

Appendix B. Consistency with Plans and Policies

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
COUNTY OF SAN LUIS OBISPO COASTAL PLAN POLICIES		
<p>Shoreline Access, Policy 1: Protection of Existing Access. Public prescriptive rights may exist in certain areas of the county. Development shall not interfere with the public’s right of access to the sea where acquired through historic use or legislative authorization. These rights shall be protected through public acquisition measures or through permit conditions which incorporate access measures into new development.</p>	<p>The intent of the proposed project is to provide public recreational opportunities along the Pacific Ocean. The proposed project identifies and incorporates several informal parking and beach access ways along the project corridor, consistent with this policy.</p>	Consistent
<p>Shoreline Access, Policy 2: New Development. Maximum public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development.</p>	<p>The intent of the proposed project is to provide public recreational opportunities along the Pacific Ocean, consistent with this policy.</p>	Consistent
<p>Shoreline Access, Policy 4: Provision of Support Facilities and Improvements. Facilities necessary for public access shall be provided. This may include parking areas, restroom facilities, picnic tables or other such improvements. The level of these facilities and improvements should be consistent with the existing and proposed intensity and level of access use and provisions for on-going maintenance.</p>	<p>The intent of the proposed project is to provide connectivity between existing Support Facilities, and includes provisions for additional parking where necessary, consistent with this policy.</p>	Consistent
<p>Shoreline Access, Policy 6: Public Safety. The level and intensity of shoreline access is to be consistent with public safety concerns related to bluff stability, trail improvements as well as the provision of adequate facilities such as signs, fences and stairways.</p>	<p>The intent of the proposed project is to provide a safer and more accessible pathway along the Pacific Ocean between Morro Bay and Cayucos separate from Highway 1, and includes designs for a barrier between the bikeway and highway traffic. Proposed mitigation measures also include the preparation of a Signage and Striping Plan in consultation with the County Public Works Department and fences along designated areas.</p>	Consistent
<p>Shoreline Access, Policy 7: Development of Uniform Access Signs. A uniform signing system program should be developed. Such signs would assist the public in locating and recognizing access points. Where agriculture and sensitive habitats are located, signs may be posted indicating the permitted level of access, the restrictions on access and a description of the sensitive habitat resource. Once accessways are accepted by a public agency, they shall be signed and posted to indicate any restrictions or presence of sensitive habitats or hazards.</p>	<p>Based on the mitigation measures related to preparation of a Signage and Striping Plan in consultation with Public Works, the proposed project would be consistent with this policy.</p>	Consistent

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<p>Shoreline Access, Policy 8: Minimizing Conflicts with Adjacent Uses. Maximum access shall be provided in a manner which minimizes conflicts with adjacent uses.</p>	<p>The intent of the proposed project is to provide public recreational access and opportunities, consistent with this policy.</p>	<p>Consistent</p>
<p>Shoreline Access, Policy 9: Restoration and Enhancement of Shoreline Access Areas. Areas that have been severely degraded through overly intense and unrestricted use should be restored by such techniques as revegetation with native plants, trail consolidation and improvement and through the provision of support facilities such as parking, defined trail and/or beach walk stairway systems, trash receptacles, restrooms, picnic areas, etc. In extremely degraded areas (especially sensitive habitat areas), a recovery period during which public access would be controlled and limited may be necessary. This should be determined through consultation with the property owner and appropriate public agencies to establish the means of controlling public access that is reasonable and cost effective. Any limitation of use shall be evaluated periodically to determine the need for continued limited use.</p>	<p>The intent of the proposed project is to provide consolidation and improvement of trails and support facilities, consistent with this policy. Based on mitigation measures for protection of environmentally sensitive habitat areas and biological resources, the proposed project would be further consistent with this policy.</p>	<p>Consistent</p>
<p>Shoreline Access, Policy 10: Protection of Property Rights and Privacy. The acquisition of rights for access and view purposes and other uses by the public shall be consistent with the protection of the property rights of property owners. Access routes should be selected and designed so as to minimize the public impact on private property.</p>	<p>The project development has been coordinated with Chevron, the largest private property owner within the project corridor. Based on mitigation measures related to signage encouraging users to stay on designated trails and utilize designated beach access ways, the proposed project is consistent with this policy.</p>	<p>Consistent</p>
<p>Recreation and Visitor Serving Facilities, Policy 1: Recreation Opportunities. Coastal recreational and visitor-serving facilities, especially lower-cost facilities, shall be protected, encouraged and where feasible provided by both public and private means.</p>	<p>The intent of the proposed project is to provide public recreational opportunities.</p>	<p>Consistent</p>
<p>Recreation and Visitor Serving Facilities, Policy 2: Priority for Visitor Serving Facilities. Recreational development and commercial visitor-serving facilities shall have priority over non-coastal dependent use, but not over agriculture or coastal dependent industry in accordance with PRC 30222. All uses shall be consistent with protection of significant coastal resources. Provisions for new facilities or expansion of existing facilities within rural areas shall be confined to selected points of attraction.</p>	<p>The intent of the proposed project is to provide public recreational opportunities.</p>	<p>Consistent</p>

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<p>Recreation and Visitor Serving Facilities, Policy 3: Low Cost Facilities. Larger visitor serving projects shall make provisions for services which are geared to a range of costs, including low cost facilities.</p>	<p>The intent of the proposed project is to provide public recreational opportunities at no cost to the user.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 1: Land Uses Within or Adjacent to Environmentally Sensitive Habitats. New development within or adjacent to locations of environmentally sensitive habitats (within 100 feet unless sites further removed would significantly disrupt the habitat) shall not significantly disrupt the resource. Within an existing resource, only those uses dependent on such resources shall be allowed within the area.</p>	<p>Mapped Environmentally Sensitive Habitats on and immediately adjacent to the project include the shoreline along Segments 3 and 4, the Toro Creek stream corridor, and the area between Cloisters Park and the Pacific Ocean in Segment 1. No uses other than signage are proposed in the vicinity of Cloisters Park Environmentally Sensitive Area. Proposed uses within 100 feet of sensitive resource areas within Segments 3 and 4 would include development of a Class I bikeway, culvert extensions, retaining walls, and in some cases bridges. Mitigation measures are proposed to reduce potential impacts to sensitive habitats to less than significant.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 2: Permit Requirement. As a condition of permit approval, the applicant is required to demonstrate that there will be no significant impact on sensitive habitats and that proposed development or activities will be consistent with the biological continuance of the habitat. This shall include an evaluation of the site prepared by a qualified professional which provides: a) the maximum feasible mitigation measures (where appropriate), and b) a program for monitoring and evaluating the effectiveness of mitigation measures where appropriate.</p>	<p>Mitigation measures are proposed to reduce potential impacts to sensitive habitats to less than significant. In addition, County Parks or its designee would be required to comply with all County requirements upon application for use and construction permits.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 3: Habitat Restoration. The county or Coastal Commission should require the restoration of damaged habitats as a condition of approval when feasible.</p>	<p>Mitigation measures are proposed to reduce potential impacts to habitats to less than significant, including preservation and restoration of wetland habitat and preparation of a Dune Habitat Restoration Plan for review and approval by the CDFG and Department of Building and Planning. In addition, San Luis Obispo County Parks or its designee would be required to comply with all County requirements upon application for use and construction permits.</p>	<p>Consistent</p>

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<p>Environmentally Sensitive Habitats, Policy 7: Protection of Environmentally Sensitive Habitats. Coastal wetlands are recognized as environmentally sensitive habitat areas. The natural ecological functioning and productivity of wetlands and estuaries shall be protected, preserved and where feasible, restored.</p>	<p>The proposed project and recommended mitigation measures include standards for wetland protection and restoration within the Coastal Zone.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 8: Principally Permitted Use. Principally permitted uses in wetlands are as follows: hunting, fishing and wildlife management; education and research projects.</p>	<p>Proposed uses within seasonal wetland areas located Segment 4 are limited to development of a Class I bikeway, culvert extensions and two additional bridges, which are not principally permitted, but are considered conditionally allowed by the County, and will likely require review and approval by other resource agencies (i.e., California Department of Fish and Game (CDFG), Regional Water Quality Control Board (RWQCB), U.S. Fish and Wildlife Service (USFWS), Army Corps of Engineers (ACOE), as applicable).</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 12: State Department of Fish and Game Review. The State Department of Fish and Game shall review all applications for development in or adjacent to coastal wetlands and recommend appropriate mitigation measures where needed which should be incorporated in the project design.</p>	<p>Recommended mitigation measures include submittal and authorization of a Wetland Delineation and Habitat Mitigation and Monitoring Plan for all jurisdictional waters by CDFG, USACE, and RWQCB prior to initiation of construction. In addition, mitigation measures are proposed to reduce potential impacts to habitats to less than significant.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 13: Diking, Dredging or Filling of Wetlands. All diking, dredging, and filling activities shall conform to the provisions of Section 30233, 30411 and 30607.1 of the Coastal Act. These policies establish the appropriate uses, criteria for evaluation of a project and requirements for restoration or replacement. Allowable activities within coastal waters, and wetlands include:</p> <ul style="list-style-type: none"> g. Restoration purposes. h. Nature study, aquaculture, or similar resource-dependent activities. i. Maintenance of flood control facilities by permit. <p>Diking, dredging, and filling for these types of development in wetlands... shall be permitted only where there is no feasible, less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental impacts, and where consistent with the maintenance of the tidal flow and continued biological viability of the wetland habitat. The development must meet the following conditions:</p>	<p>Proposed activities within coastal wetland habitats are limited to a passive recreational trail, culvert extensions and some bridges. Mitigation measures would prohibit filling wetlands and the culvert extension. Various mitigation measures are recommended to avoid or minimize effects to wetland habitat, and all applicable actions shall be conducted consistent with the policy standards.</p>	<p>Consistent</p>

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<p>a. Diking, dredging and filling shall be prohibited in breeding and nursery areas and during periods of fish migration and spawning.</p> <p>b. Diking, dredging and filling shall be limited to the smallest area feasible that is necessary to accomplish the project.</p> <p>c. Designs for diking, dredging and filling and excavation projects shall include protective measures such as silt curtains, and weirs to protect water quality in adjacent areas during construction by preventing the discharge of refuse, petroleum spills and unnecessary dispersal of silt materials.</p> <p>Dredge spoils shall not be deposited in areas where public access or environmental habitats would be significantly or adversely affected. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore currents. Limitations may be necessary on the timing of the operation, the type of operations and the quality and location of the spoils site. Other mitigation measures are required under Section 30607.1. Where any dike fill development is permitted in wetlands in conformity with Chapter 3 of the Coastal Act, mitigation measures shall include, at a minimum, either acquisition of equivalent areas of equal or greater biological productivity or opening up equivalent areas to tidal action; provided however, that if no appropriate restoration site is available an in-lieu fee sufficient to provide an area of equivalent productive value or surface area shall be dedicated to an appropriate public agency or such replacement site shall be purchased before the dike or fill development may proceed. Such mitigation measures shall not be required for temporary or short-term fill or diking; provided that a bond or other evidence or financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.</p>		
<p>Environmentally Sensitive Habitats, Policy 15: Vehicle Traffic in Wetlands. No vehicle traffic shall be permitted in wetlands. This shall not restrict local and state agencies or the property owner from completing the actions necessary to accomplish a permitted use within the wetland. Pedestrian traffic shall be regulated and incidental to the permitted uses.</p>	<p>Vehicle traffic within wetlands areas is not permitted, except during construction and maintenance activities. Mitigation measures are required to avoid or minimize impacts to wetlands during construction activities.</p>	<p>Consistent</p>

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<p>Environmentally Sensitive Habitats, Policy 16: Adjacent Development. Development adjacent to coastal wetlands shall be sited and designed to prevent significant impacts to wetlands through noise, sediment or other disturbances. Development shall be located as far away from the wetland as feasible, consistent with other habitat values on the site.</p>	<p>Proposed activities within coastal wetland habitats are limited to the passive Class I bikeway. Mitigation measures are recommended to avoid or minimize effects to wetland habitat, and all applicable actions shall be conducted consistent with the policy standards.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 17: Wetland buffer. In new development, a buffer strip shall be required and maintained in natural condition along the periphery of all wetlands. This shall be a minimum of 100 feet in width measured from the upland extent of the wetland unless a more detailed requirement for a greater or lesser amount is included in the LUE or the LUO would allow for adjustment to recognize the constraints which the minimum buffer would impose upon existing subdivided lots. If a project involves substantial improvements or increased human impacts, necessitating a wide buffer area, it shall be limited to utility lines, pipelines, drainage and flood control facilities, bridges and road approaches to bridges, and roads when it can be demonstrated that: a) alternative routes are infeasible or more environmentally damaging, and b) the adverse environmental effects are mitigated to the maximum extent feasible. Access paths and/or fences necessary to protect habitats may also be permitted.</p> <p>The minimum buffer strip may be adjusted by the county if the minimum setback standard would render the parcel physically unusable for the principal permitted use. To allow a reduction in the minimum standard setback, it must be found that the development cannot be designed to provide for the standard. When such reductions are permitted, the minimum standard shall be reduced to only the point at which the principal permitted use (development), modified as much as is practical from a design standpoint, can be accommodated. At no point shall this buffer be less than 25 feet.</p>	<p>Proposed activities within coastal wetland habitats are limited to a passive bikeway, culvert extensions and bridges. Bridges and roads to bridges are an allowed use when alternative routes are infeasible and adverse effects are mitigated to the extent feasible. Mitigation measures are recommended to avoid or minimize effects to wetland habitat, and all applicable actions shall be conducted consistent with the policy standards. An adjustment to this standard would be required for uses within coastal wetland areas, including the construction and maintenance of the bikeway.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 18: Wetland Buffers Less than 100 Feet. For buffers less than 100 feet as established consistent with Policy 15 (above) mitigation measures to ensure wetland protection shall be required, and shall include (where applicable) vegetative screening, landscaping with native vegetation, drainage controls and other such measures. When the minimum buffer strip is adjusted by the county, it shall be done on a case-by-case basis only after the investigation of the following factors:</p>	<p>Proposed activities within coastal wetland habitats are limited to a passive bikeway, culvert extensions and bridges. Mitigation measures are recommended to avoid or minimize effects to wetland habitat, and all applicable actions shall be conducted consistent with the policy standards. An adjustment to this standard would be required for uses within coastal wetland areas.</p>	<p>Consistent</p>

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<ul style="list-style-type: none"> a. Soil type and stability of development site, including susceptibility to erosion. b. Slope of land adjacent to the wetland and the ability to use natural topographic features to locate development. c. Types and amount of vegetation and its value as wildlife habitat including: 1) the biological significance of the adjacent lands in maintaining the functional capacity of the wetland, and 2) the sensitivity of the species to disturbance. d. Type and intensity of proposed uses. e. Lot size and configuration, and the location of existing development. 		
<p>Environmentally Sensitive Habitats, Policy 20: Coastal Streams and Riparian Vegetation. Coastal streams and adjoining riparian vegetation are environmentally sensitive habitat areas and the natural hydrological system and ecological function of coastal streams shall be protected and preserved.</p>	<p>Mitigation measures recommended in the EIR provide for the protection and preservation of coastal streams and riparian vegetation.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 21: Development in or Adjacent to a Coastal Stream. Development adjacent to or within the watershed (that portion within the coastal zone) shall be sited and designed to prevent impacts which would significantly degrade the coastal habitat and shall be compatible with the continuance of such habitat areas. This shall include evaluation of erosion and runoff concerns.</p>	<p>Mitigation measures recommended in the EIR provide for the protection and preservation of coastal streams and riparian vegetation, including mitigation for both direct and indirect effects and preparation of a sediment and erosion control plan for approval.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 22: Fish and Game Review of Streambed Alterations. Significant streambed alterations require the issuance of a California Department of Fish and Game 1601-1603 agreement. The Department should provide guidelines on what constitutes significant streambed alterations so that the county and applicants are aware of what is considered a "significant" streambed alteration. In addition, streambed alterations may also require a permit from the U.S. Army Corp of Engineers.</p>	<p>Proposed actions that would require a CDFG agreement and/or ACOE permit would be limited to the public bikeway, culvert extensions and bridges. The project includes provisions for a 1603 agreement with CDFG and a Section 404 USACE permit. County Parks or its designee would comply with federal, state, and local regulations.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 23: County and State Review of Coastal Stream Projects. The State Water Resources Control Board and the county shall ensure that the beneficial use of coastal stream waters is protected, for projects over which it has jurisdiction. For projects which do not fall under the review of the State Water Resources Control Board, the county (in its review of public works and stream alterations) shall ensure that the quantity and quality surface</p>	<p>Proposed actions within 100 feet of riparian corridors are limited to development of the Class I bike path, culvert extensions and bridges. Mitigation measures recommended in the EIR provide for protection of sensitive riparian habitat.</p>	<p>Consistent</p>

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<p>water discharge from streams and rivers shall be maintained at levels necessary to sustain the functional capacity of streams, wetland, estuaries and lakes.</p>		
<p>Environmentally Sensitive Habitats, Policy 26: Riparian Vegetation. Cutting or alteration of naturally occurring vegetation that protects riparian habitat is not permitted except for permitted streambed alterations (defined in Policy 23) and where no feasible alternative exists or an issue of public safety exists.</p>	<p>Activities requiring removal of riparian vegetation are limited to a bikeway, culvert extensions and bridges. The project requires a CDFG 1603 agreement and County Parks or its designee would comply with federal, state, and local regulations.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 28: Buffer Zone for Riparian Setbacks. In rural areas (outside the USL) a buffer setback zone of 100 feet shall be established between any new development (including new agricultural development) and the upland edge of riparian habitats. In urban areas this minimum standard shall be 50 feet except where a lesser buffer is specifically permitted. The buffer zone shall be maintained in natural condition along the periphery of all streams. Permitted uses within the buffer strip shall be limited to passive recreational, educational or existing nonstructural agricultural developments in accordance with adopted best management practices. Other uses that may be found appropriate are limited to utility lines, pipelines, drainage and flood control facilities, bridges and road approaches to bridges to cross a stream and roads when it can be demonstrated that: 1) alternative routes are infeasible or more environmentally damaging and 2) adverse environmental effects are mitigated to the maximum extent feasible. Lesser setbacks on existing parcels may be permitted if application of the minimum setback standard would render the parcel physically unusable for the principal permitted use. In allowing a reduction in the minimum setbacks, they shall be reduced only to the point at which a principal permitted use (as modified as much as is practical from a design standpoint) can be accommodated.</p>	<p>Proposed actions within 100 feet of riparian corridors would be limited to passive recreational uses, culvert extensions and bridges, consistent with this policy. In addition, mitigation measures recommended in the EIR provide for protection of sensitive riparian habitat.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitats, Policy 29: Protection of Terrestrial Habitats. Designated plant and wildlife habitats are environmentally sensitive habitat areas and emphasis for protection should be placed on the entire ecological community. Only uses dependent on the resource shall be permitted within the identified sensitive habitat portion of the site.</p> <p>Development adjacent to environmentally sensitive habitat areas and holdings of the State Department of Parks and Recreation shall be sited</p>	<p>Proposed uses within sensitive habitat areas would be limited to a recreational bike path, culvert extensions and bridges. Mitigation measures, including environmental ecology signage, environmental awareness training, and preparation and implementation of habitat restoration measures, are recommended to avoid loss of individual species and ensure restoration and improvement of habitat, if disturbed.</p>	<p>Consistent</p>

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and designed to prevent impacts that would significantly degrade such areas and shall be compatible with the continuance of such habitat areas.		
Environmentally Sensitive Habitats, Policy 30: Protection of Native Vegetation. Native trees and plant cover shall be protected wherever possible. Native plants shall be used where vegetation is removed.	Based on mitigation measures recommended in the EIR, native vegetation would be protected and, if necessary, restored along the project corridor.	Consistent
Environmentally Sensitive Habitats, Policy 31: Design of Trails In and Adjoining Sensitive Habitats. San Luis Obispo County, or the appropriate public agency, shall ensure that the design of trails in and adjoining sensitive habitat areas shall minimize adverse impact on these areas.	Based on mitigation measures recommended in the EIR, sensitive habitat areas would be protected and, if necessary, restored along the project corridor.	Consistent
Environmentally Sensitive Habitats, Policy 35: Protection of Vegetation. Vegetation which is rare or endangered or serves as cover for endangered wildlife shall be protected against any significant disruption of habitat value. All development shall be designed to disturb the minimum amount possible of wildlife or plant habitat.	Based on mitigation measures recommended in the EIR, sensitive habitat areas and special status species would be protected and, if necessary, restored along the project corridor.	Consistent
Environmentally Sensitive Habitats, Policy 36: Protection of Dune Vegetation. Disturbance or destruction of any dune vegetation shall be limited to those projects which are dependent upon such resources where no feasible alternatives exist and then shall be limited to the smallest area possible. Development activities and uses within dune vegetation shall protect the dune resources and shall be limited to resource dependent, scientific, educational and passive recreational uses. Revegetation with California native plant species propagated from the disturbed sites or from the same species at adjacent sites shall be necessary for all projects.	Proposed uses within dune habitat are limited to a passive recreational bikeway, consistent with this policy. Permanent impacts related to the bike path would occur on 0.3 acres and temporary development impacts would occur on 0.87 acres of central dune habitat. However, mitigation measures proposed in the EIR, including preparation and approval of a Dune Habitat Restoration Plan, provide for protection and restoration of dune habitat.	Consistent
Environmentally Sensitive Habitats, Policy 40: Shoreline Access Consistent with Habitat Protection. Coastal access shall be monitored and regulated to minimize impacts on marine resources. If negative impacts are demonstrated, then the appropriate agency shall take steps to mitigate these impacts, including limiting the use of coastal access.	Based on mitigation measures recommended in the EIR, marine habitat would be protected.	Consistent

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<p>Environmentally Sensitive Habitats, Policy 41: Habitat Signs. The appropriate agency (in conjunction with the county Fish and Game Commission) should provide signs indicating that collecting from tide pools, etc., is illegal.</p>	<p>Mitigation measures are recommended in the EIR, including the placement of environmental interpretive signs informing pathway users of the ecology of bluff habitat, central foredune habitat, beach habitat and plant and wildlife species that utilize these areas, consistent with this policy.</p>	<p>Consistent</p>
<p>Coastal Watersheds, Policy 7: Siting of New Development. Grading for the purpose of creating a site for a structure or other development shall be limited to slopes of less than 20 percent.</p> <p>Grading and erosion control plans shall be prepared by a registered civil engineer and accompany any request to allow grading on slopes between 20 percent and 30 percent. It shall also be demonstrated that the proposed grading is sensitive to the natural landform of the site and surrounding area. In all cases, siting of development and grading shall not occur within 100 feet of any environmentally sensitive habitat. In urban areas as defined by the Urban Services Line, grading may encroach within the 100 foot setback when locating or siting a principally permitted development, if application of the 100 foot setback renders the parcel physically unusable for the principally permitted use. Secondly, the 100 foot setback shall only be reduced to a point at which the principally permitted use, as modified as much as practical from a design standpoint, can be accomplished to no point less than the setback allowed by the planning area standard or 50 feet whichever is the greater distance</p>	<p>Proposed development on slopes greater than 20 percent and within 100 feet of environmentally sensitive habitats would be limited to bike path construction, culvert extensions and bridges. Mitigation measures including erosion control measures, best management practices, and restoration of disturbed soils are included in the EIR.</p>	<p>Consistent</p>
<p>Coastal Watersheds, Policy 8: Timing of Construction and Grading. Land clearing and grading shall be avoided during the rainy season if there is a potential for serious erosion and sedimentation problems. All slope and erosion control measures should be in place before the start of the rainy season. Soil exposure should be kept to the smallest area and the shortest feasible period.</p>	<p>Grading and construction activities would comply to these standards, pursuant to the County Ordinance and mitigation measures proposed in the EIR.</p>	<p>Consistent</p>
<p>Coastal Watersheds, Policy 9: Techniques for Minimizing Sedimentation. Appropriate control measures (such as sediment basins, terracing, hydro-mulching, etc.) shall be used to minimize erosion and sedimentation. Measures should be utilized from the start of site preparation. Selection of appropriate control measures shall be based on evaluation of the development's design, site conditions, predevelopment erosion rates, environmental sensitivity of the adjacent areas and also consider costs of on-going maintenance. A site specific erosion control plan shall be prepared by a qualified soil scientist or other qualified</p>	<p>The EIR includes mitigation measures recommending implementation of erosion and sedimentation control measures; in addition, all actions would be conducted pursuant to the County Ordinance.</p>	<p>Consistent</p>

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<p>professional. To the extent feasible, non-structural erosion techniques, including the use of native species of plants, shall be preferred to control run-off and reduce increased sedimentation.</p>		
<p>Coastal Watersheds, Policy 10: Drainage Provisions. Site design shall ensure that drainage does not increase erosion. This may be achieved either through on-site drainage retention, or conveyance to storm drains or suitable watercourses.</p>	<p>The EIR includes mitigation measures recommending implementation of drainage control measures to avoid erosion and subsequent sedimentation. The proposed plan actions would maintain natural drainage patterns to the maximum extent feasible.</p>	<p>Consistent</p>
<p>Coastal Watersheds, Policy 13: Vegetation Removal. Vegetation clearance on slopes greater than 30% in geologically unstable areas or on soils rated as having severe erosion hazards shall require an erosion and sedimentation control plan.</p>	<p>Erosion and sedimentation control measures would be implemented pursuant to recommended mitigation measures.</p>	<p>Consistent</p>
<p>Visual and Scenic Resources, Policy 1: Protection of Visual and Scenic Resources. Unique and attractive features of the landscape, including but not limited to unusual landforms, scenic vistas and sensitive habitats are to be preserved protected, and in visually degraded areas restored where feasible.</p>	<p>Based on implementation of mitigation measures recommended in the Aesthetic Resources section of the EIR, visual resources would be protected and minimized to the extent feasible. However, safety concerns and Caltrans standards requiring a barrier along the shoulder of Highway 1, along with high viewer sensitivity from the highway, would nevertheless result in residual significant and unavoidable impacts.</p>	<p>Potentially Inconsistent</p>
<p>Visual and Scenic Resources, Policy 2: Site Selection for New Development. Permitted development shall be sited so as to protect views to and along the ocean and scenic coastal areas. Wherever possible, site selection for new development is to emphasize locations not visible from major public view corridors. In particular, new development should utilize slope created "pockets" to shield development and minimize visual intrusion.</p>	<p>Proposed development along the ocean and within public scenic areas would include the paved bikeway, highway barrier, signage, bridges, and retaining walls. Because of the limited terrace width, the barrier can't be "pushed back" from the highway. Other than the barrier, structures associated with the bikeway would not significantly obstruct scenic views, but would contribute to a more developed appearance of the project area. Mitigation measures are recommended to minimize all identified visual impacts to the greatest extent feasible to protect the aesthetic quality of the area. However, the barrier would nevertheless result in residual significant and unavoidable impacts.</p>	<p>Potentially Inconsistent</p>

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<p>Visual and Scenic Resources, Policy 4: New Development in Rural Areas. New development shall be sited to minimize its visibility from public view corridors. Structures shall be designed (height, bulk, style) to be subordinate to, and blend with, the rural character of the area. New development which cannot be sited outside of public view corridors is to be screened utilizing native vegetation; however, such vegetation, when mature, must also be selected and sited in such a manner as to not obstruct major public views.</p>	<p>Mitigation measures have been recommended to ensure the project blends with the rural character of the area to the extent feasible, including softening the appearance of the barrier through the use of “sandy beach” or similar muted-color concrete, and minimizing vertical elements and embellishments.</p>	<p>Consistent</p>
<p>Visual and Scenic Resources, Policy 5: Landform Alterations. Grading, earthmoving, major vegetation removal and other landform alterations within public view corridors are to be minimized. Where feasible, contours of the finished surface are to blend with adjacent natural terrain to achieve a consistent grade and natural appearance.</p>	<p>Mitigation measures are recommended to minimize soil disturbance, require restoration of disturbed areas, and ensure compatibility with scenic resources.</p>	<p>Consistent</p>
<p>Visual and Scenic Resources, Policy 9: Signs. Information and direction signs shall be designed to be simple, easy-to-read and harmonize with surrounding elements.</p>	<p>Mitigation measures regarding signage along the project corridor would ensure consistency with this policy.</p>	<p>Consistent</p>
<p>Visual and Scenic Resources, Policy 10: Development on Beaches and Sand Dunes. Prohibit new development on open sandy beaches, except facilities required for public health and safety (e.g., beach erosion control structures). Limit development on dunes to only those uses which are identified as resource dependent in the LCP. Require permitted development to minimize visibility and alterations to the natural landform and minimize removal of dune stabilizing vegetation.</p>	<p>Construction would require machinery to access the site from the beach. This impact has been addressed with mitigation measures in the Biological Resources section. Proposed uses along the central foredune areas would be limited to the bikeway. Mitigation measures are recommended to minimize impacts associated visual impacts, including vegetation removal and alterations to the natural landform.</p>	<p>Consistent</p>
<p>Visual and Scenic Resources, Policy 11: Development on Coastal Bluffs. New development on bluff faces shall be limited to public access stairways and shoreline protection structures. Permitted development shall be sited and designed to be compatible with the natural features of the landform as much as feasible. New development on bluff tops shall be designed and sited to minimize visual intrusion on adjacent sandy beaches.</p>	<p>The proposed project does not propose development on the bluff face.</p>	<p>Consistent</p>
<p>Hazards, Policy 1: New Development. All new development proposed within areas subject to natural hazards from geologic or flood conditions (including beach erosion) shall be located and designed to minimize risks to human life and property.</p>	<p>County regulations already in place and the EIR include mitigation measures to protect human life and property from ocean storm surge, tsunamis, flooding, drainage, bluff retreat, soil erosion, and other public safety hazards.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>Hazards, Policy 2: Erosion and Geologic Stability. New development shall ensure structural stability while not creating or contributing to erosion or geological instability.</p>	<p>The EIR includes mitigation measures to prevent erosion during construction activities, and assess soil and geological conditions to ensure structural stability.</p>	<p>Consistent</p>
<p>Hazards, Policy 3: Development Review in Hazard Areas. The county shall require a detailed review of development proposed within the geologic study area and flood hazard combining designations as indicated on the Land Use Element maps for the coastal zone. The review shall be performed by a qualified registered and/or certified engineering geologist and shall be adequately detailed to provide recommendations and conclusions consistent with this plan.</p>	<p>County Parks shall comply with all County regulations upon application for land use and construction permits for project elements. Mitigation measures proposed in the EIR also include preparation of a design-level geotechnical report, a drainage plan, a sedimentation and erosion control plan, and stormwater pollution prevention plan, as well as environmental monitoring to ensure compliance.</p>	<p>Consistent</p>
<p>Hazards, Policy 6: Bluff Setbacks. New development or expansion of existing uses on bluffs shall be designed and set back adequately to assure stability and structural integrity and to withstand bluff erosion and wave action for a period of 75 years without construction of shoreline protection structures which would require substantial alterations to the natural landforms along bluffs and cliffs. A site stability evaluation report shall be prepared and submitted by a certified engineering geologist based upon an on-site evaluation that indicates that the bluff setback is adequate to allow for bluff erosion over the 75 year period. Specific standards for the content of geologic reports are contained in the Coastal Zone Land Use Ordinance (Section 23.04.118).</p>	<p>The existing Bluff Trail is located within an area potentially subject to bluff erosion. While the EIR includes mitigation measures to locate affected areas of the proposed bikeway as far away from the coastal bluffs and as close to Highway 1 as possible, there is still the potential that the bikeway could be undermined by bluff retreat in considerably less than 75 years.</p>	<p>Potentially Inconsistent</p>
<p>Hazards, Policy 8: Coastal Access and Pipelines. New development shall not be permitted on the bluff except where public access or pipelines for coastal dependent uses are necessary and no feasible alternative exists.</p>	<p>The existing Bluff Trail is located within an area potentially subject to bluff erosion. New development is limited to a passive recreational bikeway, retaining walls, culvert extensions and bridges.</p>	<p>Consistent</p>
<p>Archaeology, Policy 1: Protection of Archaeological Resources. The county shall provide for the protection of both known and potential archaeological resources. All available measures, including purchase, tax relief, purchase of development rights, etc., shall be explored at the time of a development proposal to avoid development on important archaeological sites. Where these measures are not feasible and development will adversely affect identified archaeological or paleontological resources, adequate mitigation shall be required.</p>	<p>The EIR includes measures to avoid and protect known and potentially unknown resources.</p>	<p>Consistent</p>
<p>Archaeology, Policy 2: Vandalizing of Resources. Activities other than development, which could damage or destroy archaeological sites, including off-road vehicle use on or adjacent to known sites and</p>	<p>The proposed project would not promote activities that could result in damage or looting of cultural resources.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>unauthorized collecting of artifacts, shall be prohibited.</p>		
<p>Archaeology, Policy 4: Preliminary Site Survey for Development within Archaeologically Sensitive Areas. Development shall require a preliminary site survey by a qualified archaeologist knowledgeable in Chumash culture prior to a determination of the potential environmental impacts of the project.</p>	<p>The EIR analysis includes an extended phase I survey and monitoring by a Native American representative.</p>	<p>Consistent</p>
<p>Archaeology, Policy 5: Mitigation Techniques for Preliminary Site Survey before Construction. Where substantial archaeological resources are found as a result of a preliminary site survey before construction, the county shall require a mitigation plan to protect the site. Some examples of specific mitigation techniques include:</p> <ul style="list-style-type: none"> a. Project redesign could reduce adverse impacts of the project through relocation of open space, landscaping or parking facilities. b. Preservation of an archaeological site can sometimes be accomplished by covering the site with a layer of fill sufficiently thick to insulate it from impact. This surface can then be used for building that does not require extensive foundations or removal of all topsoil. c. When a project impact cannot be avoided, it may be necessary to conduct a salvage operation. This is usually a last resort alternative because excavation, even under the best conditions, is limited by time, costs and technology. Where the chosen mitigation measure necessitates removal of archaeological resources, the county shall require the evaluation and proper deposition of the findings based on consultation with a qualified archaeologist knowledgeable in the Chumash culture. d. A qualified archaeologist knowledgeable in the Chumash culture may need to be on-site during initial grading and utility trenching for projects within sensitive areas. 	<p>The EIR includes mitigation measures consistent with this policy, and requires preparation and implementation of a mitigation and monitoring plan prior to site disturbance, including all activities requiring grading (i.e., trail construction, etc.).</p>	<p>Consistent</p>
<p>Archaeology, Policy 6: Archaeological Resources Discovered during Construction or through Other Activities. Where substantial archaeological resources are discovered during construction of new development, or through non-permit related activities (such as repair and maintenance of public works projects) all activities shall cease until a qualified archaeologist knowledgeable in the Chumash culture can determine the significance of the resource and submit alternative mitigation measures.</p>	<p>The EIR includes mitigation measures consistent with this policy.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
COUNTY OF SAN LUIS OBISPO ESTERO AREA PLAN (Revised January 2009)		
<p>Introduction and General Goals, A. Planning Areawide, Goal 1: Provide maximum public access, and protect existing public access, to the coast, the shoreline, the bay, and public recreation areas, consistent with the need to protect natural and agricultural resources and private property rights.</p>	<p>The purpose of the project is to provide additional passive public recreational access to the coastline between Morro Bay and Cayucos, and enhance existing access, consistent with this goal.</p>	<p>Consistent</p>
<p>Land Use Policies and Programs, II. Rural Land Use Policies, D. Recreation, Policy 1: Promote development of recreational and visitor-serving uses, especially lower cost opportunities, consistent with protection of agricultural and sensitive resources.</p>	<p>The purpose of the project is to provide free public recreational access to the coastline between Morro Bay and Cayucos, and enhance existing access, consistent with this policy. Mitigation measures are proposed in the EIR to reduce impacts on agricultural and other sensitive resources.</p>	<p>Consistent</p>
<p>Land Use Policies and Programs, II. Rural Land Use Policies, D. Recreation, Policy 3: Limit uses to open space, recreation, and visitor-serving-related uses.</p>	<p>The purpose of the project is to provide passive public recreational access to the coastline between Morro Bay and Cayucos, consistent with this policy.</p>	<p>Consistent</p>
<p>Land Use Policies and Programs, II. Rural Land Use Policies, D. Recreation, Policy 4: Pursue improved coastal access and amenities south of Cayucos, such as a bicycle and pedestrian path connection between Cayucos and the City of Morro Bay.</p>	<p>The purpose of the project is to provide a recreational bicycle and pedestrian path connection between Cayucos and the City of Morro Bay, consistent with this policy.</p>	<p>Consistent</p>
<p>Land Use Policies and Programs, VI. Programs, E. County Parks, Cayucos and Vicinity, Program 2b: Coastal Bluff Park and Coastal Access Between Cayucos and Morro Bay. The County or other applicable agency should acquire and develop a park on the coastal bluff between Cayucos and Morro Bay, south of Studio Drive, and should acquire and improve coastal access between Cayucos and Morro Bay, as follows:</p> <p>An off-highway bike path should be built connecting Cayucos and Morro Bay.</p>	<p>The purpose of the project is to provide an off-highway recreational bicycle and pedestrian path connection between Cayucos and the City of Morro Bay, consistent with this policy.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>Environmental and Cultural Resource Policies and Programs, III. Combining and Other Designations, B. Geologic Study Area, Policy 2: Bluff Erosion. Bluff erosion poses a concern for siting new development along portions of the coastline. Development should generally be located to withstand 100 years of bluff erosion without the need for a shoreline protection structure that would substantially alter the landform, affect public access, or impact sand movement.</p>	<p>There is the possibility that portions of the proposed bikeway could be impacted by bluff erosion in significantly less than 100 years. However, the project would enhance public access and mitigation measures are proposed in the EIR to minimize alterations to the natural landform or impacts on sand movement.</p>	<p>Consistent</p>
<p>Planning Area Standards, IV. Rural Area Standards, Recreation, C. Seaward of Highway 1 Between the City of Morro Bay and the Cayucos Urban Reserve Line, Policy 1: Limitations on Use. Allowable uses shall be limited to passive recreation, pipelines and transmission lines, coastal accessways, and water wells and impoundments.</p>	<p>The purpose of the project is to provide a passive recreational bicycle and pedestrian path connection between Cayucos and the City of Morro Bay, consistent with this policy.</p>	<p>Consistent</p>
<p>Coastal Access, VI. Estero Area Plan Goals, Policies and Standards, Policy B1: Maximize public access to and along the coast by:</p> <ul style="list-style-type: none"> ▪ Developing all feasible vertical and lateral pedestrian access to and along the shoreline, consistent with public access goals and policies of this plan; ▪ Developing a coastal trail from Los Osos to Cayucos, consistent with the California Coastal Trail and County Trails Plan, and a bicycle path connecting Morro Bay and Cayucos; ▪ Developing all other feasible pedestrian circulation systems in the coastal zone, consistent with other public access goals and policies of this plan; ▪ Providing a regional bike path system; and ▪ Providing conspicuous signs for all public access. 	<p>The purpose of the project is to enhance public access along the shoreline and provide a recreational bicycle and pedestrian path connection between Cayucos and the City of Morro Bay, consistent with this Policy.</p>	<p>Consistent</p>
<p>COUNTY OF SAN LUIS OBISPO GENERAL PLAN PARKS AND RECREATION ELEMENT</p>		
<p>Recreation Goal, Objectives and Policies, Trails, Policy 3.7: County Parks shall consider as the highest priority those trail projects which:</p> <ul style="list-style-type: none"> ▪ Are on land owned or operated by the County, including public rights of way; ▪ Connect urban communities or provide access to recreation areas; ▪ Complete a trail corridor, where only small portions are missing; 	<p>The project corridor generally follows a series of County-accepted roads and lands and the Highway 1 right-of-way. It would complete an important segment of the bikeway network between Cayucos and Morro Bay. It offers alternative transportation, and provides a safer off-highway bikeway along this portion of the coastline.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<ul style="list-style-type: none"> ▪ Will be popular due to their length or location; ▪ Offer alternative transportation; ▪ Solve a safety concern; ▪ Include a funding source; ▪ Minimize costs of development or maintenance. 		
<p>Recreation Goal, Objectives and Policies, Trails, Policy 3.8: To protect the interests of adjacent land uses (both public and private) and the environment, trail projects shall:</p> <ul style="list-style-type: none"> ▪ Be consistent with the standards in the General Plan including the County's Agriculture and Open Space Element; ▪ Stay as far away as reasonable from production agriculture, commercial activities and residences; ▪ Be built to minimize impacts to sensitive resources; ▪ Provide signs that identify permitted trail uses, directions to relevant public areas, and provide for safety and protection of trail users and adjacent private property. 	<p>Mitigation measures are proposed in the EIR that minimize impacts to agricultural and other sensitive resources to the extent feasible, consistent with this policy. The EIR also recommends preparation of a Signage and Striping Plan in consultation with the County Public Works Department, the County Bicycle Advisory Committee, the Cayucos Advisory Committee, and the City of Morro Bay.</p>	<p>Consistent</p>
<p>COUNTY OF SAN LUIS OBISPO GENERAL PLAN AGRICULTURE AND OPEN SPACE ELEMENT</p>		
<p>OSP6: Management of Public Open Space Lands.</p> <ul style="list-style-type: none"> a. Manage public open space lands so as to protect and, where necessary, restore the open space resources. b. Coordinate efforts to manage open space lands with other public agencies and conservation organizations. c. Utilize best management practices. 	<p>The proposed project and mitigation measures included in the EIR include management practices consistent with these policies.</p>	<p>Consistent</p>
<p>OSP16: Habitat Protection.</p> <ul style="list-style-type: none"> a. Maintain unique or sensitive plant or animal habitat on public lands. 	<p>Mitigation measures are proposed in the EIR to minimize impacts on sensitive plant or animal habitat on lands adjacent to the project corridor, consistent with this policy.</p>	<p>Consistent</p>
<p>OSP18: Protection of Streams and Riparian Corridors.</p> <ul style="list-style-type: none"> a. Protect stream and riparian corridors in their natural state on public lands b. Where appropriate, utilize stream and riparian corridors as part of a network of wildlife corridors. 	<p>Mitigation measures are proposed in the EIR to minimize impacts to creeks, associated tributaries, and drainages in the vicinity of the project area, consistent with this policy.</p>	<p>Consistent</p>
<p>OSP25: Development within Scenic Corridors (Highway One).</p> <ul style="list-style-type: none"> a. Proposed discretionary development and land divisions within scenic corridors shall address the protection of scenic vistas as follows: 	<p>The proposed project generally meets the standards identified in OSP25. Additional mitigation measures are recommended to minimize impacts on scenic viewsheds from</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<ol style="list-style-type: none"> 1. Balance the protection of the scenic resources with the protection of biological resources that may co-exist within the scenic corridor. 2. Locate structures, roads, and grading on portions of a site that minimize visual impact. Locate structures below prominent ridgelines and hilltops so they are not silhouetted against the sky. 3. Use natural landforms and vegetation to screen development. Where that cannot be done, it is preferred to screen development with native vegetation that is compatible with the scenic resource being protected and does not obstruct public vistas. 4. Design structures with colors that are taken from the natural landscape. 5. Minimize the visibility of utilities from public view corridors and place them underground where feasible. 6. Minimize signs, especially freestanding signs, and locate them so they do not interfere with vistas from scenic corridors. Secure removal of non-conforming signs within scenic corridors as part of the review of discretionary development projects wherever feasible. 	<p>Highway 1 and ensure consistency.</p>	
<p>OSP26: Recreational Uses of Publicly-owned Open Space.</p> <ol style="list-style-type: none"> b. Work closely with other agencies to plan and provide recreational use of publicly-owned open space. c. Park sites and recreation areas shall protect scenic and environmentally sensitive resources. 	<p>The project provides additional and enhanced recreational use of open space lands between Cayucos and Morro Bay in conjunction with County Parks, the County Bicycle Advisory Committee, the Cayucos Advisory Committee, and the City of Morro Bay. The project as proposed, and with the incorporation of mitigation measures, would ensure that scenic and environmentally sensitive areas are protected.</p>	<p>Consistent</p>
<p>OSP29: Trail Access to Public Lands.</p> <ol style="list-style-type: none"> a. In accordance with the County Trails Plan, support non-vehicular trail access to large units of public land. b. Access trails should not conflict with agriculture or with environmentally sensitive resources. c. Provide sufficient policing and maintenance so that trails do not result in trespass or in damage to sensitive resources, crops, livestock, other personal property, or individuals. 	<p>The project proposed a non-vehicular coastal trail between Morro Bay and Cayucos. Environmentally sensitive resources within the project area include seasonal wetlands, ESHAs, jurisdictional waters, central foredunes, coastal bluffs and beach, and special status plants and wildlife. Mitigation measures recommended in the EIR would ensure compliance with these policies.</p>	<p>Consistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>OSP31: Natural Hazards. a. In areas subject to flood, geological, seismic, or fire hazards, encourage open space uses that are consistent with public safety.</p>	<p>Open spaces uses are limited to passive recreation along the project corridor. Upon implementation of recommended mitigation measures, implementation of the proposed project would not adversely affect public safety.</p>	<p>Consistent</p>
<p>OSP33: Protection of Archaeological and Cultural Sites. a. In consultation with Native Americans and archaeological and conservation organizations, identify significant archaeological and cultural sites that should be acquired or otherwise protected. b. Protect archaeological and culturally-sensitive sites from the effects of discretionary development by avoiding disturbance where feasible. 1. If sensitive sites cannot be avoided, mitigate the impact of development to the maximum extent feasible. 2. Consult with Native Americans in the design of appropriate mitigations. 3. As a last resort, the use of fill to cap sites or the recovery of resources may be permitted. d. Protect sensitive sites from vandalism and unauthorized collection of artifacts by educating the public as well as land owners about the importance of such sites and by admonishing or prosecuting violators, as described in chapter five of the LUO and CZLUO.</p>	<p>Based on implementation of recommended mitigation measures to avoid or minimize effects to cultural resources, the proposed project is consistent with this policy.</p>	<p>Consistent</p>
<p>COUNTY OF SAN LUIS OBISPO SAFETY ELEMENT</p>		
<p>Water Hazards, Implementation Measure S-16: To the extent practicable, do not allow development in areas of high flood hazard potential.</p>	<p>Uses in designated flood zones are limited to a passive recreational trail, culvert extensions, retaining walls and bridges. Additional mitigation measures are proposed in the EIR to minimize risks of flooding.</p>	<p>Consistent</p>
<p>Water Hazards, Implementation Measure S-19: Do not allow development which will create or worsen known flood and drainage problems.</p>	<p>Development of the bikeway will create additional non-permeable surfaces within flood hazard areas and alter existing drainage courses. However, based on project designs, including culvert extensions, and mitigation measures proposed in the EIR , the project is consistent with this policy.</p>	<p>Consistent</p>
<p>Water Hazards, Policy S-23 Coastal Bluffs: Development shall not be permitted near the top of eroding coastal bluffs.</p>	<p>Development along the coastal bluff is limited to a passive recreational bikeway, culvert extensions, retaining walls and bridges. While the EIR includes mitigation measures to locate affected areas of the proposed bikeway as far away from the coastal bluffs and as close to Highway 1 as</p>	<p>Potentially Inconsistent</p>

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
	possible, there is still the potential that the bikeway could be undermined by bluff retreat in considerably less than 75 years. There are currently no plans to increase shoreline protection or relocate Highway 1.	
CITY OF MORRO BAY LOCAL COASTAL PROGRAM –LAND USE PLAN (October 1982)		
Shoreline Access and Recreation, Policy 1.06: All accessways shall be properly signed and should conform to Coastal Conservancy/Coastal Commission access standards and guidelines.	Proposed mitigation measures include preparation of a Signage and Striping Plan, and County Parks shall comply with all CCC regulations upon application for land use and construction permits for project elements.	Consistent
Shoreline Access and Recreation, Policy 1.07A: In reviewing all new development requests, provision shall be made for adequate off-street parking in order to serve the needs of the development.	The EIR analyses existing and planned parking facilities to serve the project area, consistent with this policy.	Consistent
Shoreline Access and Recreation, Area 1 – North Morro Bay, Policy 1.09: As a condition to the approval of any development permit on the Chevron U.S.A. property the City shall require clear dedication of a lateral access easement along the sand area and under the pier.	The purpose of the project is to provide additional and enhanced public access to the coast, and the proposed project is designed to utilize the informal parking and beach access located along Highway 1 adjacent to the Chevron pier, consistent with this policy.	Consistent
Visitor Serving Facilities, Policy 2.01: Lower-cost visitor and recreation facilities for persons or families of low or moderate income shall be protected, encouraged, and where feasible, provided. Developments providing public recreational facilities are preferred.	The purpose of the project is to provide a no-cost, public recreational bike and pedestrian pathway along the coast between Morro Bay and Cayucos, consistent with this policy.	Consistent
Hazards, Policy 9.01: All new development located within areas subject to natural hazards from geologic, flood and fire conditions, shall be located so as to minimize risks to life and property.	Proposed development has been designed, and mitigation measures proposed in the EIR, to minimize potential impacts associated with flood, geological and other hazards, consistent with this policy.	Consistent
Hazards, Policy 9.02: All new development shall ensure structural stability while not creating nor contributing to erosion or geologic instability or destruction of the site or surrounding area.	Based on mitigation measures proposed in the EIR, including preparation of a design-level geotechnical report, a drainage plan, a sedimentation and erosion control plan, and stormwater pollution prevention plan, the project is consistent with this policy.	Consistent

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
Hazards, Policy 9.03: All development, including construction, excavation and grading, except for flood control projects and agricultural uses shall be prohibited in the 100-year floodplain areas unless off-setting improvements in accordance with the HUD regulations are required.	Based on mitigation measures proposed in the EIR, the project is consistent with this policy.	Consistent
Hazards, Policy 9.14: All development along bluffs shall be adequately set back to ensure protection of the development for its economic life and development shall not require alteration of the existing bluff land form or beach.	The proposed project does not alter the existing coastal bluff and has been set back from the bluff as far as possible; however, there is still the potential that the bikeway could be undermined by bluff retreat in considerably less than 75 years.	Potentially Inconsistent
Hazards, Policy 9.15: All new development on bluff tops shall be required to install drainage systems to carry runoff inland to the nearest public street.	Mitigation measures are proposed in the EIR, including preparation of a drainage plan, to minimize impacts associated with drainage and runoff, consistent with this policy.	Consistent
Environmentally Sensitive Habitat Areas, Policy 11.01: Environmentally Sensitive Habitat Areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed in such areas.	Development in ESHA areas is limited to a passive recreational bike path, culvert extensions, and bridges. Based on mitigation measures proposed in the EIR, the project is consistent with this policy.	Consistent
Environmentally Sensitive Habitat Areas, Policy 11.02: Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall maintain the habitat's functional capacity.	Mitigation measures are proposed in the EIR to minimize impacts to ESHA areas to the extent feasible, consistent with this policy.	Consistent
Environmentally Sensitive Habitat Areas, Policy 11.06: Buffering setback areas a minimum of 100 feet from sensitive habitat areas shall be required. No permanent structures shall be permitted within the setback area except for structures of a minor nature such as fences or at-grade improvements for pedestrian or equestrian trails.	The purpose of the project is development of a passive recreational bike and pedestrian pathway between Morro Bay and Cayucos, consistent with this policy.	Consistent.
Environmentally Sensitive Habitat Areas, Policy 11.07: Passive recreational activities (i.e. Bird-watching, walking, nature studies) shall be permitted with appropriate controls to prevent adverse impacts.	Development within ESHA areas is limited to a passive recreational bike and pedestrian pathway, culvert extensions, and bridges. Mitigation measures are proposed in the EIR to minimize impacts to ESHA areas to the extent feasible, consistent with this plan.	Consistent

Goals, Policies, Plans, Programs and Standards	Proposed Action	Determination
<p>Environmentally Sensitive Habitat Areas, Policy 11.14: A minimum buffer zone along all streams shall be required as follows: a minimum buffer strip of 100 feet in rural areas. The buffer may be adjusted downward only to a point where the designated use can be accommodated but in no case shall the buffer be reduced to less than 50 feet for rural areas. Adjustments to the minimum buffer must protect the biological productivity and water quality of the streams.</p>	<p>The project may result in development within 50 feet of various ESHA areas associated with creeks and other drainages along the project corridor. However, mitigation measures are proposed in the EIR to minimize impacts resulting from such development to the greatest extent feasible.</p>	<p>Potentially Inconsistent</p>
<p>Environmentally Sensitive Habitat Areas, Policy 11.15: No structures shall be located within the stream corridor except: public trails located within a buffer when no alternative location is feasible but outside of riparian habitat.</p>	<p>The purpose of the proposed project is to provide a no-cost public recreational bike and pedestrian pathway between Morro Bay and Cayucos, consistent with this policy.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitat Areas, Policy 11.16: All permitted development, including dredging, filling and grading within stream beds and setback buffer areas shall be limited to activities necessary for the construction of uses specified in Policy 11.15. When such activities require removal of riparian plant species, revegetation with local native riparian species shall be required.</p>	<p>Proposed development within stream bed buffer areas are consistent with this policy, and mitigation measures proposed in the EIR include measures for habitat protection and revegetation, if necessary.</p>	<p>Consistent</p>
<p>Environmentally Sensitive Habitat Areas, Policy 11.20: Coastal dune habitats shall be preserved and protected from all but resource-dependent, scientific, educational, and passive recreational use. Disturbance or destruction of any dune vegetation shall be prohibited, unless no feasible alternative exists, and then only if revegetation is made a condition of project approval.</p>	<p>Mitigation measures are proposed in the EIR which protect and, if necessary, mitigate impacts to dune habitat to the extent feasible, consistent with this policy.</p>	<p>Consistent</p>
<p>Visual Resources, Policy 12.01: The scenic and visual qualities of coastal areas shall be consider and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic and coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas.</p>	<p>Mitigation measures proposed in the EIR mitigate impacts to visual resources to the extent feasible, consistent with this policy.</p>	<p>Consistent</p>
<p>Visual Resources, Policy 12.03: Development between State Highway One and the ocean shall provide view corridors so as not to significantly block views of travelers on the Highway. New development shall be subordinate to the character of its setting and shall be visually compatible with the surrounding areas.</p>	<p>The proposed project includes development of a highway barrier along a portion of the bikeway, which will impact the scenic views of travelers on the highway. However, impacts to traveler views have been mitigated to the extent feasible, and the barrier has been designed to be visually compatible with the surrounding area, consistent with this policy.</p>	<p>Consistent</p>