

Appendix F-1. Eastern Alignment Project Description

A. INTRODUCTION

The Eastern Alignment Alternative will be described as four segments that relate to the level of improvements necessary. Generally the design criteria described in the Project Description for the proposed project would apply to this alternative as well. Specifically:

- Existing Class III bikeways within the project corridor would be signed as such and identified as part of the Morro Bay to Cayucos Connector.
- The Class I bikeway would be twelve-foot wide (two four-foot travel lanes, and two two-foot shoulders on each side).
- Bridge segments would be 12 feet wide, inside railing to inside railing, with railing heights a minimum of 54 inches above the bikeway surface.
- Segments within five feet of the Highway 1 edge of pavement or in close proximity to the highway and at an elevation above or below the grade of the highway would include a 32-inch high concrete barrier and 22-inch high 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 asphaltic-concrete paving over approximately six inches of compacted aggregate base.

1. Segment 1: Cloisters Park to Yerba Buena Street

Segment 1 of the Eastern Alignment Alternative is identical to Segment 1 of the proposed project. It would begin at Cloisters Park and follow an existing Class I bikeway. Once leaving the park, the segment follows Sandalwood Drive, and Beachcomber Lane to Yerba Buena Street (refer to Figure F-1). This segment is approximately 1.3 miles. Segment 1 includes parking facilities that could act as staging for the project at Cloisters Park, the end of Azure Street, and at Atascadero State Beach. No improvements other than signage of the route are proposed for this segment. This segment ends at the intersection of Yerba Buena Street and Highway 1.

2. Segment 2: Yerba Buena Street to North End of Cut-slope

Segment 2 would begin on the north side of Yerba Street at the intersection of Yerba Buena and Main Street. This intersection is currently signalized. Segment 2 would be a Class III bikeway while following Main Street north for approximately 200 feet before entering the Caltrans right-of-way (ROW) across from the end of Zanzibar Street (refer to Figure F-2). The alignment would require the City of Morro Bay to classify this portion of Main Street a Class III bikeway. At that point it would be a Class I bikeway and located within the ROW adjacent to a large, steep cut-slope for approximately 1,800 feet. Due to the limited space between the highway and the cut-slope in this area retaining walls would be required. The base of the retaining wall would begin approximately 6 feet east of the existing edge of pavement and the wall would be approximately 4 feet tall. The bikeway would be 12 feet wide and due to the grade separation between the bikeway and the highway, the 54 inch tall protective railing/fencing described

above would be necessary. North of the cut-slope the bikeway would turn slightly east, leave the ROW and head north on the Chevron property.

3. Segment 3: North End of Cut-slope to Ocean Boulevard

Segment 3 would be an approximately 4,800 (0.9 mile) long Class I bikeway constructed almost entirely at grade. The only exception is at the Toro Creek crossing where a bridge would be required. Caltrans has indicated previously that the northbound Highway 1 bridge may be replaced in the next few years, and it may be possible to incorporate the bikeway into the new bridge design. If not, a new bikeway bridge would be required. If a new bridge is required, it would be located outside of the ROW. Both potential bridge locations are shown on Figure F-3. The new bridge would be a clearspan bridge, twelve feet wide and approximately 120 feet long, similar to the proposed project, with railings 54 inches high. With the exception of the bridge and possibly the approaches, no retaining walls or protective fencing would be required for this segment.

Segment 3 would also cross the Marine Terminal property access road and Toro Creek Road. For safety, some additional striping may be included at these locations. The alignment of Segment 3 would be relatively straight, although a few curves have been added for visual interest and/or to avoid biological resources identified during the 2006 Environmental Constraints Analysis. Segment 3 would end at the south end of Ocean Boulevard.

4. Segment 4: South End of Ocean Boulevard to Norma Rose Park

Segment 4 would be approximately 5,300 feet (1.0 mile) long and extend from the southern end of Ocean Boulevard to the site of Norma Rose Park (refer to Figure 5-4). From this point bicyclists could reach downtown Cayucos via Cabrillo Avenue (adjacent to the cemetery), the short existing Class I bikeway over Old Creek, and 13th Street, which crosses under Highway 1 and connects to Ocean Avenue.

Ocean Boulevard is an existing Class III bikeway in the County Bikeways Plan, although no signage currently exists. No improvements for this segment are proposed with the exception of some signage to mark the route. Segment 4 would also include an alternate leg that crosses Highway 1 at Old Creek Road to Studio Drive and heads north to an existing parking lot and beach access at the north end of Studio Drive (refer to Figure F-4). The Old Creek Road crossing is considered the safest place to cross Highway 1 in this area, as it is currently signalized.

5. Other Proposed Improvements

Unlike the proposed project, the Eastern Alignment Alternative does not include any modifications to parking areas, culvert extensions, or the removal of the remnant road. The only bridge required is at Toro Creek.

Some striping would most likely be required near the start of Segment 2 at Zanzibar Street, at the Toro Creek Road crossing, and at the Marine Terminal access road crossing. Proposed signage identifying the bikeways and periodically direct bikeway users would include 42-inch tall wood posts. Low barbed wire or similar cattle fencing may be required on the eastern side of the bikeway to separate the bikeway from the rest of the Chevron property.

6. Earthwork and Construction Techniques

The Eastern Alignment would not require significant cut and fill or earthwork, although topographic constraints associated with Segment 2 would require retaining walls. Total earthwork associated with Segment 2 may be approximately 650 cubic yards (1,800 feet long cut 4 foot cut slope). The majority of Segment 3 would be constructed at grade, although some fill would be required at the bridge approaches. Total earthwork for the Eastern Alignment would most likely be less than 2,000 cubic yards and occur over a relatively long period (two months) due to anticipated intensive biological resources mitigation and geographic constraints. The Eastern Alignment 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).

Excavations would be limited to approximately 6 inches in moist places where the bikeway would be constructed at grade. At the Toro Creek bridge location, bridge abutments would be necessary adjacent to the banks of the creek. Conventional foundations for the bridge would require relatively deep foundations and a large area of excavation. However, based on the geotechnical feasibility report prepared for the project, it is likely that drilled, cast in-place caissons or piers would be used for the bridge foundations. In that case the area of disturbance would be smaller, but the depth of disturbance would be greater, possibly more than 10 feet.

The project site is constrained by Highway 1 and the Marine Terminal. It is likely that construction staging would probably occur at the Marine Terminal parking lot and adjacent paved areas. It is likely that construction of Segment 2 would require the periodic closure of one lane of northbound Highway 1.

Figure F-1. Eastern Alignment Alternative – Segment 1



Figure F-2. Eastern Alignment Alternative – Segment 2

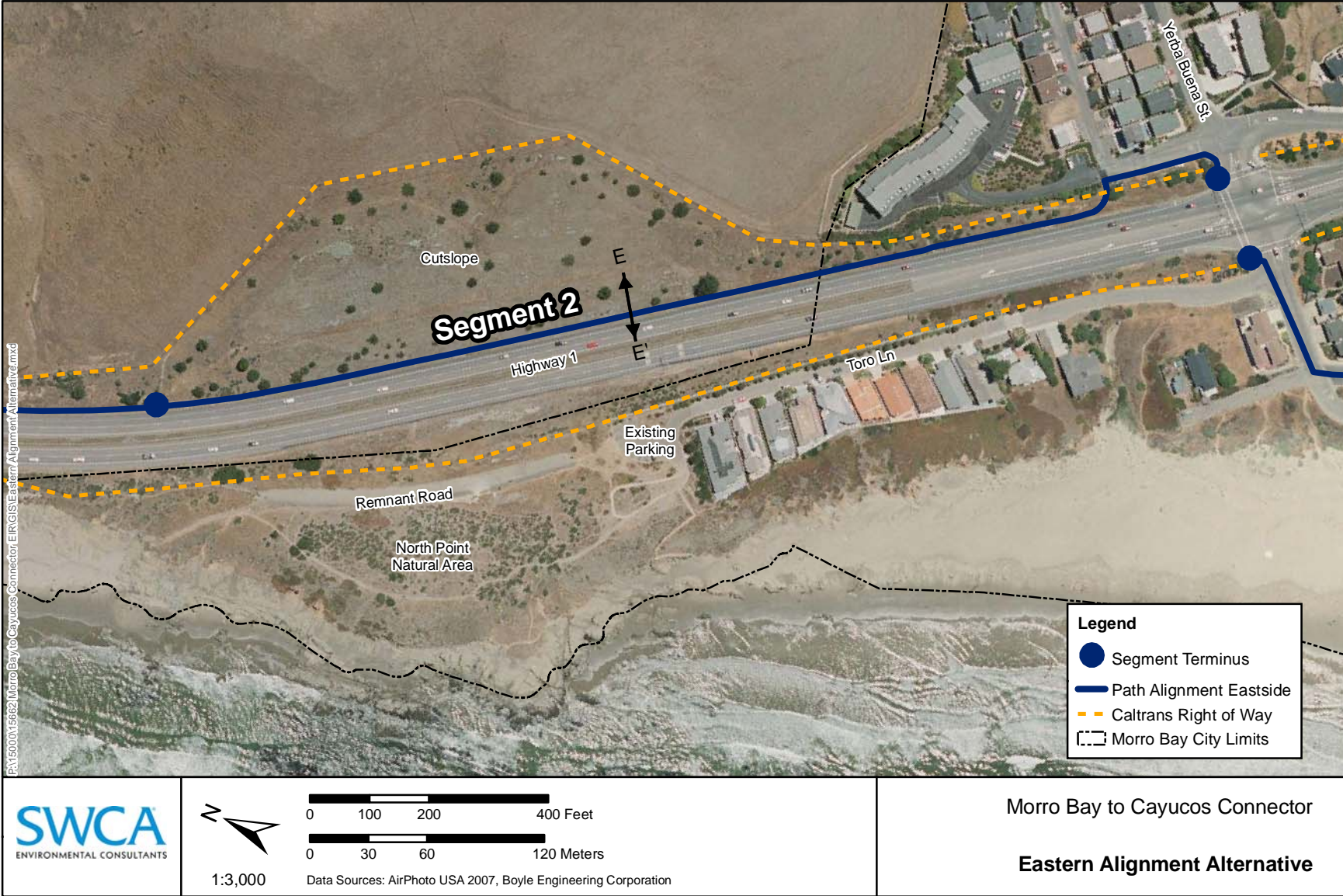


Figure F-3. Eastern Alignment Alternative – Segment 3

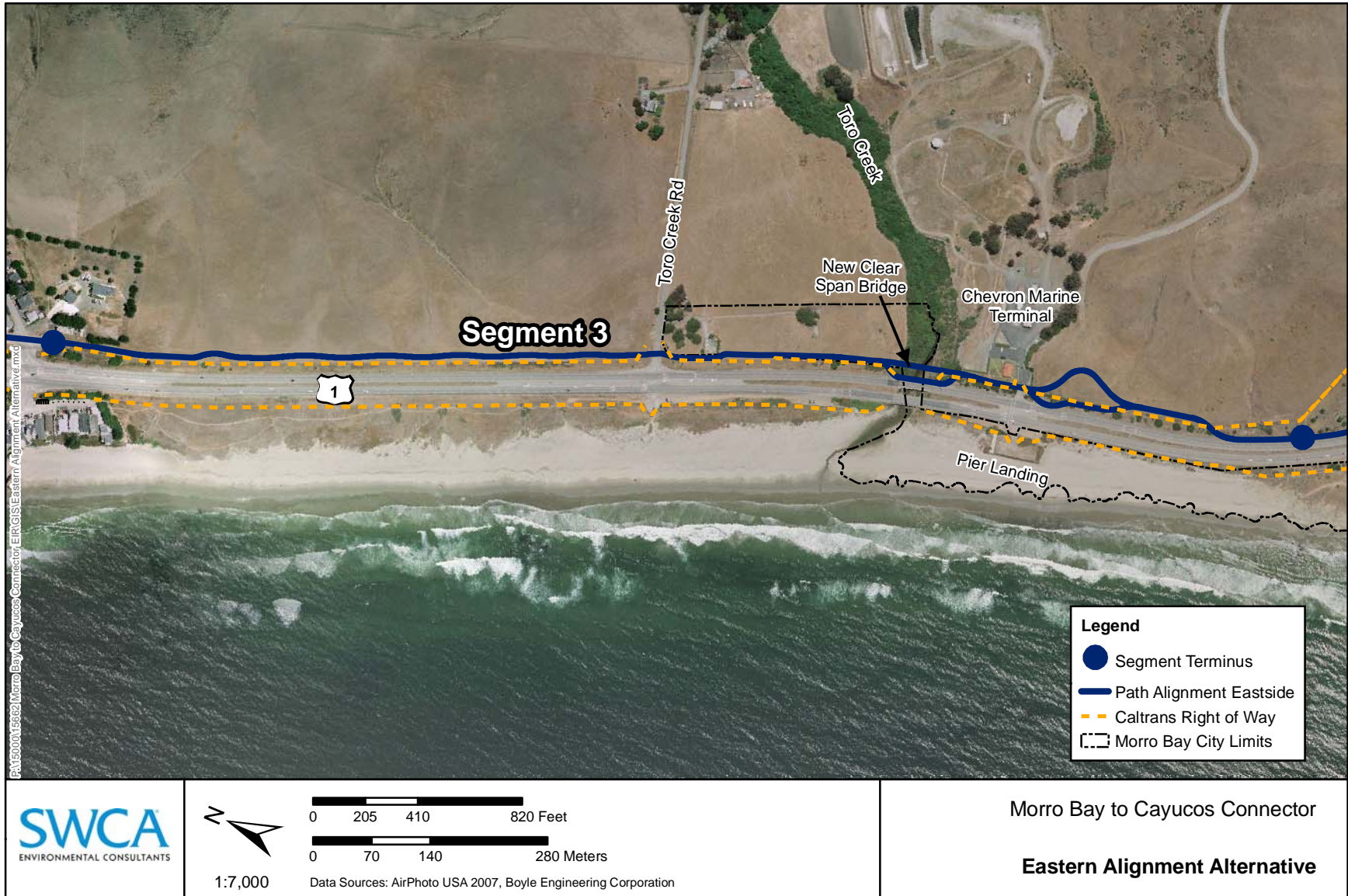
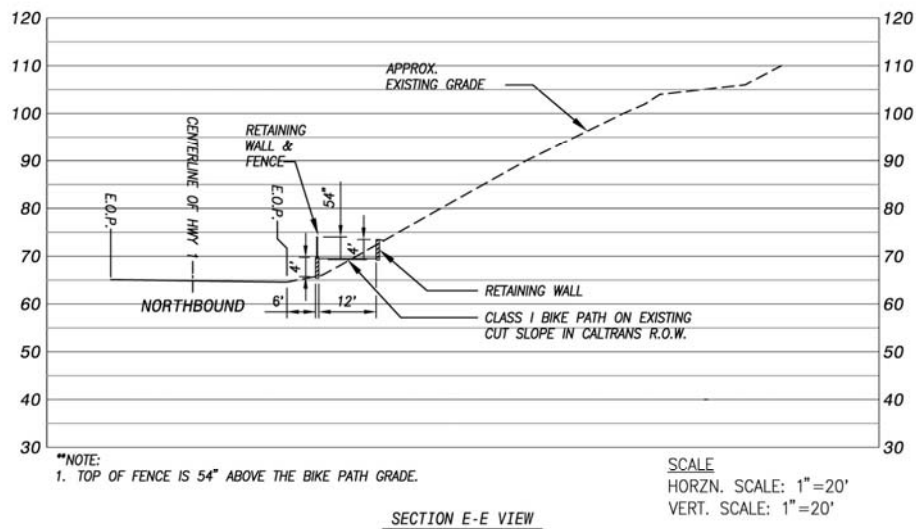


Figure F-4. Eastern Alignment Alternative – Segment 4



Figure F-5. Eastern Alignment – Cross Section E



Morro Bay to Cayucos Connector
Cross Section E

Appendix F-2. Eastern Alignment Environmental Impacts and Mitigation Measures

To reduce redundancy, the Eastern Alignment Environmental Impacts and Mitigation Measures section regularly refers readers to Chapter 4 rather than repeating some sections of the analysis. The Existing Conditions described for the proposed project in Chapter 4 include a project corridor that considers resources on both the east and west sides of Highway 1. This is evident in the Biological Resources section (refer to Figures 4.3), for example. The Regulatory Setting, Thresholds of Significance and Impact Assessment and Methodology described in Chapter 4 are also applicable to the Eastern Alignment and so they are not repeated in this chapter. The other sections are included in this chapter, with some modifications, described below.

Project specific impacts for the Eastern Alignment are provided in this appendix. Impacts are numbered specifically for the Eastern Alignment to avoid confusion and so distinctions can be clearly made in the Alternatives Analysis, although in some cases the impacts are identical to those identified for the proposed project.

To the extent feasible, mitigation measures developed for the proposed project are used to address Eastern Alignment impacts as well. In some cases additional or modified mitigation measures are required. Due to their length, mitigation measures are not repeated; instead the reader should refer to the Executive Summary or Chapter 4. Potential Residual Impacts, Secondary Impacts and Cumulative Impacts resulting from the Eastern Alignment are all described in this Chapter.

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A. AESTHETIC RESOURCES

Segments 1 and 4 of the Eastern Alignment would be located entirely within existing roadways or bikeways. Segments 2 and 3 would require construction of a new bikeway in undeveloped areas. Due to the limited improvements (i.e. signage and/stripping) proposed for Segments 1 and 4, this section omits these Segments from discussion.

Chapter 4 of this EIR describe the site's existing aesthetic resources and conditions, regulatory environment, methods employed to evaluate potential project impacts, and the thresholds of significance utilized to assess the impacts. Please refer to Chapter 4 for detailed discussions of these topics.

1. Project-Specific Impacts and Mitigation Measures

a. Project Visibility

Views from Southbound Highway 1

From south of Chaney Avenue, the bikeway would generally be approximately 125 feet east and five feet higher than the elevation of the Highway 1 southbound lanes. Segment 3 would be slightly visible to the casual observer in this area; however views in this area are dominated by the marine terrace, sandy beach, Pacific Ocean, and distant views of Morro Rock to the west. The vast majority of motorists would be looking west to these areas.

The proposed bridge over Toro Creek would require vegetation removal and would have railings approximately 54 inches tall. The bridge deck would be approximately the same elevation as the northbound Highway 1 bridge. Riparian vegetation in the Highway 1 ROW between the Highway and the new bridge would shield views of the bridge for all but a very short period.

Given the relatively low profile of the bikeway and lack of other improvements, south of Toro Creek the bikeway would remain partially visible from southbound Highway 1. Existing vegetation would partially shield it as well. Views in this area are still dominated by the resources west of the highway although the rolling hills and ridgelines of the Coast Range are clearly visible to the north and east.

As motorists head south the improvements associated with Segment 2, an approximately four foot tall retaining wall and the 54 inch tall barrier system would come into view at the base of the large cutslope. The entire 1,800 foot length of these improvements would be visible to motorists. As with the previous segment, and as discussed in Chapter 2, views in this portion of the corridor are dominated by high quality visual resources west of Highway 1. South of the cutslope, the urbanized areas of the City of Morro Bay dominate and Segment 2 while visible, would look consistent with other existing development at the Yerba Buena intersection.

Views from Northbound Highway 1

From northbound Highway 1 the south end of Segment 2 would first be visible from the Yerba Buena intersection as it enters the Highway 1 ROW. Improvements include the Class I bikeway portion of Segment 2 as the Eastern Alignment leaves Main Street at Zanzibar Street. It is likely that motorists would be looking west at views of the beach, ocean and distant ridgelines, but given the proximity to the Highway and the scale, Segment 2 improvements would be highly visible from the northbound Highway 1. The existing views and the views after implementation

of the Eastern Alignment are illustrated in Figure F-A.2a and b, Key Viewing Area 4. Figure F-A.1 identifies the locations of the Key Viewing Areas.

Segment 3 would also be visible from northbound Highway 1; however the low profile of the bikeway and the relatively limited improvements, along with the competing views of the marine terrace and ocean to the west, would limit their visibility to the casual observer. Views of Segment 3 would be shielded by existing vegetation from the south end of Segment 3 to Toro Creek as well. The proposed bridge over Toro Creek would be visible, although it would be substantially shielded by riparian and other vegetation in the Highway 1 ROW.

North of Toro Creek Segment 3 would be slightly visible to motorists. The existing views and the views after implementation of the Eastern Alignment are illustrated in Figure F-A.3a and b, Key Viewing Area 5. The views as shown from KVA 5 are typical of the northern 3,000 feet (0.6 mile) of Segment 3.

Views from Beaches

Generally beach users would be focused on views of the beach, ocean and horizon to the west, but views of the Coast Ranges and ridgelines, and Toro Creek to the east are exceptional and expansive. Beach users may get a glimpse of the Segment 2 barrier system from the beach but the backdrop and oblique viewing angle would be the cutslope and Highway 1 lanes. Fencing and vehicles would also be visible. Other portions of Segments 2 and 3 would not be visible from the beach due to the distance between the beach and the improvements, topographic changes and the bikeways low profile.

b. Effects on Scenic Vistas

Because of its relatively low profile and limited scale (8-foot wide paved surface) the Eastern Alignment would not impact the sweeping views of scenic vistas when viewed from Highway 1 and the beach. This is particularly true of Segment 3. The improvements associated with Segment 2 are substantial enough that they would be visible although as shown in Figure F-A.2 (KVA 4) the barrier required along the shoulder of the northbound lanes of Highway 1 would not block views of the ocean, silhouette above ridgelines or block the horizon. Further, unlike with the barrier with the proposed project, it would not be a prominent feature in the scenic vistas, which lie to the west at this location on Highway 1. Impacts to scenic vistas would be *less than significant*. No mitigation is required.

c. Damage Scenic Resources within a State Scenic Highway?

Caltrans has officially designated Highway 1 a State Scenic Highway. Scenic resources such as trees, rock outcroppings, and structures which can contribute to scenic resources are limited within the project corridor. The Eastern Alignment would not be located adjacent to or remove structures such as barns or houses which would be considered scenic or contribute to the scenic resources. Scenic resources in the project corridor do include the ocean, beaches, marine terrace, rolling hills, and ridgelines. The proposed project would not block views of these resources, or damage them. The most visible component of the Eastern Alignment is the barrier along the cut-slope (Segment 2). Existing views and scenic resources east of Highway 1 at this location have been previously compromised by the existence of the engineered-looking cut-slope. Impacts would be *less than significant*. No mitigation is required.

Figure F-A.1. Eastern Alignment KVA Location Map

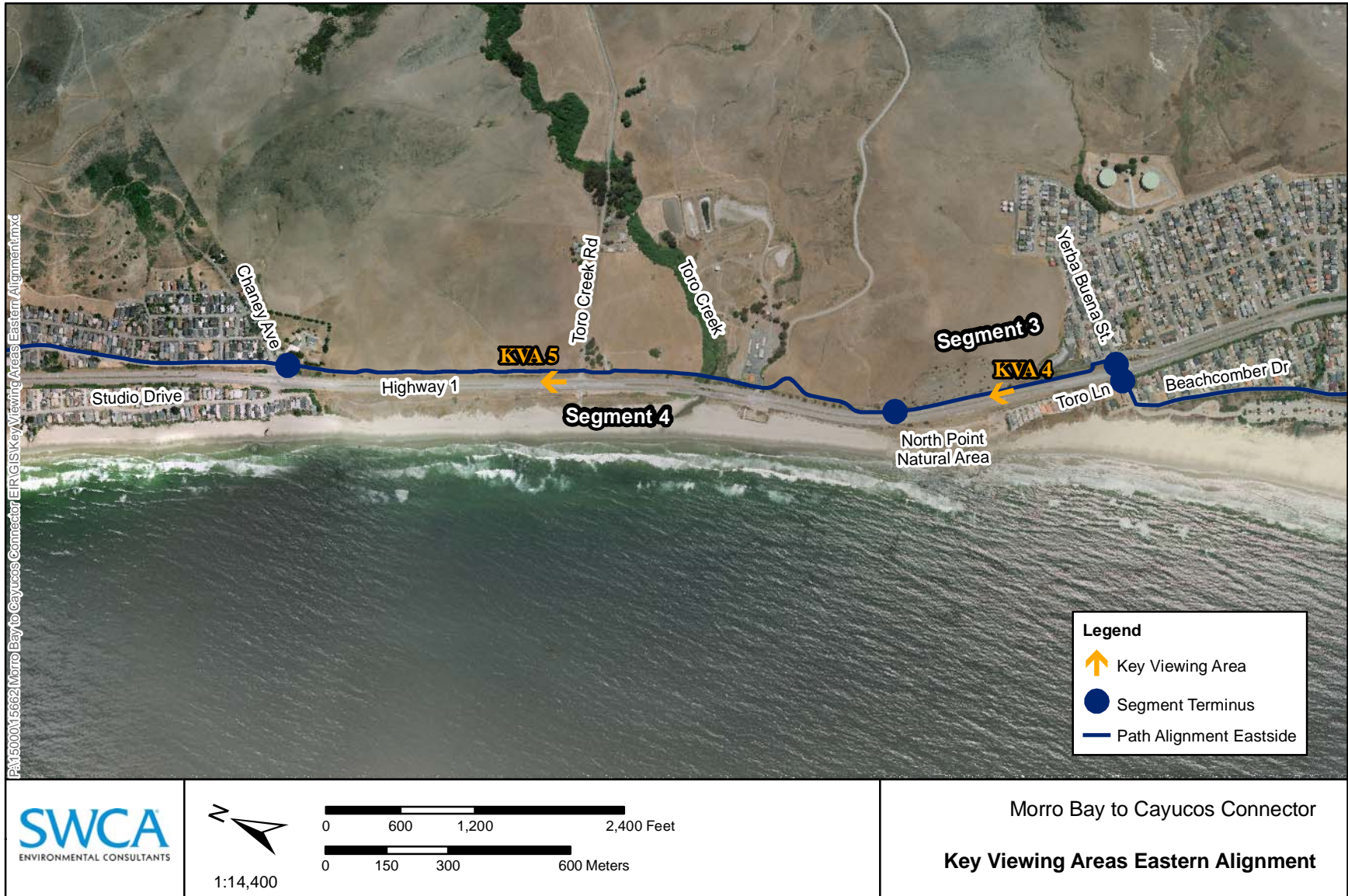


Figure F-A.2a. KVA 4 – Existing View



Figure F-A.2b. KVA 4 – Simulation



Figure F-A.3a. KVA 5 – Existing View



Figure F-A.3b. KVA 5 – Simulation



d. Degrade the Existing Visual Character or Quality

Project components that may degrade resources which define the high visual quality of the area include retaining walls, the barrier, bridge over Toro Creek, signage, and the paved bikeway surface. The barrier system in particular would degrade the visual quality by increasing the overall developed look of the area and would potentially distract viewers from the high quality views to the west. Given the high quality of the existing visual character and the high sensitivity of those who would be travelling along Highway 1, using the bikeway, or the beach, small changes would result in significant impacts. At the same time, the Eastern Alignment would increase opportunities for pedestrians and cyclists to experience the scenic resources.

AR Impact E1 Construction of the various bikeway improvements would degrade the existing visual quality of the area and result in significant impacts.

Implement AR/mm-1 and 2 (refer to Chapter 4).

Residual Impact

Implementation of these measures would reduce the visibility of the proposed barrier system and other improvements. The cutslope behind the barrier is a distinctive color nearly year around and matching the retaining wall and barrier system to that color would reduce its prominence in the northbound and southbound Highway 1 viewshed. There is not enough space at this location to plant any screening vegetation. After implementation of these measures impacts would be *less than significant*. No additional mitigation is required.

e. Create a New Source of Substantial Light or Glare

The west-facing four foot retaining wall and barrier along Segment 2 would potentially reflect the sun briefly as it set, making it more visible to northbound and southbound motorists, although views to the west, especially as the sun sets would still dominate. The Eastern Alignment would not include any new lighting that would reflect light or add glare to the project area or surroundings. Impacts would be *less than significant*. No mitigation measures are required.

2. Cumulative Impacts

The discussion of cumulative impacts relates to the potential for implementation of the Eastern Alignment to contribute to an aggregate change in visual quality of the area. The Highway 1 corridor through the north coast of San Luis Obispo County has undergone relatively few visual changes over recent years. Limited development of residences within the community of Cayucos and the City of Morro Bay has been the most common form of new development. The area where Segments 2 and 3 would be located has seen little to no development in the last 20 years.

The Eastern Alignment would introduce a variety of new visual elements into the public view. The most noticeable element would be the barrier along Segment 2. The mitigation measures identified in Section 2-1 apply to the Eastern Alignment as well, and would reduce potential visual impacts and noticeability of the project. There is not likely to be additional development in this area, east or west of Highway 1, between the community of Cayucos and the City of Morro Bay. The impacts would not contribute to a cumulative degradation of aesthetic resources. Cumulative impacts would be *less than significant*. No additional mitigation is required.

B. AGRICULTURAL RESOURCES

Based in the Initial Study prepared for the project (refer to Appendix A) the proposed project would have less than significant impacts to agricultural resources. Therefore this issue area was not discussed in Chapter 4 of this EIR. However, a discussion of impacts is necessary for the eastern alignment as the agricultural resource setting east of Highway 1 is substantially different from that on the west side. Only Segment 2 and 3 of the eastern alignment would require disturbance, and of those segments, only Segment 3 is located outside of the Caltrans ROW. Because of these factors this section focuses on the impacts associated with Segment 3 of the eastern alignment, which is located entirely on the Marine Terminal properties.

Because Agricultural Resources were not previously discussed in Chapter 4, this section includes a brief discussion of the Existing Setting and Regulatory Setting as well to provide the reader context when considering the impact assessment.

1. Existing Conditions

a. Land Uses and Agricultural Activities

The parcels comprising the Marine Terminal property east of Highway 1 are located within the Agriculture and Industrial (refer to Figure 3-1) land use categories. The parcel within the City of Morro Bay between Toro Creek and Toro Creek Road is designated Industrial. The remaining parcels east of Highway 1 in the vicinity of the eastern alignment are in the Agriculture land use category. The parcels range in size, with the largest, approximately 260 acres, located north of Toro Creek Road, between the road and the Cayucos Urban Reserve Line. On either side of Toro Creek there are smaller parcels where the majority of the Marine Terminal related improvements are located.

Land uses east of Highway 1 on the site include industrial uses associated with the Marine Terminal, which are currently limited due to the ongoing decommissioning process, and grazing. Based on aerial photos and visits to the project site, there is currently no intensive agriculture occurring on the Marine Terminal parcels or immediate vicinity. According to the County's GIS database and the Initial Study prepared for this project, the parcels are not under a Williamson Act contract.

Land uses to the north and south of the Marine Terminal include developed single family and multi-family residential uses. West of the Highway, recreational uses dominate.

b. Soil Conditions

All the soils underlying, and in the immediate vicinity of Segment 3, are Cropley Clay #128 (refer to Figure 4.5-1). This soil is considered Class 2, when irrigated. The soil units change and the soil class increases as the topography steepens considerably to the east. According to the Soil Conservation Service Class 2 indicates "Moderate limitations that reduce the choice of plants or require moderate conservation practices". Generally, soils classified as either 1 or 2 are considered prime soils by regulatory agencies. The soil is not identified on the County's GIS database of "Important Farmland" which identifies those soils or properties with particular attributes which make them important to the local or regional agricultural economy.

There are some existing conditions that have potentially compromised the capability of the Class 2 soils which underlie Segment 3 of the eastern alignment. In general these limitations

exist between Toro Creek Road and the Marine Terminal access road. These include previous disturbances and hydrocarbon contamination. There are a significant number of underground utility lines and other conduits, including outfall lines which run from the facility west to the ocean, located within the Marine Terminal property. Other utilities, including a fiber optic line, sewer, and water lines parallel Highway 1, east of the highway. The exact location is not known, although given the variable topography and other constraints, they may not all be located within the Highway 1 ROW. Ongoing remediation activities, described in Chapter 4-6 have also resulted in significant soil disturbance in this area.

Based on information in Section 4-6, soils east of the Pier Landing are contaminated by hydrocarbons, to various degrees. Current remediation efforts will reduce the contamination levels in those areas where groundwater has been or could be contaminated in the future. However, given the long history of petroleum-related activities at the Marine Terminal, it is likely that residual contamination in relatively low levels will exist in perpetuity in areas where petroleum was stored, processed, or transferred historically.

2. Regulatory Setting

The California Department of Conservation is the state agency that oversees monitoring of land conversion and implementation of the Williamson Act. Locally, the County Department of Planning and Building implements the Williamson Act, and is responsible for compliance with CEQA as it relates to agriculture, and for implementing the Agriculture and Open Space Element (ASOE) of the General Plan. That agency coordinates with the County Agriculture Department in determining consistency with the ASOE, and in identifying impacts and mitigation under CEQA.

a. California Land Conservation Act of 1965

As defined by the CDC, the California Land Conservation Act of 1965 (Williamson Act) enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. As an incentive, landowners receive lower property tax assessments based on agricultural or open space land uses, as opposed to the real estate value of the land. Local governments receive a subsidy for forgone property tax revenues from the state via the Open Space Subvention Act of 1971.

b. County of San Luis Obispo General Plan, Agriculture and Open Space Element

The Agriculture and Open Space Element of the San Luis Obispo County General Plan provides a background on agricultural and open space resources within the County. Through the goals, policies, implementation programs, and measures provided within the document, the County's intent is: "to promote and protect the agricultural industry of the County, to provide for a continuing sound and healthy agriculture in the County, and to encourage a productive and profitable agricultural industry."

3. Thresholds of Significance

The significance of potential agricultural impacts are based on thresholds identified within Appendix G of the CEQA Guidelines, the County's CEQA checklist, and other county documents, which provide the following thresholds for determining impact significance with respect to agricultural resources. Agricultural impacts would be considered significant if the proposed project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.
- Conflict with existing zoning for commercial agricultural use, or a Williamson Act contract.
- Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in loss of farmland, to non-agricultural use.
- Impair commercial agricultural use of other property or result in conversion to other uses.
- Conflict with any local, state, or federal policies or ordinances protecting agricultural resources.

4. Impact Assessment and Methodology

Potential impacts to agricultural resources were assessed by utilizing data and maps published by the USDA, and the County Planning and Building Department, including soil information, and farmland mapping. The project was analyzed for the potential conversion of important farmland, loss of productive agricultural soils, incompatible land uses, and inconsistencies with regulations and policies intended to preserve agricultural resources.

5. Project-Specific Impacts and Mitigation Measures

a. Loss of Productive Soils (Soil Conversion)

The permanent area of disturbance resulting from construction of Segment 3 would be approximately 1.3 acres (12 feet by 4,800 feet, or 57,600 square feet). These soils would be directly adjacent to the existing Highway 1 ROW and therefore the project would not bisect the remaining Class II soils or the existing pasture. When considering that much of the area between Toro Creek Road and the Marine Terminal access road is permanently disturbed by structures and other improvements, or has been historically disturbed through installation of pipelines and utilities, the area potentially capable soils converted reduces by approximately one-third, to approximately 0.9 acre (38,000 square feet). Much of this disturbance would occur on a single parcel of approximately 260 acres.

Given that the parcels where the conversion will occur are located between two urbanized areas and that they may contain residual hydrocarbon contamination, it is less likely that intensified agriculture would be proposed to replace the grazing that currently occurs. In addition, the Eastern Alignment is located adjacent to the Highway 1 ROW, does not bisect farm fields, and has a limited footprint (conversion of less than one acre of potentially productive soil). In this context the conversion of soils is considered *less than significant*. No mitigation is required.

b. Incompatibilities/Conflicts

Introducing a recreational use onto a parcel which currently supports limited grazing would potentially result in conflicts between bikeway users and cattle. The eastern alignment project description does include fencing the eastside of the bikeway with barbed wire or similar, to provide separation between cattle, and cyclists and pedestrians.

AG Impact E1 Construction of the Eastern Alignment would potentially result in significant conflicts between cattle and bikeway users.

AG/mm-1 *Prior to issuance of construction permits, the General Services Agency shall provide evidence to the Department of Planning and Building that the proposed fencing along Segment 3 minimizes conflicts with the existing cattle operation in a manner acceptable to the landowner.*

AG/mm-2 *Prior to use of the bikeway by the public, the northern and southern terminus of Segment 3 of the eastern alignment shall include signage describing the importance of local agricultural lands and providing information to the public that would reduce conflicts, including, but not limited to staying on designated trails, maintaining control of domestic animals, minimizing litter/waste, and not feeding livestock.*

Residual Impact

Implementation of this mitigation would result in a fencing plan that would minimize potential conflicts between cattle and bikeway users. The impact would be *less than significant*.

6. Cumulative Impacts

The proposed project would result in 0.9 acre of conversion of prime soils which are currently used for grazing. The project would also increase the potential for conflicts between the existing cattle operation and bikeway users. Both the conversion of prime soils and conflicts with agricultural operations are critical issues facing the local and state agricultural economies. Project-specific soil conversion impacts have been determined to be less than significant when considered in relation to likely future uses (grazing) and this conclusion is similar when considered cumulatively with other regional losses to rangeland. The proposed mitigation would mitigate project specific conflict-related impacts to a less than significant level and would be adequate to address the projects contribution to any cumulative impacts as well.

C. AIR QUALITY

This section evaluates the Eastern Alignment to identify potential air quality impacts. Chapter 4 of this EIR describe the site's existing air quality conditions, regulatory environment, methods employed to evaluate potential project impacts, and the thresholds of significance utilized to assess the impacts. Please refer to Chapter 4 for detailed discussions of these topics. Eastern Alignment air quality impacts and mitigation measures are very similar to those for the proposed project.

1. Project-Specific Impacts and Mitigation Measures

a. Short-term Construction Emissions

Combustion Emissions (ROG and NOx) and Dust (PM10)

Because the improvements necessary for the Eastern Alignment are similar in scope to the proposed project (e.g., the length of paving, bridge, barrier, etc.) the emissions in Table 4.2-3 are applicable. Table 4.2-3 indicates that construction activities would result in emissions substantially below APCD thresholds. San Luis Obispo County is in non-attainment for PM₁₀, therefore dust generated by the Eastern Alignment would be a significant impact. Compliance with existing ordinance requirements for dust control reduces impacts to a *less than significant* level.

Naturally-Occurring Asbestos Exposure

Construction and development of the Eastern Alignment, particularly Segment 2 along the Highway 1 cut-slope, could result in an exposure of naturally occurring asbestos due to earthwork and the excavation of bedrock which may contain naturally-occurring asbestos.

AQ Impact E1 Earth moving activities for development of Segment 2 of the Eastern Alignment would result in grading activities that may expose naturally occurring asbestos, resulting in an indirect short-term impact.

Implement AQ/mm-1.

Residual Impact

Implementation of this measure would reduce impacts associated with naturally-occurring asbestos to a *less than significant* level.

b. Long-term Operational Emissions

Refer to Chapter 4. Long term operational impacts resulting from the Eastern Alignment would be *less than significant*. No mitigation measures are required.

c. Greenhouse Gas Emissions

Refer to Chapter 4. Based on the type of project proposed, the Eastern Alignment contribution to the generation of greenhouse gases would be *less than significant*.

d. Consistency with County Clean Air Plan

Refer to Chapter 4. The Eastern Alignment *is consistent with the CAP.*

2. Cumulative Impacts

Potential construction-related air quality impacts are location-specific to the extent that they would temporarily result in significant impacts on the localized environment; however, based on the limited size and project type, the impacts are not considered project or cumulatively significant. The Eastern Alignment contribution to the generation of greenhouse gases would also be less than significant. The Eastern Alignment's contribution to cumulative air quality impacts would be *less than significant*. No mitigation is required.

D. BIOLOGICAL RESOURCES

This section evaluates the Eastern Alignment to identify project-related impacts to biological resources. Segments 1 and 4 of the Eastern Alignment would be located entirely within existing roadways or bikeways and only require signage and/stripping improvements. Segments 2 and 3 would require construction of a new bikeway in undeveloped areas, resulting in disturbance to biological resources. Due to the lack of improvements required and the limited biological resources in Segments 1 and 4, this section omits these segments from discussion.

Caltrans has indicated that the northbound Highway 1 bridge over Toro Creek may be replaced in the near future and it may be possible to incorporate the bikeway into the new bridge design. However, at this time, inclusion of the bikeway in to the Highway 1 bridge is speculative; therefore, is not evaluated in this EIR. The analysis that follows assumes a new clear span bridge would be constructed, similar to the proposed project.

The assumed project disturbance area includes the permanent disturbance of the proposed 12 foot wide bikeway and an additional five feet of disturbance on each side, for a total width of disturbance of 22 feet. This area was expanded to 42 feet at the location of the proposed bridge over Toro Creek, in order to allow for an additional 10 feet of disturbance on each side of the bridge. It is assumed that the stockpile/staging areas would be located in previously disturbed areas including the Pier Landing or the Marine Terminal parking areas.

Chapter 4 and Appendix D of this EIR describe the site's existing conditions, regulatory environment, methods employed to evaluate potential project impacts, and the thresholds of significance utilized to assess the impacts. Please refer to Chapter 4 and Appendix D for detailed discussions of these topics.

Figure F-D.1. Eastern Alignment Segment 2 Biological Resources Map

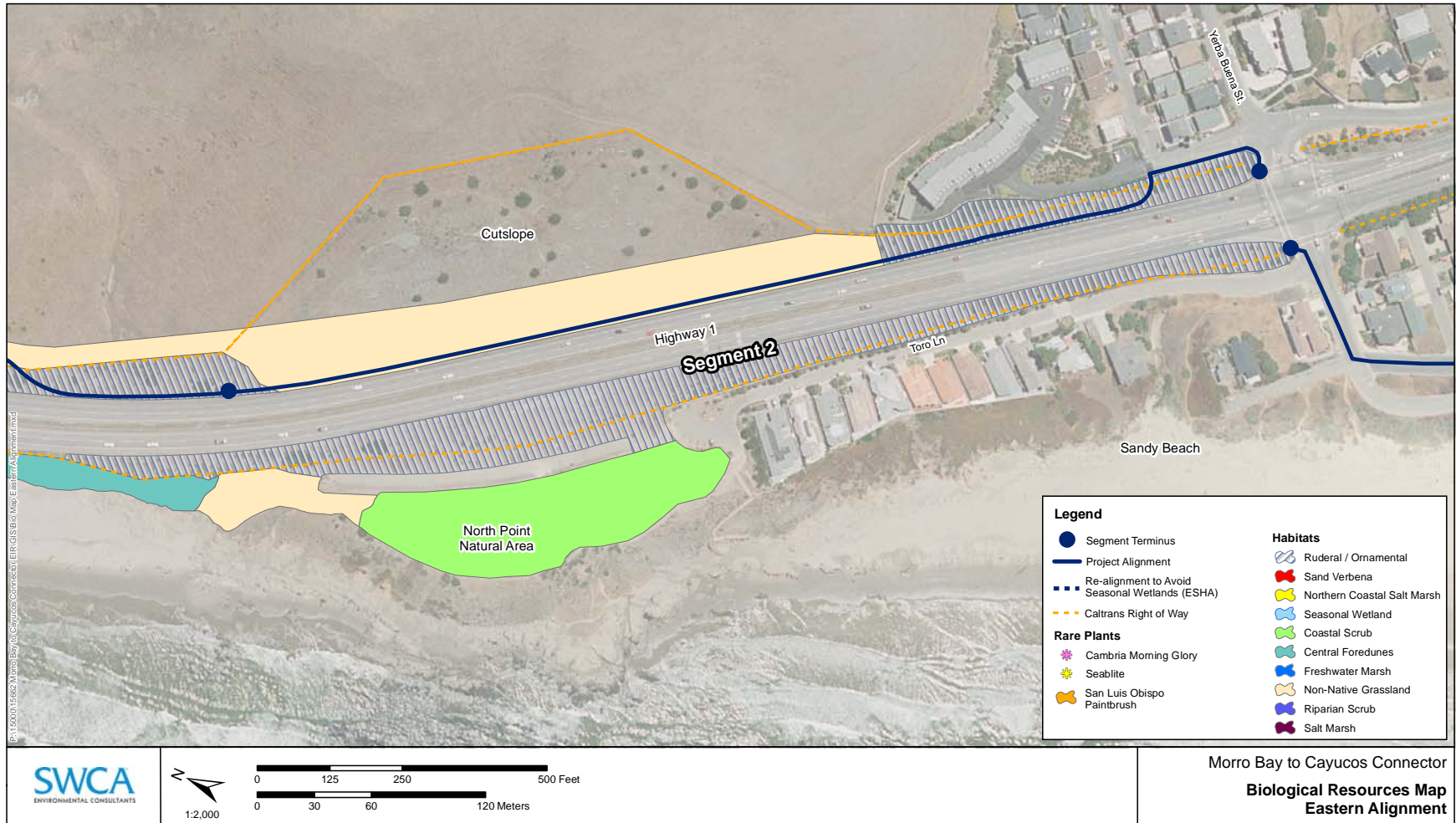


Figure F-D.2a. Eastern Alignment Segment 3 Biological Resources Map

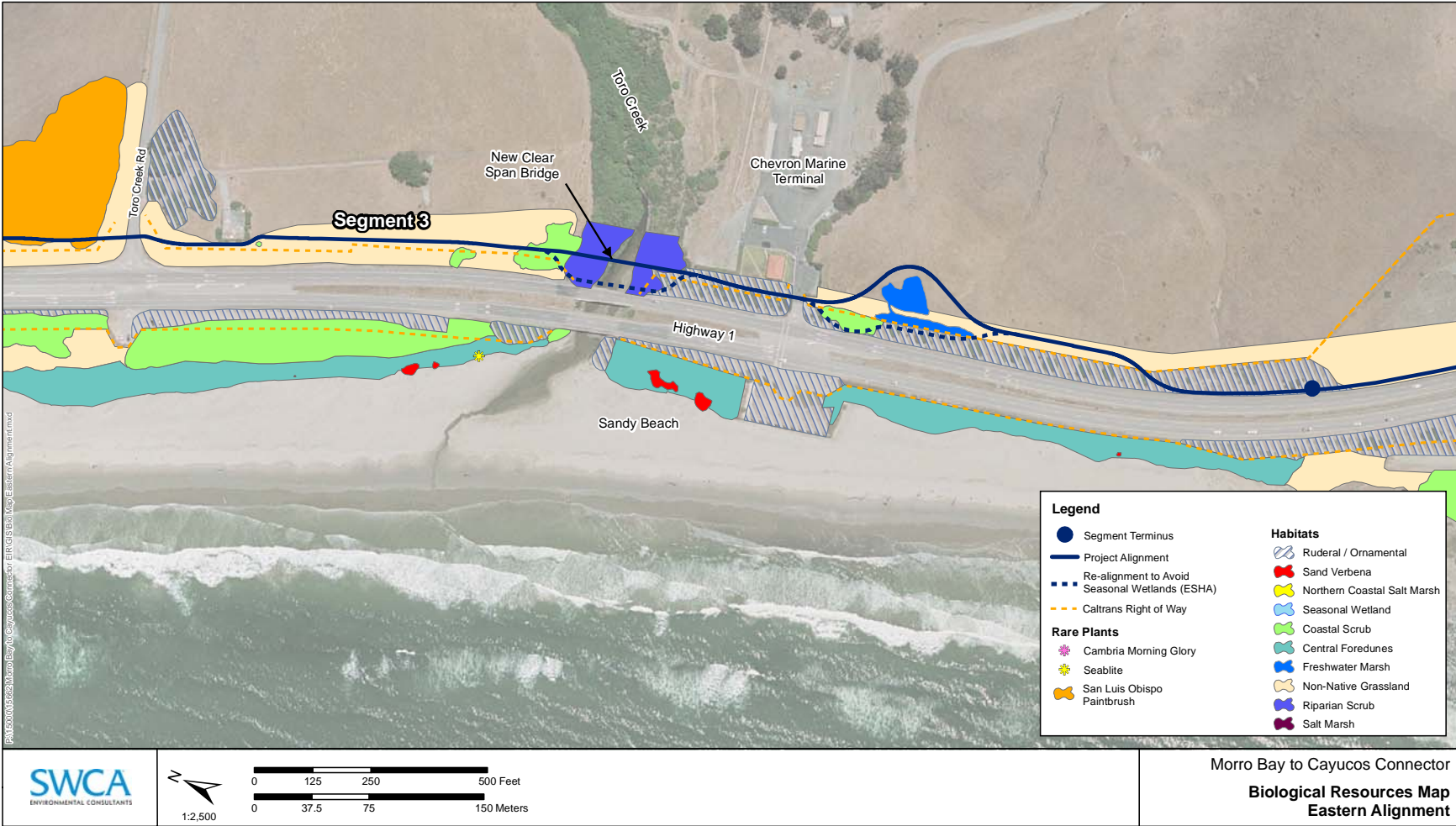
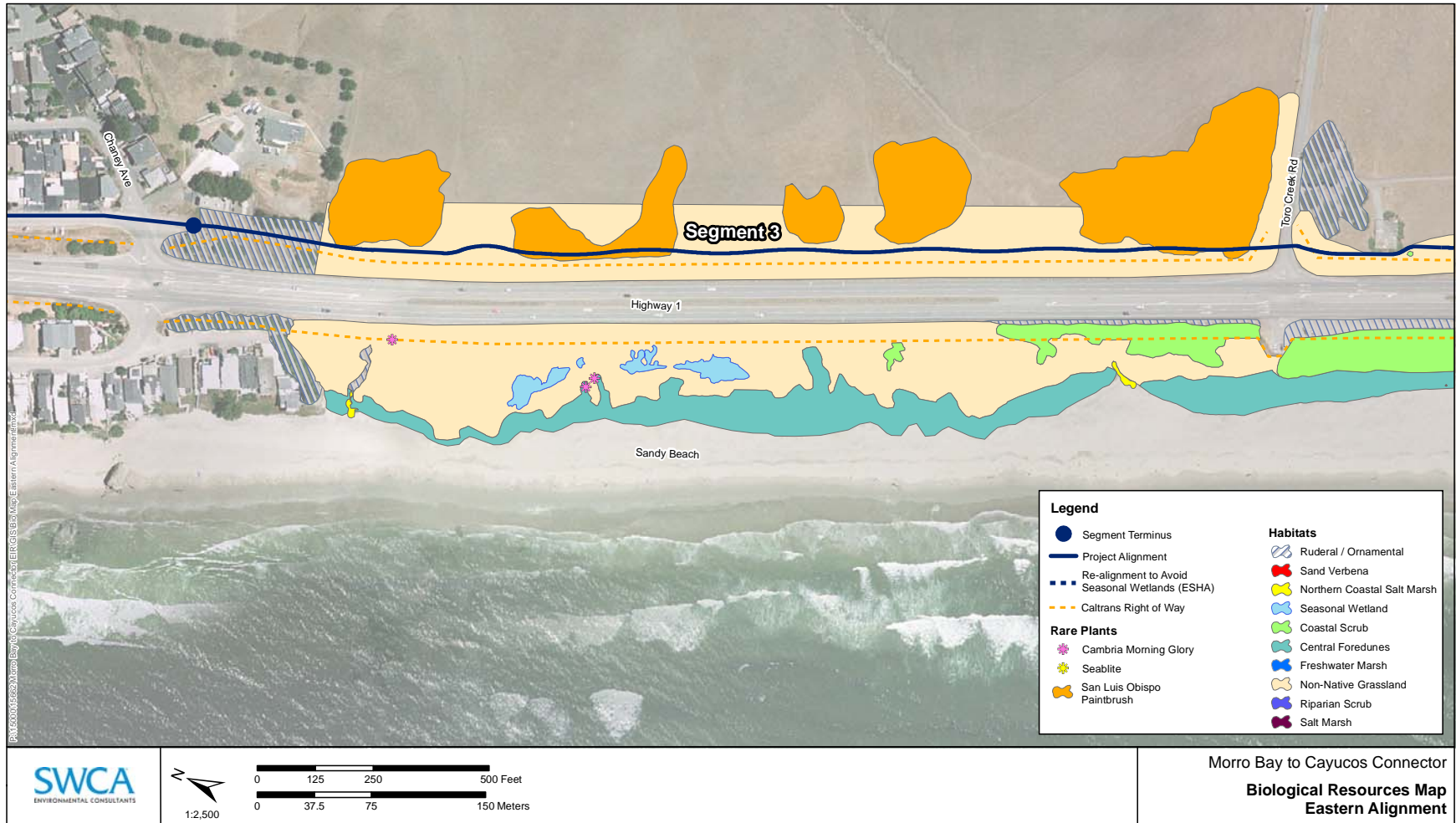


Figure F-D.2b. Eastern Alignment Segment 3 Biological Resources Map



1. Project-Specific Impacts and Mitigation Measures

a. Environmentally Sensitive Habitat Areas (ESHAs)

Segments 2 and 3 of the Eastern Alignment would traverse areas that contain state and federal jurisdictional waters (Toro Creek), freshwater marsh habitat, special-status wildlife habitats and annual grassland that supports special-status plants. Under land use ordinances and coastal plan policies, these resources are considered to be ESHAs. Refer to Chapter 4 for more information.

Construction-Related Disturbance of ESHA

The Eastern Alignment would avoid the freshwater marsh, and the aquatic portions of Toro Creek; however, Segment 3 would result in permanent and temporary impacts to the Toro Creek riparian vegetation and special-status plants in the annual grassland. Direct impacts to these resources would result from specific activities; therefore, are evaluated under the appropriate headings below. These resources are located within close proximity to the proposed work area and would be subject to direct and indirect disturbances from grading, trampling, sedimentation and erosion or other disturbances. The close proximity of the ESHAs creates a constrained work area that must be clearly identified in the field.

BIO Impact E-1 The Eastern Alignment is located within close proximity to several ESHAs and other sensitive resources. Work activities could result in direct or indirect disturbances to the ESHAs.

Implement BIO/mm-1, BIO/mm-4, and BIO/mm-5 (refer to Chapter 4)

BIO/mm-E1 At the time of application for construction permits all grading plans shall clearly show the location of project delineation fencing that excludes adjacent ESHAs from disturbance. With exception to the Toro Creek Bridge and the cut-slope retaining wall construction areas, the project delineation fencing shall provide no more than a 22-foot wide work area throughout the length of the Eastern Alignment. The project delineation fencing may allow for an additional 20 feet (as necessary) at the Toro Creek Bridge and cut-slope retaining wall areas. The grading plans shall clearly show all staging areas, which shall avoid ESHA's and rare plant populations.

BIO/mm-E2 At the time of application for permits, the plans shall clearly show the placement of environmental interpretive signs along the pathway. The signs shall inform pathway users of the ecology of grassland and riparian habitats, and plant and wildlife species that utilize these areas and warn users of the dangers of disturbance.

Residual Impact

Implementation of these measures would reduce short-term construction impacts to a *less than significant* level.

Sedimentation and Erosion Impacts to ESHA

During construction, grading operations would require the removal of vegetation, disturbance of soil layers, and the creation of soil stockpiles. This would expose soils to erosion by rainfall and

runoff as storm water leaves the project site. The adverse effects of erosion and sediment transport include deposition of sediment within the local drainages, which may increase sediment loading on to the beach and sensitive habitats.

Soil and associated building material including asphalt and concrete has the potential to enter Toro Creek and the drainage channels, cause an increase in suspended sediments, sedimentation of aquatic habitat, and introduce compounds that could potentially be toxic to aquatic organisms.

The Water Quality Control Plan for the Central Coastal Basin includes a sediment control action that recommends construction projects in riparian areas to maintain a 30-foot filter strip of undisturbed soil and riparian vegetation between land disturbance activities and watercourses, wherever possible.

BIO Impact E2 Vegetation removal, grading, and construction activities could result in indirect impacts including erosion and down-gradient sedimentation and pollutant discharges (e.g., sediment, oil, fuel, materials) into ESHAs.

Implement BIO/mm-6 through BIO/mm-10 (refer to Chapter 4).

BIO/mm-E3 Prior to initiation of construction, the biological monitor and the contractors shall develop a 30-foot vegetative buffer between construction activities and the Toro Creek ordinary high water mark. If creating a 30-foot buffer is not feasible, the monitor and contractors shall determine and implement the maximum vegetative buffer that project activities will allow.

Residual Impact

With implementation of the above mitigation measures, sedimentation and erosion impacts to ESHA would be considered *less than significant*.

Jurisdictional Waters

Based on the definitions for state and federal jurisdictional areas, Toro Creek qualifies as waters of the U.S. and California. Toro Creek is perennial and supports open water habitat, wetland habitat, and riparian habitat. The Eastern Alignment (Segment 3) includes installing a clearspan bridge, twelve feet wide and approximately 120 feet long, across Toro Creek (refer to Figure F-D.2a). As proposed, the bridge would be located approximately 50 feet east of the existing Highway 1 bridge and would rest on abutments (piers or caissons) located outside of the creek banks. Installation of the bridge would require the removal of riparian vegetation including mature willows, California blackberry, and an array of exotic species. Installation of the bridge would not require dewatering the creek or placing fill within the creeks ordinary high water marks. Since the bridge installation would not require dewatering the creek or placing fill in the creek, it would not require a Clean Water Act 404 permit from USACE. However, bridge installation would result in the removal of riparian vegetation and disturbances within the creek banks; therefore, a 1602 permit from CDFG would be required. The Eastern Alignment avoids the freshwater marsh identified in the Constraints Analysis.

BIO Impact E3 The Eastern Alignment would include installing a clearspan bridge over Toro Creek, which would result in the removal of approximately 0.17 acre of riparian vegetation within CDFG jurisdiction.

BIO/mm-E4

Prior to initiation of construction, the Department of General Services shall obtain a CDFG Section 1602 Streambed Alteration Agreement for activities within the tops of banks or outer edges of riparian canopies.

In order to obtain the Streambed Alteration Agreement, the applicant will need to prepare and submit a Revegetation Plan for review and approval by CDFG. The Revegetation Plan shall provide for the revegetation of all disturbed soils, re-contoured slopes and other cleared areas. At a minimum, the revegetation plan shall include;

- a. Identification of locations, amounts, size and types of plants to be replanted, as well as any other necessary components (e.g., temporary irrigation, amendments, etc.) to insure successful reestablishment.*
- b. Provide for a native plant salvage effort prior to ground disturbing activities. Salvaged plants shall include locally growing willows;*
- c. Provide for the in-kind on-site replacement of all trees and shrubs removed on a 4:1 basis;*
- d. Quantification of impact and mitigation areas.*
- e. A program schedule and success criteria for a five year monitoring and reporting program that is structured to ensure the success of the Revegetation Plan;*
- f. Seeding and mulching all exposed slopes with a seed mix that includes at least three native grass species. The seed mix shall include native wildflower and shrub species.*

Residual Impact

With implementation of the above mitigation measures, direct impacts to jurisdictional areas would be considered *less than significant*.

b. Special-status Wildlife

The annual grassland, Toro Creek aquatic areas and riparian corridor located in the Eastern Alignment may provide forage and shelter habitat for a variety of special-status wildlife species. Various bird species may utilize the annual grasslands and Toro Creek riparian areas for nesting. California red-legged frog, south central California steelhead trout, tidewater goby, and southwestern pond turtle could occupy the aquatic portions of Toro Creek. In addition, California red-legged frog may utilize the Toro Creek riparian vegetation for upland shelter. The Eastern Alignment would avoid the aquatic portions of Toro Creek; therefore, project activities are not expected to result in significant impacts to tidewater goby or southwestern pond turtle. Since significant impacts to these species are not expected, avoidance or mitigation measures are not proposed. The Eastern Alignment would impact the annual grassland and riparian vegetation, which could affect nesting birds, California red-legged frog, and south central California steelhead. Avoidance and minimization measures for these species are provided below.

Toro Creek and Steelhead Critical Habitat

Refer to Chapter 4 and Appendix D for more information. The Eastern Alignment bridge would require the removal of riparian vegetation. Based on preliminary design plans, the proposed construction methods, and the site existing conditions, construction of the proposed bridge over Toro Creek would not significantly impact steelhead or steelhead habitat in the creek. Construction of the eastern bridge could result in inadvertent deposition of sediment, materials, tools, or hazardous materials into the creek bed. In addition, the new bridge would increase the amount of shade over the creek. Increased shade in this portion of the creek is an unavoidable insignificant impact; therefore, mitigation for increased shade is not proposed.

BIO Impact E4 Inadvertent depositions of sediment, materials, tools, or hazardous materials into the creek bed could occur during installation of the proposed bridge over Toro Creek.

Implement BIO/mm-1 through BIO/mm-10 (refer to Chapter 4)

BIO Impact E5 Installation of the clear span bridge over Toro Creek would result in the removal of 0.17 acre of riparian vegetation

Implement BIO/mm-E3 and BIO/mm-E4.

Residual Impact

With implementation of the above mitigation measures, indirect impacts to steelhead habitat would be *less than significant*.

California Red-legged Frog Upland Habitat

CNDDDB documents one California red-legged frog occurrence in Toro Creek in 1996. Red-legged frog was not observed during the surveys, but is assumed to inhabit the creek. Installation of the clear span bridge would avoid impacts to the aquatic portions of Toro Creek; however, would result in the removal of riparian vegetation that may provide upland shelter for California red-legged frog. Although unlikely, removal of the riparian vegetation could result in take of California red-legged frog utilizing the vegetation for shelter.

BIO Impact E6 Removal of the riparian vegetation would result in the temporary loss of 0.17 acre of riparian habitat and could result in take of California red-legged frog utilizing the vegetation for shelter.

Implement BIO/mm-23 and BIO/mm-24.

BIO/mm-E5 Prior to initiation of construction that General Services Agency shall receive an incidental take permit from the USFWS that allows for capturing and relocating individuals as necessary. A qualified biologist shall survey the project area within 24 hours prior to ground disturbing activities and if any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, disturbance of the riparian vegetation shall be halted until the California red-legged frog individuals leave the area on their own accord, or until the biologist has coordinated with the USFWS and received permission to capture and relocate the individuals.

Before any construction activities begin on the project, the biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the species for the current project, and the boundaries within which the project may be accomplished.

The biologist will be present at the construction site until all initial disturbance of the upland habitat has been completed.

During construction activities, all trash that may attract predators shall be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris shall be removed from work areas.

Nesting Birds

The various habitats occurring in the Eastern Alignment provides suitable nesting habitat for a variety of bird species. Common passerines (i.e., perching birds; songbirds) may use the non-native annual grassland for nesting; raptors and common passerines may utilize the riparian scrub for nesting. If construction occurs between March and September, the available nesting habitats would be impacted by grading, vegetation removal, and equipment access. If bird species are nesting within or adjacent to the effected area during construction, the individuals could be directly or indirectly impacted. Direct impacts may include loss of active nests during vegetation removal. Noise or other disturbances may cause an individual to abandon a nest resulting in an indirect impact.

BIO Impact E7 Construction activities conducted during the nesting season (March through September) could directly or indirectly impact nesting birds.

Implement BIO/mm-18.

Residual Impact

With implementation of the above mitigation measures, direct and indirect impacts to nesting birds would be *less than significant*.

c. Special-status Plants

The annual grassland community supports a population of San Luis Obispo owl's clover (formerly San Luis Obispo Paintbrush). Segment 3 of the Eastern Alignment would traverse portions of the population resulting in the loss of 0.30 acre of occupied habitat and the loss of 0.94 acre of available habitat. The loss of occupied and available habitat would result from ground disturbing activities such as grading and paving.

BIO Impact E8 Construction of the Eastern Alignment would result in the loss of 0.30 acre of habitat occupied by San Luis Obispo owl's clover and 0.94 acre of habitat available to the species.

Implement BIO/mm-E1

BIO/mm-E6 *Prior to commencement of site grading, the biological monitor shall collect a minimum of 0.25 pounds (clean) of San Luis Obispo owl's clover seed to be included in a hydroseed mix. The hydroseed mix shall include a variety of native grasses and wildflowers and be applied to the temporarily disturbed areas located on the shoulders of the new bike path.*

Residual Impact

With implementation of the above mitigation measures, direct and indirect impacts to San Luis Obispo owl's clover would be *less than significant*.

2. Cumulative Impacts

The Eastern Alignment would result in permanent and temporary impacts to ESHAs, including jurisdictional waters, special status plants and wildlife. These resources fall under the jurisdiction of various state and federal resource agencies. Cumulatively, the project would result in an increased demand for public access and associated parking, which has the potential to affect natural resources and habitats. The potential impacts to the sensitive species and habitat types discussed in this section, when considered in context with the potential for losses of similar habitats due to the construction of future projects within the County, constitute a cumulative impact to these biological resources.

BIO Impact E9 **The impacts to sensitive species and habitats resulting from development of the Eastern Alignment would result in the direct loss of biological resources, and would contribute to the cumulative degradation of biological resources of the area, resulting in a potentially significant cumulative impact.**

Implement BIO/mm-1 through BIO/mm-10, 18, and BIO/mm-E1 through E6.

Residual Impact

Implementation of these measures would reduce project specific and cumulative impacts to a *less than significant level*.

E. CULTURAL RESOURCES

This section discusses potential cultural resources impacts that would result from the development of the Eastern Alignment. It focuses on Segments 2 and 3 as that is where improvements with the greatest potential to affect cultural resources are proposed. Chapter 4 of this EIR describes the project area's existing cultural resources (including archaeological, historical, and paleontological) conditions, regulatory environment, methods employed to evaluate potential project impacts, and the thresholds of significance utilized to assess the impacts. Please refer to Chapter 4 for detailed discussions of these topics.

1. Project-Specific Impacts and Mitigation Measures

a. Prehistoric Resources

Based on the results of previous surveys and the Extended Phase I (XPI) Study (SWCA 2010) prepared for this EIR, the Eastern Alignment would bisect a known cultural resources site, CA-SLO-879. This site includes significant subsurface resources, and has been determined eligible for the National Register of Historic Places (NRHP). Due to the size of the site, volume and density of resources within it, and the physical constraints that exist east of Highway 1 (i.e., the Marine Terminal improvements), avoidance of these resources is infeasible. Impacts would be potentially most significant near the proposed Toro Creek bridge as that is where deeper excavations and a wider area of disturbance would be necessary.

Because the Eastern Alignment cannot be redesigned to avoid resources, and because of the significance of the site, recommended mitigation includes development and implementation of a Phase III (data recovery) plan prior to construction.

CR Impact E1 The proposed project would potentially disturb intact subsurface cultural resources associated with a known cultural resources site, resulting in a significant impact.

Implement CR/mm-3 through 7 (refer to Chapter 4).

Residual Impacts

These measures include preparation and implementation of a Phase III data recovery plan prior to issuance of construction permits, so that data recovery can be completed prior to disturbance. A qualified archaeologist and a Native American will also be required to monitor all construction activities in the vicinity of the cultural resources site. These measures would reduce potential impacts to a *less than significant* level. No additional mitigation is necessary.

b. Historical Resources

Due to the lack of potentially historic structures within the Eastern Alignment and limited area and depth of disturbance required for the project, it is unlikely that significant historical resources would be encountered as a result of construction. Impacts to historic resources would be *less than significant*. No mitigation measures are required.

c. Paleontological Resources

Generally the Eastern Alignment would be located on alluvium associated with the Toro Creek floodplain or other formations that are not known to contain significant paleontological resources. In addition, because construction of the project would generally require excavations of approximately six inches, disturbance of the underlying bedrock to any significant degree is unlikely. Impacts to paleontological resources would be *less than significant*. No mitigation is required.

2. Cumulative Impacts

Implementation of the Eastern Alignment would potentially contribute to the cumulative degradation of significant archaeological resources in the County. The destruction of archaeological resources has a significant cumulative impact as they are inherently important to the descendants of native peoples and make the study of prehistoric and historic life unavailable for study by scientists. Given the prevalence of cultural resource sites in San Luis Obispo, and the number of construction activities that involve disturbance of archaeologically sensitive areas that are not regulated, it is likely that significant prehistoric and historic resources are often not identified and are permanently lost. For the Eastern Alignment, impacts to known potential subsurface prehistoric archaeological resources would be mitigated by implementation of data recovery and monitoring. Based on implementation of mitigation measures recommended in this EIR, potential cumulative impacts resulting from the Eastern Alignment are considered *less than significant*. No additional mitigation is required.

F. GEOLOGY, SOILS, AND DRAINAGE

This section discusses potential geologic, soils, and drainage impacts that would result from the Eastern Alignment. It focuses on Segments 2 and 3 as that is where improvements are proposed. Chapter 4 of this EIR describes the site's existing geology, soils and drainage conditions, regulatory environment, methods employed to evaluate potential project impacts, and the thresholds of significance utilized to assess the impacts. Please refer to Chapter 4 for detailed discussions of these topics.

1. Project-Specific Impacts and Mitigation Measures

a. Faulting and Seismicity

Seismic activity could induce liquefaction, resulting in uneven settlement of the bikeway or cracking of the pavement along the Eastern Alignment. Based on the geotechnical report, liquefaction resulting from an earthquake could induce settlement and lateral spreading of soils and even failure of the bridge abutments. The Eastern Alignment does not include habitable structures and failures of the majority of the bikeway would necessarily expose persons to injury; however bridge or retaining wall failures could. Any failure could also indirectly accelerate localized erosion and sedimentation.

GSD Impact E1 The Eastern Alignment improvements would be subject to damage or failure may become unstable when a seismic event results in liquefaction of the underlying soils.

Implement GSD/mm-1 (refer to Chapter 4).

Residual Impacts

The potential exists that a major seismic event coupled with other events such as high groundwater conditions and/or storm events will impact the project improvements; however, implementation of GSD/mm-1 would reduce potential impacts to a *less than significant* level. No additional mitigation is necessary.

b. Soil Conditions

Soil Erosion

Construction activities would increase the amount of exposed soils and create small slopes subject to erosion. Erosion would be accelerated where soils are directly exposed to concentrated stormwater runoff such as at culverts and existing drainage swales.

GSD Impact E2 Construction activities, including soil disturbance and removal of vegetation would cause erosion and down-gradient sedimentation, resulting in a potentially significant impact.

Implement BR/mm-6 through 10 (refer to Chapter 4).

Residual Impacts

Implementation of these measures, which include preparation of a sedimentation and erosion control plan, would reduce potential erosion and sedimentation impacts to a less than significant level. No additional mitigation is necessary.

Expansive Soils

Refer to Section 4-5. There is no indication that measures beyond those already required by ordinance required would be necessary. Impacts associated with expansive soils are *less than significant*.

Bluff Retreat

Bluff retreat is not applicable to the Eastern Alignment.

Drainage

There are no proposed drainage improvements proposed for the Eastern Alignment. Segment 2 would be located adjacent to Highway 1. Stormwater currently sheet flows and is collected at a curb on the eastside of the highway, or flows into the center median. In both cases, stormwater is then carried by culvert under Highway 1 as discussed in Chapter 4. Segment 2 would require retaining walls, in some cases on both sides of the bikeway. These walls and the bikeway surface would be impervious and could channel runoff which currently percolates or sheetflows into the existing drainage along Highway 1.

Segment 3 would be located east of the Highway 1 ROW and east of the Highway stormwater collection and drainage system (culvert intakes, curbs, etc.) The bikeway surface along Segment 3 would be impervious and is located slightly above the grade of the highway; therefore may contribute stormwater to the Highway 1 drainage system. In other cases, the topography appears to be such that drainage from the bikeway may sheet flow into existing coastal marsh (refer to Figure 4.3-2) or Toro Creek. Given the limited topographic changes along Segment 3 and that bikeway is relatively narrow compared to the drainage area east of Highway 1, increased impervious surface would not significantly affect runoff patterns.

Portions of Segment 3, including the bridge approaches and abutments would be constructed within the 100-year floodplain. The deck of the bridge is expected to be located at the same level or slightly higher than the Highway 1 bridge to avoid constricting the highest flows of Toro Creek under the bridge; nevertheless, the bridge could capture debris and the bikeway approaches would technically result in “filling” a small portion of the floodplain, potentially raising floodlevels downstream and affecting the function of Highway 1 during high flow events.

GSD Impact E3 Construction of the Eastern Alignment bikeway, the bridge over Toro Creek, retaining walls, and the barrier system, would increase impervious surfaces, capture and concentrate stormwater, and alter local drainage patterns.

Implement GSD/mm-4, 5 and BR/mm-9.

Residual Impacts

Implementation of these measures would reduce drainage impacts to a *less than significant* level. No additional mitigation is required.

2. Cumulative Impacts

Potential impacts related to geologic, soils, and seismic hazards are generally site-specific, and mitigation measures are applied to each project to minimize the potential for significant geologic impacts. In this case potential Eastern Alignment impacts have been reduced to a less than significant level. The relatively small scope of development would have limited impact on existing geology, soils and drainage conditions and would not contribute cumulatively to changes in local conditions. Cumulative impacts are *less than significant*. No mitigation is required.

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G. HAZARDS AND HAZARDOUS MATERIALS

This section describes existing and potential sources of environmental hazards and hazardous materials associated with the Eastern Alignment. Because no subsurface disturbance is proposed for Segments 1 and 4, this section focuses on Segments 2 and 3. Chapter 4 of this EIR describes the site's existing hazardous conditions, regulatory environment, methods employed to evaluate potential project impacts, and the thresholds of significance utilized to assess the impacts. Please refer to Chapter 4 for detailed discussions of these topics.

1. Project-Specific Impacts and Mitigation Measures

a. Marine Terminal Contamination

Given the area of contamination shown in Figure 4.6-1, and the depths of contamination provided by Chevron, it appears that hydrocarbon contaminated soils would be encountered during construction of the Eastern Alignment. This is particularly true of Segment 3 at the proposed Toro Creek bridge. Excavations for the bridge abutment foundations would likely reach at least nine feet below the surface, where contamination is known to exist currently, especially if piers or caissons are used. However Chevron's ongoing clean-up and abatement actions on the Marine Terminal east of Highway 1 would reduce the potential for encountering contamination. Because the contamination is at considerable depth, there is little potential for bikeway users to encounter it.

HAZ Impact E1 Hydrocarbon-contaminated soils would potentially be encountered during construction of the Eastern Alignment improvements within the Marine Terminal property, resulting in a release of hazardous materials into the environment.

Implement HAZ/mm-1 and HAZ/mm-2 (refer to Chapter 4).

Residual Impact

With implementation of HAZ/mm-1, impacts would be *less than significant*. No additional mitigation measures are required.

b. Underground Pipelines

Refer to Section 4-6. Compliance with construction and engineering standards, which require identification of utilities and pipelines on project plans and in the field, would reduce potential impacts to a *less than significant level*. No mitigation is required.

c. Tsunamis

Refer to Section 4-6. Existing procedures would adequately reduce the potential exposure of bikeway users to a tsunami hazard. Impacts would be *less than significant*. No mitigation measures are required.

d. Rockfall

Segment 2 would be located on a large cutslope where the geologic formation is highly fractured and where there is with little soil or vegetative cover. The cut-slope includes a series of benches which act as drainage conduits, and they also could detain rocks and soil which

comes free from the slopes above. One such bench is located approximately 35 feet above the proposed Eastern Alignment. Based on the lack of debris at the bottom of the cutslope and the fact that no debris catching system is in place despite the proximity of the slope to Highway 1, it does not appear that rockfall on the lowest slopes has historically been a safety or maintenance issue for Caltrans. However, the Eastern Alignment would require construction of two retaining walls and place bikeway users in close proximity to a large cut-slope where rocks could come loose during seismic events or as a result of erosion.

HAZ Impact E2 Bikeway users could be exposed to rockfall hazards along Segment 2 of the Eastern Alignment.

Implement GSD/mm-1 (refer to Chapter 4).

Residual Impact

Implementation of GSD/mm-1 would reduce potential rockfall hazard impacts to a *less than significant* level.

2. Cumulative Impacts

Potential hazards and use of hazardous materials are location-specific to the extent that they may result in significant impacts on the localized environment, but they are not “cumulative” in the sense normally applied in CEQA documents. Further, the impacts identified in this section are associated with relatively short-term construction activities; therefore, the cumulative impacts related to these issues and mitigation measures that have been identified for the proposed project would apply cumulatively as well. Cumulative impacts would be *less than significant*. No additional mitigation is required.

H. TRANSPORTATION AND CIRCULATION

This section of the EIR documents the transportation-related impacts associated with the Eastern Alignment. Section 4-7 of this EIR describe the site's existing circulation system and conditions, regulatory environment, methods employed to evaluate potential project impacts, and the thresholds of significance utilized to assess the impacts. Please refer to Chapter 4-7 for detailed discussions of these topics.

1. Project-Specific Impacts and Mitigation Measures

a. Intersection and Roadway Capacity

Refer to Section 4-7. The Eastern Alignment would not generate enough traffic to impact local roads and intersections that are all currently and anticipated to operate at acceptable LOS. Impacts would be *less than significant*. No mitigation is required.

b. Short-term Highway 1 Lane Closure

Construction of Segment 2 would result in the periodic closure of at least one northbound lane of Highway 1. This closure would likely slow traffic along Highway 1 and cause congestion during the period of construction.

TC Impact E1 Construction of the Eastern Alignment would result in periodic lane closures along Highway 1 during construction, resulting in a potentially significant impact.

Implement TC/mm-1 (refer to Chapter 4).

Residual Impact

With implementation of mitigation, this impact would be *less than significant*.

c. Bicycle and Pedestrian Traffic

Refer to Section 4-7. The Eastern Alignment would connect existing bikeways in Morro Bay and Cayucos, as well as provide a Class I bikeway along Highway, separate from highway traffic. There would be *no impacts* to bicycle or pedestrian traffic. No mitigation is required.

d. Parking

Parking Congestion

The Eastern Alignment does not include the same potential parking capacity as the proposed project. Informal lots between Yerba Buena and Studio Drive would likely not be as attractive to bikeway users as they would require an unsignalized crossing of Highway 1 to get to the bikeway. As a result those lots may not be impacted, however that may result in additional burdens to parking areas along Segment 1 at the Cloisters Park and Azure Street, but in particular at the North Point Natural Area and the Morro Strand State Parks day use parking area.

An increase in use resulting from the Eastern Alignment would potentially create parking demands that exceed supply, especially if the large parking area at the Norma Rose Park is not

effectively utilized. Neighborhood streets along Segment 1, Zanzibar and Main Street in Morro Bay, and Ocean Boulevard in Cayucos would likely see an increase in curbside parking as well. During holiday weekends, demand may exceed supply at these locations based on analysis of current usage of the parking areas utilized by the Eastern Alignment. This impact would be temporary, and limited to peak holiday and travel weekends (i.e., Fourth of July, Labor Day, etc.).

TC Impact E2 The Eastern Alignment would result in parking demand exceeding proposed supply, as well as an increase in neighborhood curbside parking in areas where existing parking may be insufficient to meet user needs, resulting in a potentially significant impact.

Implement TC/mm-2 (refer to Chapter 4).

Residual Impact

Even with implementation of this measure impacts would be likely during peak holiday and weekend times. However, these impacts already exist to a degree and the contribution of the Eastern Alignment may not be perceptible. With mitigation and in the context of existing high coastal access parking demand this impact would be considered *less than significant*.

Short-term Disturbance of Parking Areas

This impact is not applicable to the Eastern Alignment.

e. Safety

Increased Cyclist and Pedestrian Use of Local Roads

The proposed Class I bikeway would separate bicycle and pedestrian users from the high-speed motorized traffic on Highway 1. However, the Eastern Alignment is expected to result in an increase in bicycle and pedestrian traffic along the project corridor, including an increase in use within those existing neighborhoods where Class III paths already exist. The increased traffic in established neighborhoods could create potentially dangerous driving conditions in residential areas serving as a passageway for bicycle and pedestrian traffic, as bicyclists can be hard to see in the context of street parking, signage, and/or landscaping. While the increased trips would not significantly reduce the level of service on these local roads residents may notice the increased level of bike and pedestrian traffic. Local streets likely affected by the increase in visitor traffic include Sandalwood Avenue, Beachcomber Drive, Toro Lane, Zanzibar Street, Main Street, Studio Drive and Ocean Boulevard.

TC Impact E3 The Eastern Alignment would increase cyclist and pedestrian use of surface streets, and require them to navigate streets with fairly dense housing, substantial on-street parking, narrow streets, and limited visibility.

Implement to TC/mm-2 (refer to Chapter 4).

Residual Impact

With implementation of mitigation measure TC/mm-2, this impact would be *less than significant*.

Highway 1 Crossing

The Eastern Alignment would require crossing Highway 1 at Yerba Buena Street, which could lead to increased conflicts between motorists and cyclists. The intersection already acts as a pedestrian and bike path crossing, and crosswalks and a traffic signal at this intersection are currently utilized to provide the safest crossing possible, short of a grade-separated route. There is a limited history of bicycle-related accidents at this intersection. However, increased traffic, particularly from less experienced cyclists and tourists, could lead to reduced safety at this location. In addition, bikeway users may attempt to cross Highway 1 at unsignalized locations, such as at Toro Creek Road and Studio Drive, to access the marine terrace, beach and the Studio Drive coastal access points

TC Impact E4 The Eastern Alignment would result in increased bicycle and pedestrian traffic at the Highway 1/Yerba Buena intersection, and at undesignated locations along Highway 1.

Implement TC/mm-2.

Residual Impact

With implementation of mitigation, this impact would be considered *less than significant*.

2. Cumulative Impacts

Population and tourism in the areas surrounding the Eastern Alignment are expected to slowly and steadily increase in the future, resulting in a corresponding steady increase in parking demands and safety conflicts along the Eastern Alignment corridor. At the same time the proposed project may reduce vehicle trips as it would create an alternative transportation option between Morro Bay and Cayucos. Traffic along Highway 1 and other roads in the surrounding street network would increase along with beach tourism and bikeway usage. The Eastern Alignment would contribute cumulatively to the temporary parking impacts on holidays and weekends in the future.

TC Impact E5 The Eastern Alignment would contribute to cumulative impacts associated with population and tourism growth in the area, resulting in increased traffic congestion, parking demand, and motorist and cyclist interaction safety issues.

Implement TC/mm-1 and 2 (refer to Chapter 4).

Residual Impact

With implementation of mitigation, this cumulative impact would be *less than significant*.

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I. LAND USE

This section of the EIR documents the Land Use impacts associated with the Eastern Alignment. The Eastern Alignment would in general be located within the same Land Use categories and Combining Designations as the proposed project (refer to Section 4.8, Land Use, Figures 4.8-1 and 4.8-2), although portions of Segments 2 and 3 of the Eastern Alignment are located in the County's Agriculture land use category. Appendix B and Section 4.8 of this EIR describe the plans and policies relevant to the proposed project, and with the exception of the shoreline/bluff setback related policies, they are also relevant to the Eastern Alignment. Relevant Agriculture and Open Space Policies are specifically discussed in this section.

1. Project-Specific Impacts and Mitigation Measures

a. Physically Divide an Established Community

The Eastern Alignment would not divide either the City of Morro Bay or the community of Cayucos in any way; rather, it would serve as an alternative transportation connection between and throughout those communities resulting in a beneficial impact to community connectivity. The project is consistent with various regional transportation and coastal plans encouraging public coastal access and alternative transportation methods. Impacts would be *less than significant*. No mitigation is required.

b. Conflict with Any Applicable Land Use Plan, Policy, or Regulation

Appendix B identifies approximately 100 policies relevant to the proposed project. These policies are in general also relevant to the Eastern Alignment. Exceptions include those policies such as Hazards Policy 6 from the County Coastal Plan Policies, which require specific bluff setbacks. Because portions of the Eastern Alignment would be located within the Agriculture land use category, additional policies from the County's General Plan, Agriculture and Open Space Element are also relevant. These policies are described below.

AGP 18a. Locate new buildings, access roads, and structures so as to protect agricultural land.

This policy is intended to ensure that new developments are sited such that the most productive agricultural lands are maintained for production. Specifically, it notes that new development on farmland should be (1) minimized, (2) located on least productive areas of farmland, and (3) sited in ways so that new roads do not bisect farm fields.

AGP 24. Conversion of Agricultural Land.

This policy discourages the conversion of agricultural lands to non-agricultural lands. It suggests that locating new public facilities outside of urban and village reserve line should be avoided if feasible alternatives exist.

AGP 31 Recreational Use of Agricultural Lands

This policy encourages recreational uses on private lands in cases where such uses are compatible with agriculture, scenic, and environmentally sensitive resources.

AGP 32. Trail Access to Public Lands

This policy is intended to ensure that trails do not result in trespass or damage to sensitive resources, livestock.

A project which is inconsistent with any of these policies would potentially impact agricultural resources directly through the conversion of agricultural lands to another use, or indirectly by introducing an incompatible use into an agricultural area, bisecting farm fields, and/or otherwise reducing the capability of an existing agricultural operation. The Eastern Alignment is consistent with AGP 18a. The bikeway is located as close to the non-agricultural portions of the property (Highway 1 right-of-way) as possible, and it would not bisect farm fields.

The Eastern Alignment is potentially inconsistent with AGP 24 because it would result in a conversion of agricultural land (0.9 acres) to a non-agricultural use. It is also potentially inconsistent with AGP 31 and 32 as it would potentially result in conflicts between the recreational uses and the agricultural uses. However, mitigation which would reduce impacts resulting from these inconsistencies, have been fully discussed in the Agricultural Resources section (F-2B). It was determined in that section that impacts would be less than significant. Therefore the Eastern Alignment is considered consistent with these policies.

Of the policies identified in Appendix B and those Agriculture and Open Space policies identified above, the Eastern Alignment would only potentially be inconsistent with the City of Morro Bay's Environmentally Sensitive Habitat Area policy 11.14, which requires a minimum buffer of 50 feet between coastal streams and development. Compliance with this policy is infeasible however, as the proposed project must cross Toro Creek to meet its objectives of providing an off-highway alternative transportation link between the City's of Morro Bay and the community of Cayucos. Substantial mitigation measures have been developed in the Biological Resources section that address potential impacts to Toro Creek. There are no additional impacts resulting from plan or policy conflicts that need to be addressed in the Land Use section. Impacts are considered *less than significant*. No additional mitigation is required.

c. Conflict with any Applicable Habitat Conservation Plan or Natural Community Conservation Plan

There are no applicable Habitat Conservation Plans or Natural Community Conservation Plans that regulate lands within the project corridor. Therefore, the proposed project would not conflict with the regulations of any such plans. There is *no impact*. No mitigation is required.

2. Cumulative Impacts

Potential cumulative land use impacts would be avoided or minimized through implementation of the design standards and procedures incorporated into the proposed project. Cumulative impacts related to other impact areas (e.g., biological resources, air quality, etc.) are analyzed and discussed in the impact sections of this EIR.