucos Connector Trail Notice of Preparation of a Draft
Environmental Impact Report, dated July 31, 2009

Dear Mr. Oliveira:

Chevron has received your Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) on a County-proposed Morro Bay to Cayucos Connector Trail project, dated July 31, 2009. Chevron is surprised and disappointed to learn that the County of San Luis Obispo is embarking on the preparation of an EIR for a project that will require an easement, of approximately one mile in length, of Chevron property at the former Estero Marine Terminal site without first meeting with us to discuss the project. As you know, Chevron is currently in the process of decommissioning and remediating this site to comply with governmental agency requirements. Some of these activities may interfere or significantly impact the proposed trail alignment across Chevron property. Furthermore, Chevron is currently evaluating potential future land use for the Estero property and is concerned that the proposed trail could interfere with future use of the site. Chevron believes that a more comprehensive approach that includes consultation with the land owner and incorporates future planning for the site is needed. We would like to request a meeting with you and the County Parks Department to discuss these issues before you proceed with an EIR which may conflict with Chevron's plans and result in delays to the County project.

The following information has been prepared in direct response to the NOP letter dated July 31, 2009:

1. **Name of Contact Person.** Please include the following Chevron contacts in all future correspondences regarding this project:

John Westenberg

Chevron Environmental Management Co.
4000 Highway One
Morro Bay, CA 93442
(805) 772-2611, ext. 3
jwestenberger@chevron.com

Bill Almas

Chevron Business and Real Estate Services
4051 Broad Street, Suite 230
San Luis Obispo, CA 93401
(805) 546-6970
walmas@chevron.com

2. **Permit or Approval Authority.** Chevron, as landowner for the proposed trail alignment, would need to approve any easement across Chevron owned land.
3. **Environmental Information.** Please ensure that the EIR includes a discussion of Chevron's current decommissioning and remediation plans which are regulated by several governmental agencies, primarily the California Regional Water Quality Control Board (RWQCB), the California State Lands Commission (CSLC), and the County of San Luis Obispo. Chevron's marine terminal decommissioning project is currently under review by the CSLC in accordance with the termination of our State Lands Lease. The RWQCB is the State lead regulatory agency regarding petroleum hydrocarbon containing soil and groundwater at the site.
4. **Permit Stipulations/Conditions.** Chevron requests that the County review and incorporate the RWQCB and CSLC permit conditions for the Estero Marine Terminal site into the EIR analysis for this project.
5. **Alternatives.** Chevron requests that the preferred alternative for this project include measures to prevent conflicts with Chevron's future plans for the former marine terminal and the Estero property in general.
6. **Reasonably Foreseeable Projects, Programs or Plans.** Chevron requests that any cumulative analysis prepared as part of the EIR include an analysis of potentially cumulatively significant impacts from conflicts between the proposed trail project and Chevron's decommissioning plans and future use of the marine terminal property.
7. **Relevant Information.** Please refer to Chevron's proposed Marine Terminal Decommissioning Project Execution Plan (dated June 2009) which presents the proposed decommissioning activities associated with existing pipelines that extend offshore from the marine terminal.

Note that in Section 10 of the Notice of Preparation of a Draft Environmental Impact Report, dated July 31, 2009 checklist that the project will have insignificant impact to public utilities. However, the proposed bike trail is located in the immediate vicinity of a natural gas pipeline. The level of significance of affecting these utilities should be evaluated and may be more than Insignificant.

Section 12 of the Notice of Preparation of a Draft Environmental Impact Report, dated July 31, 2009 checklist notes that the project may result in inadequate parking availability. Two areas identified as "informal" parking areas are located on Chevron property and traffic and road access is a concern to Chevron. Additionally, the impact of the erection of separation barriers between Highway One and the beach may result in increased vehicular hazards to pedestrians.

8. **Further Comments.** As noted above, Chevron requests a meeting with the County to discuss these issues in greater detail.

If you should have any questions and/or require additional information for review purposes, please contact me at (805) 772-2611, ext. 3.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Westenberg", with a stylized flourish at the end.

John Westenberg
Project Manager

cc: Mr. Bill Almas, Chevron BRES
Mr. Eric Snelling, Padre Associates, Inc.

August 16, 2009

Jan DiLeo Senior Planner
County Parks
1087 Santa Rosa St
San Luis Obispo, CA 93408

Dear Jan

Re: Morro Bay to Cayucos Connector Trail

On page 1 of the Project Description 3rd paragraph “the project would provide a connection between designated bikeways to the north and the south.”

Studio Dr. is not a designated bikeway.

The north end of the project as proposed would connect to a bikeway on Studio Dr. to Old Creek Road. Users would cross Hwy. 1 at Old Creek Road to a bike way on Ocean Blvd. Ocean Boulevard is already a designated class 3 bikeway.

Studio Dr. is a busy residential street with many garages fronting directly into the ROW. It is a crowded street and not a safe street for high volume traffic. Adding a high number of bikers, walkers and hikers moving in both directions on the narrow busy street would only add to the congestion. At present most of the north bound bike traffic moves on the east side of HWY 1. The proposed route would move that bike traffic to the west side onto Studio Dr.

Studio Dr. from Chaney (the northern terminus of the project) to Old creek Rd. has no view shed. You are riding behind houses the whole way. You can only see the ocean between houses. Ocean Blvd. has a lot of open space to the west for viewing the ocean.

Studio Drive is not at this time an approved designated bikeway.

Since it will be necessary designate Studio Dr. from the south end of Cayucos to the Old Creek Road crossing certain information is needed.

Who designates Studio Dr. a bikeway?

What are the legal procedures for establishing a designated bikeway? What are the public publishing dates for the establishing a designated bikeway? Who is given Public notice of such designation? Are all property owners on Studio Dr. given legal notice? When is such public notice given? What is the appeal process? What are the time limits for appeal?

Please provide a legal basis for such designation and the complete procedural process.

The proposed EIR says that it is not to consider impact beyond the end at Studio Dr.

This request is so that the EIR for the project can consider the impact on Studio beyond the limit the project bounds.

If Studio Dr. can not be made a designated bikeway the project is a bridge to nowhere.

Attached is a copy my response to Draft Environmental Impact Report on the Morro Bay to Cayucos Connector Trail

Sincerely

David Dabritz
3650 Studio Dr.
Cayucos, CA 93430
805-995-3874
dave.dabritz@gmail.com

Jeff Oliveira
Cayucos Advisory Council
Jim Christiansen
Art Johnson
Bud Strauss
I. Piatek

August 26, 2009

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

Morro Bay to Cayucos Connector Trail

Response to Draft Environmental Impact Report

Narrative to comment page.

This letter will only respond to the EIR proposal for the Bike path between Morro Bay and Studio Dr. in Cayucos. The dumping of the trail onto a non-designated bikeway is addressed in a separate letter.

The path in the section along the bluff from Yerba Buena to north point is along existing paths and roads and has no major change in the land use.

Section 2.

This section of the bikeway would produce considerable disruption of the existing bluff and its' very structure. It enters the HWY right of way, narrowing the road, or it encroaches on the bluff face.

More rip rap or sea wall will be needed to ensure that the erosion of the cliffs are not further threatened. The encroachment on to the Hwy1 ROW would narrow the roadway where currently there is a class 2 bikeway. Would the current class 2 BW be eliminated? This is a particularly beautiful spot for motorist, stopping along the side of the ROW, and viewing the rock.

The bike lane encroaching on the pier parking lot and reducing parking spaces will endanger the motorist using this spot and may interfere with the smooth flow of traffic on HWY 1. The Cross section schematic is not fully readable in the handout provided. The seawall or rip rap that is needed to support the bluff face may cause changes in wave patterns causing further erosion.

An alternative to this is placing the BW on the east side of the ROW where a cut bank is all that is needed.

Section 3

Again the BW would require that upper beach encroachment will be harmful and may disturb the historic nesting of the Snowy Plover. A steel bridge by the sea side is a major maintenance problem. Contractors have learned to use pre-stressed concrete beams which require much less maintenance. This is true for all bridges in the project. The bridge with a 54' fence will obstruct the view shed. This is true of all the bridges along the sea word route. The cost of the bridges on the seaward route has to be weighed against the much cheaper route on the landward side of the HWY.

Splitting the BWY at Studio Dr. into two 5' wide paths sounds good but there is not room for 10' of BWY, 9' of parallel parking and the required 24' of roadway. The current ROW is at most 38'.

Parking spaces.

Norma Rose Park is one mile north of the end of segment 3 and not in easy walking distance. There is limited parking now on the south end of Studio Dr. with only parallel parking. This part of Studio Dr. is heavily used by beach goers and surfers

Project Location: The report infers that Studio Dr. is a designated bikeway. This is not the case. Ocean Blvd. is a designated class 3 bikeway. Correction of this error should be clarified.

Environmental impact on the bluff side of HWY 1 encroaches on land that has not been grazed for over 70 years. This land has reverted toward its natural state. Many native plants have returned to this area. The alternative path on the landward side of the hwy has been grazed continually to the present and has fewer native plants.

There is historical use of the dunes and upper beach area of this stretch of beach by nesting Snowy Plovers.

The bridges would be 12' wide inside railing to railing making the bridge at least 14' wide which would take more space then shown in your overall earthwork analysis.

The laying of 40,000 sq. feet of asphalt causes considerable hydrocarbon pollution that would not be present if a concrete pathway were used and would require less maintance.

A bikeway on the land side of the highway would not interrupt traffic on the highway or disrupt the beach with heavy equipment during its' construction.

Comments on the Initial Study Summary- Environmental Checklist

Aesthetics

Encroachment into the view shed of this project should weigh heavily to move the BW to the east of the HWY. A 32" barrier and a 22" railing fence brings the obstruction to 54" which is over the 4' constraint limit of the CCC. The bridge out side is 14 feet which is the real width of the obstruction.

Biological Resources

The seaside alignment should be abandoned in favor of the east side alignment solely on the disruption of biological resources. Many of the constraints can not be mitigated.

Many of the sensitive plants grow on the west side of the HWY but not on the east side which has been grazed continually for over 100 years. The west side has not been grazed for at least 80 years. Some of the animal resources are endangered species and can not be moved and the specific habitat is shrinking. There are considerable seasonal wet lands.

Summer and fall survey should be done as many of the plants are late bloomers or do not sprout in dry years but flourish only in wet years; such as the blue-eyed grass (*Sisyrinchium bellum*)

Historic resources include the Standard Oil (Chevron) pier abutment and the pipe line footings and the pipe lines themselves.

Geological and soils.

No where does the report address the fact that the soils in this area vary so much from place to place. In some places the hard pan is on the surface and in others it is under more than 5-12 feet of clay loam which is unstable.

Noise.

The people on Studio will be impacted by increased noise with the bike, walking and hiking traffic from Chaney Dr. to the end of Studio.

Public Services

There is very little service at present from our police on Studio Dr. and the isolation of the north end would be potentially significant as traffic would increase.

If the alternative of the east side of the HWY is considered the placement of the path along the sewer line from Cayucos to Morro Bay and the pumping plant would be impacted.

Transportation

There is already a parking problem at the end of Studio Dr. It would increase. Suggesting Norma Rose Park which is 1 mile from the trailhead is not feasible for most people wishing to walk the trail. Connecting this as part of the Pacific Coast Trail brings more foot traffic to the area and increases the conflict between bikers and hikers. What are the numbers of bikers, walkers and hikers who will be using the trail and impact the traffic on Studio Dr? On a busy day we see over 100 bikes pass each way on HWY 1.

I am sorry for the rambling type of comments but I was trying to include as much data and information as possible.

The comments to the planner on the change of status of Studio Dr. to a designated bikeway is covered in another letter but also must be considered as impacting the use of the shoreline route compared to the east side route.

Thank you for your consideration.

Sincerely

David Dabritz
3650 Studio Dr.
Cayucos, CA 93430
805-995-3874
dave.dabritz@gmail.com

CC: Jan DiLeo, Senior Planner County Parks
Cayucos Advisory Council Traffic committee
Jim Christenson
Art Johnson
Bud Strauss
L. Piatek



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San Luis Obispo Office
1422 Monterey Street, Suite C200
San Luis Obispo, CA 93401
Tel 805.543.7095 Fax 805.543.2367
www.swca.com

February 11, 2010

Santa Ynez Tribal Elders Council
Adelina Alva-Padilla, Chair Woman
PO Box 365
Santa Ynez, CA 93460

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Adelina Alva-Padilla:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

As part of the pre-field research, SWCA contacted the Native American Heritage Commission (NAHC) to obtain any information from the Sacred Lands File and a contact list of local Native American representatives. Your name was provided to SWCA by the NAHC. SWCA is requesting any information you may have regarding properties, features, or materials within the project site or the general vicinity that may be of concern to local Native Americans. Attached to this request is a map depicting the project area within non-section land in Township 29S and Range 10E of the Morro Bay North and Cayucos USGS 7.5' quadrangles. Any comments you may have regarding this area would be greatly appreciated.

If you have any questions, please feel free to call me directly at (805) 440-8712, or email at llaurie@swca.com. Thank you for your cooperation.

Sincerely,

A handwritten signature in dark ink that reads "Leroy Laurie". The signature is written in a cursive, flowing style.

Leroy Laurie
Cultural Resource Specialist



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1422 Monterey Street, Suite C200
San Luis Obispo, CA 93401
Tel 805.543.7095 Fax 805.543.2367
www.swca.com

February 11, 2010

Judith Bomar Grindstaff
63161 Argyle road
King City, CA 93930

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Judith Bomar Grindstaff:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Sincerely,

A handwritten signature in dark ink that reads "Leroy Laurie". The signature is written in a cursive, flowing style.

Leroy Laurie
Cultural Resource Specialist



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San Luis Obispo, CA 93401
Tel 805.543.7095 Fax 805.543.2367
www.swca.com

February 11, 2010

San Luis Obispo County Chumash Council
Chief Mark Steven Vigil
1030 Richie Road
Grover Beach, CA 93433

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Mark Vigil:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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If you have any questions, please feel free to call me directly at (805) 440-8712, or email at llaurie@swca.com. Thank you for your cooperation.

Sincerely,

A handwritten signature in blue ink that reads "Leroy Laurie". The signature is written in a cursive, flowing style.

Leroy Laurie
Cultural Resource Specialist



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February 11, 2010

Santa Ynez Band of Mission Indians
Sam Cohen, Tribal Administrator
P.O. Box 517
Santa Ynez, CA 93460

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Sam Cohen:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

As part of the pre-field research, SWCA contacted the Native American Heritage Commission (NAHC) to obtain any information from the Sacred Lands File and a contact list of local Native American representatives. Your name was provided to SWCA by the NAHC. SWCA is requesting any information you may have regarding properties, features, or materials within the project site or the general vicinity that may be of concern to local Native Americans. Attached to this request is a map depicting the project area within non-section land in Township 29S and Range 10E of the Morro Bay North and Cayucos USGS 7.5' quadrangles. Any comments you may have regarding this area would be greatly appreciated.

If you have any questions, please feel free to call me directly at (805) 440-8712, or email at llaurie@swca.com. Thank you for your cooperation.

Sincerely,

A handwritten signature in blue ink that reads "Leroy Laurie". The signature is written in a cursive, flowing style.

Leroy Laurie
Cultural Resource Specialist



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San Luis Obispo, CA 93401
Tel 805.543.7095 Fax 805.543.2367
www.swca.com

February 11, 2010

Diane Napoleone and Associates
Diane Napoleone
1433 Camino Trillado
Carpenteria, Ca 93013

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Diane Napoleone:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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If you have any questions, please feel free to call me directly at (805) 440-8712, or email at llaurie@swca.com. Thank you for your cooperation.

Sincerely,

A handwritten signature in blue ink that reads "Leroy Laurie". The signature is written in a cursive, flowing style.

Leroy Laurie
Cultural Resource Specialist



February 11, 2010

ENVIRONMENTAL CONSULTANTS

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San Luis Obispo, CA 93401
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www.swca.com

Lei Lynn Odom
1339 24th Street
Oceano, CA 93455

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Lei Lynn Odom:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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February 11, 2010

Mr. Frank Arrendondo
PO Box 161
Santa Barbara, CA 93102

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Frank Arrendondo:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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February 11, 2010

Ms. Janet Garcia
P.O. Box 4464
Santa Barbara, CA 93140

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Janet Garcia:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Cultural Resource Specialist



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February 11, 2010

Randy Guzman-Folkes
655 Los Angeles Avenue, Unit E
Moorpark, CA 93021

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Randy Guzman-Folkes:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Cultural Resource Specialist



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February 11, 2010

John W. Burch Traditional Chairperson
7070 Morro Road #A
Atascadero, CA 93422

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear John Burch:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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February 11, 2010

Salinan Nation Cultural Preservation Assoc.
Robert Duckworth, Environmental Coordinator
Drawer 2447
Greenfield, CA 93927

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Robert Duckworth:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Leroy Laurie
Cultural Resource Specialist



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February 11, 2010

Salinan Nation Cultural Preservation Association
Jose Freeman, President
15200 County Road 96B
Woodland, CA 95695

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Jose Freeman:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Cultural Resource Specialist



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February 11, 2010

Xolon Salinan Tribe

Donna Haro

110 Jefferson Street

Bay Point, CA 94565

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Donna Haro:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Leroy Laurie

Cultural Resource Specialist



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February 11, 2010

Salinan Nation Cultural Preservation Association
Doug Alger, Cultural Resources Coordinator
PO Box 56
Lockwood, CA 93932

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Doug Alger:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Leroy Laurie
Cultural Resource Specialist



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February 11, 2010

Mona Olivas Tucker
660 Camino Del Rey
Arroyo Grande, CA 93420

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Mona Tucker:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Cultural Resource Specialist



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February 11, 2010

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Beverly Salazar Folkes:

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February 11, 2010

Santa Ynez Bank of Mission Indians
Vincent Armenta, Chairperson
P.O. Box 517
Santa Ynez, CA 93460

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Vincent Armenta:

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February 11, 2010

Julie Lynn Tumamait
365 North Poli Ave
Ojai, CA 93023

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Julie Lynn Tumamait:

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Leroy Laurie
Cultural Resource Specialist



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February 11, 2010

Matthew Darian Goldman
495 Menton
Grover Beach, CA 93433

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Matthew Goldman:

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February 11, 2010

Northern Chumash Tribal Council
Fred Collins, Spokesperson
67 South Street
San Luis Obispo, CA 93401

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Fred Collins:

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February 11, 2010

Salinan Nation Cultural Preservation Association
Gregg Castro, Administrator
5225 Roeder Road
San Jose, CA 95111

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Gregg Castro:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

As part of the pre-field research, SWCA contacted the Native American Heritage Commission (NAHC) to obtain any information from the Sacred Lands File and a contact list of local Native American representatives. Your name was provided to SWCA by the NAHC. SWCA is requesting any information you may have regarding properties, features, or materials within the project site or the general vicinity that may be of concern to local Native Americans. Attached to this request is a map depicting the project area within non-section land in Township 29S and Range 10E of the Morro Bay North and Cayucos USGS 7.5' quadrangles. Any comments you may have regarding this area would be greatly appreciated.

If you have any questions, please feel free to call me directly at (805) 440-8712, or email at llaurie@swca.com. Thank you for your cooperation.

Sincerely,

A handwritten signature in blue ink that reads "Leroy Laurie". The signature is written in a cursive, flowing style.

Leroy Laurie
Cultural Resource Specialist



ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.

San Luis Obispo Office
1422 Monterey Street, Suite C200
San Luis Obispo, CA 93401
Tel 805.543.7095 Fax 805.543.2367
www.swca.com

February 11, 2010

Salinan-Chumash Nation
Xielolixii
3901 Q Street, Suite 31B
Bakersfield, CA 93301

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

To Whom it May Concern:

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February 11, 2010

Patti Dunton
7070 Morro Road #A
Atascadero, CA 93422

SUBJECT: *Native American Consultation for the Morro Bay to Cayucos Connector Project, San Luis Obispo County, California*

Dear Patti Dunton:

San Luis Obispo County General Services has retained SWCA Environmental Consultants (SWCA) to complete a Cultural Resources Record Search and preliminary Native American consultation in preparation of an Extended Phase I Study for the Morro Bay to Cayucos Connector Project in San Luis Obispo County, California. The project is a completion of the bikeway network between these two locations. It would include signing existing bikeways where cyclists share the street with vehicles, and development of a new dedicated bikeway and pedestrian corridor, completely separated from traffic, where no bikeways exist.

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Sincerely,

A handwritten signature in dark ink that reads "Leroy Laurie". The signature is written in a cursive, slightly slanted style.

Leroy Laurie
Cultural Resource Specialist

