

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
(831) 427-4863

F15a

**Prepared September 20, 2007 (for October 12, 2007 Hearing)**

To: Coastal Commissioners and Interested Parties

From: Charles Lester, Deputy Director
Dan Carl, Permit Supervisor
Jonathan Bishop, Coastal Program Analyst

Subject: Certification Review for San Luis Obispo County Local Coastal Program Amendment Number **SLO-MAJ-1-05 PART 1 (Port San Luis Harbor District Master Plan)**

At the November 16, 2006 Coastal Commission meeting in Huntington Beach, the Commission approved, with suggested modifications, San Luis Obispo County Local Coastal Program (LCP) Major Amendment Number 1-05 Part 1. This LCP amendment incorporated relevant provisions of the Port San Luis Harbor District Port Master Plan into the San Luis Bay Area Plan segment of LCP Land Use Plan (LUP). The LUP amendment updated the San Luis Bay Area Plan with current information regarding public and industrial facilities; revised development programs and land use priorities; and provided general goals and development standards to guide future projects within the Port San Luis Harbor District. The amendment also changed the land use category of the Cal Poly pier from Industrial (IND) to Public Facility (PF); changed the land use category of three parcels totaling approximately 12.03 acres within the Harbor Terrace planning sub-area from Agriculture (AG) to Public Facility (PF); and included the three Harbor Terrace parcels within an expanded Urban Services Line/Urban Reserve Line.

By action taken April 17, 2007, San Luis Obispo County adopted the amending LCP text as directed by the Commission's suggested modifications (see Exhibit A). This action was taken within the required six month timeframe.

The Executive Director has determined that the actions taken by the County are legally adequate and that the amended LCP should be certified. The Executive Director recommends that the Commission concur with this determination and that the LCP, as amended, be certified. If the Commission concurs, the amended LCP will be certified as of today's date (i.e., October 12, 2007), and notification of this certification and Commission concurrence will be forwarded to the County (see draft letter in Exhibit B).

Motion. I move that the Commission concur with the Executive Director's determination that the actions taken by San Luis Obispo County to accept the Commission's suggested modifications for San Luis Obispo County LCP Amendment 1-05 Part 1 are legally adequate.

Executive Director's Recommendation. The Executive Director recommends a **YES** vote on the motion. Passage of this motion will result in certification of the San Luis Obispo County LCP as directed by the Commission's approval with suggested modifications of LCP Amendment 1-05 Part 1; the amended LCP will be certified as of today's date (i.e., October 12, 2007). The motion passes only by affirmative vote of a majority of the Commissioners present.





SAN LUIS OBISPO COUNTY
DEPARTMENT OF PLANNING AND BUILDING

VICTOR HOLANDA, AICP
DIRECTOR

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JUL 02 2007

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

May 8, 2007

Jonathan Bishop
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95065

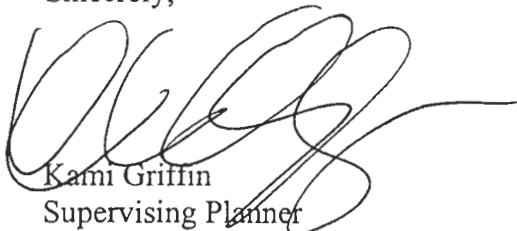
SUBJECT: Resolution acknowledging receipt of the Coastal Commission's Certification of LCP Amendment #1-05 - Part 1

On April 17, 2007, the Board of Supervisors adopted a resolution acknowledging receipt and agreeing to the Coastal Commission's modified language pertaining to Local Coastal Plan - Amendment Number 1-05, Part 1. A copy of the resolution and accompanying exhibits are enclosed.

We are now producing replacement pages which reflect the changes made by this amendment. We will send you a copy of the replacement page package as soon as it is available.

If you have any questions, please call me.

Sincerely,



Kami Griffin
Supervising Planner

CCC Exhibit A
(page 1 of 22 pages)

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JUL 02 2007
IN THE BOARD OF SUPERVISORS
COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Tues day April 17, 2007

PRESENT: Supervisors Harry L. Ovitt, Bruce S. Gibson, K.H. 'Katcho' Achadjian,
James R. Patterson and Chairperson Jerry Lenthall
ABSENT: None

RESOLUTION NO. 2007-144

RESOLUTION ACKNOWLEDGING RECEIPT AND AGREEING TO CALIFORNIA COASTAL
COMMISSION'S MODIFIED LANGUAGE PERTAINING TO
LOCAL COASTAL PLAN - MAJOR AMENDMENT NUMBER 1-05 - PART 1

The following resolution is now offered and read:

WHEREAS, the County of San Luis Obispo Board of Supervisors conducted a public hearing on June 14, 2005, and approved amendments to the Coastal Zone Land Use Element/Local Coastal Plan; and

WHEREAS, the County submitted Local Coastal Plan - Major Amendment Number 1-05, to the California Coastal Commission for certification on August 5, 2005; and

WHEREAS, on November 16, 2006, the California Coastal Commission recommended modified language in Local Coastal Plan - Major Amendment Number 1-05- Part 1; and

WHEREAS, on November 16, 2006, the California Coastal Commission certified Local Coastal Plan - Major Amendment Number 1-05- Part 1 provided certain modified language suggested by the California Coastal Commission was adopted by the County, said language is contained in the California Coastal Commission staff report, dated January 17, 2007, attached hereto and incorporated by reference herein; and

WHEREAS, pursuant to the California Code of Regulations, title 14, sections 13544(a), 13544.5(a), 13547(a) and 13551(b), the San Luis Obispo County Board of Supervisors may now accept and agree to the terms and modifications suggested by the California Coastal Commission on Local Coastal Plan - Major Amendment Number 1-05 - Part 1, and take formal action to satisfy the terms and modifications.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of the County of San Luis Obispo, State of California, in a regular meeting assembled on the seventeenth day of April, 2007, that the Board of Supervisors of San Luis Obispo County, acknowledges receipt and hereby agrees to the modified language, as suggested by the California Coastal Commission, without further changes, pertaining to Local Coastal Plan Major Amendment Number 1-05- Part 1 as set forth in Exhibit "A", attached hereto and incorporated herein as though fully set forth.

BE IT FURTHER RESOLVED AND ORDERED that the Land Use Element and Local Coastal Plan, be amended and adopted as follows:

1. As to California Coastal Commission's suggested modification language, the Board of Supervisors takes the following action:

a. The Board of Supervisors accepts the modified language suggested by the California Coastal Commission pertaining to the Port San Luis Harbor Master Plan - as it implements the California Coastal Commission's recommendation by amending and adding the language as it appears on Exhibit A attached hereto and incorporated herein as though fully set forth.

CCC Exhibit A
(page 2 of 22 pages)

RECEIVED

JUL 02 2007

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

BE IT FURTHER RESOLVED AND ORDERED that pursuant to California Code of Regulations, title 14, sections 13544.5(b) and 13547(b), the Board of Supervisors directs staff to submit this resolution to the Executive Director of the California Coastal Commission for a determination, in writing, that the County's action is legally adequate to satisfy the conditions of certification set forth in the California Coastal Commission's certification order.

Upon motion of Supervisor Patterson, seconded by Supervisor Gibson, and on the following roll call vote, to wit:

AYES: Supervisors Patterson, Gibson, Ovitt, Achadjian, Chairperson Lenthall

NOES: None

ABSENT: None

ABSTAINING: None

the foregoing resolution is hereby adopted.

JERRY LENTHALL

Chairman of the Board of Supervisors

ATTEST:

JULIE L. RODEWALD
Clerk of the Board of Supervisors

[SEAL]

By: C.M. CHRISTENSEN Deputy Clerk

APPROVED AS TO FORM AND LEGAL EFFECT:

JAMES B. LINDHOLM, JR.
County Counsel

By: [Signature]
Deputy County Counsel

Date: 3.24.09

STATE OF CALIFORNIA)
COUNTY OF SAN LUIS OBISPO) SS
I, JULIE L. RODEWALD, County Clerk of the above
entitled County, and Ex-Officio Clerk of the Board
of Supervisors do hereby certify the fore-
going to be a full and true copy of an order
entered in the minutes of said Board of Super-
visors, and now remaining of record in my office.
Witness my hand and seal of said Board of
Supervisors this APR 20 2007
JULIE L. RODEWALD
County Clerk and Ex-Officio Clerk
of the Board of Supervisors
By: [Signature]
Deputy Clerk

EXHIBIT A

Coastal Commission Suggested Modifications

II. Suggested Modifications

The Commission suggests the following modifications to the proposed Land Use Plan amendment, which are necessary to make the requisite Coastal Act consistency findings. If San Luis Obispo County accepts and agrees to each of the suggested modifications within six months of Commission action (i.e., by May 16, 2007), by formal action of the Board of Supervisors, the Land Use Plan amendment will become effective upon Commission concurrence with the Executive Director's finding that this acceptance has been properly accomplished. Where applicable, text in ~~cross-out~~ format denotes text to be deleted and text in underline format denotes text to be added. Each suggested modification includes a reference to the corresponding page number in the County LUP amendment submittal (Exhibit B).

A. Suggested Modifications to the LUP amendment proposed for the San Luis Bay Area Plan, Chapter 6 (Land Use) and Chapter 8 (Planning Area Standards).

1. Chapter 6 (Land Use)

(Mod 1 pg. 2) Amend the Public Facilities description in Chapter 6:

This land use category is applied to lands along Harford Drive owned by, ~~or~~ under long-term lease with, or being pursued for acquisition by the Port San Luis Harbor District. This land use also applies to the landside parcel adjacent to the Cal Poly Pier (APN 076-174-010), and the Cal Poly Pier. The lands owned by the harbor district are proposed for a wide variety of recreational uses, to be constructed in phases over a period of several years.

(Mod 2. pg. 4) Amend Public Facilities Program #4 in Chapter 6:

4. Future revisions to the harbor master plan should be based upon the following priorities:

Priority I: ~~Coastal-Dependent Uses~~

- a. Boating and fishing
- b. Aquaculture and mariculture

Priority II: ~~Coastal-Related Uses~~

- a. Boat trailer storage
- b. Equipment rental

Priority III: ~~Other Uses~~

- a. Other uses ~~which are neither coastal dependent or related,~~ including marine research and education, offices, or general retail.



(Mod 3 pg. 4) Add new Public Facility Program #5 in Chapter 6:

5. Port San Luis Harbor District and operators shall explore opportunities for low-cost boating and fishing programs. This may include, but is not limited to, providing mooring space and/or use of harbor facilities to non-profit groups, educational groups, and community programs at reduced rates when possible.

2. Chapter 8 (Planning Area Standards)

(Mod 4 pg. 5) Modify the last sentence of San Luis Bay Rural Areawide Standard #1:

1. Port San Luis Lightstation. ...All development within the Lightstation Planning Sub-Area is to be in conformity with the applicable Avila Beach Urban Area Standards.

(Mod 5 pg. 8) Modify the last sentence of Avila Beach Urban Area Communitywide Standard #2:

2. ... Further, ~~no substantial damage shall be allowed to~~ significant disruptions to the environmentally sensitive habitat of San Luis Obispo Creek and its associated riparian habitat areas shall be avoided. Unavoidable impacts without shall provide equivalent offset mitigation ~~or~~ and enhancement measures.

(Mod 6 pg. 8) Modify Avila Beach Urban Area Communitywide Standard #4:

4. Permit Requirement. Unless otherwise specified in the Avila Beach Specific Plan, Minor Use Plan Permit approval is required for all proposed new uses. All development activities on the Tank Farm shall require Development Plan review and approval.

(Mod 7 pg. 11) Modify Avila Beach Urban Area Communitywide Standard #7:

7. Port San Luis Harbor District Port Master Plan. Permit approval of facilities under jurisdiction of the Port San Luis Harbor District may be granted only where consistent with the policies of the Harbor Port Master Plan, Appendix J of the Port Master Plan, the Local Coastal Program, the Coastal Act where applicable, and upon prior approval from the Harbor District.

(Mod 8 pg. 11) Modify Port San Luis Districtwide Policy #2 regarding development approvals:

2. Coastal Development Permitting Authority. All Port land-based properties are under the primary permitting jurisdiction of the County of San Luis Obispo, except for areas that have been previously filled or otherwise under jurisdiction of the California Coastal Commission. ~~Permitting for tideland and water areas are administered by the California Coastal Commission.~~ The California Coastal Commission retains permit jurisdiction for lands below the mean high tide line and where the public trust may exist (as shown in LCP Exhibit 8.8).

(Mod 9 pg. 11) Modify Port San Luis Districtwide Policy #3 regarding mitigation measures:

3. Mitigation Measures. ~~In addition to Chapter Three policies, refer to the Appendix J of the~~



Port Master Plan for mitigation measures. New development shall avoid significant adverse impacts to coastal resources. Where significant adverse impacts cannot be avoided, appropriate mitigation measures shall be implemented. Refer to Appendix J of the Port Master Plan for some examples of mitigation measures.

(Mod 10 pg. 12) Modify Port San Luis Districtwide Policy #4 regarding the Cal Poly Pier:

4. Cal Poly Pier. The Cal Poly Pier (formerly Unocal Pier) is intended for educational purposes only public education, and public access and recreation purposes only. Marine research is allowed but not to the exclusion of public access. Use of the Pier for the support of offshore oil exploration is prohibited.

(Mod 11 pg. 12) Modify Priorities Services, and Facilities Policy #1:

1. Priorities for Development of Facilities and Allocation of Service Capacity. ...Prior to approval of any use that is not coastal dependent, the approval body shall make a finding that adequate resources and services are reserved for coastal dependent uses proposed in this Master Plan. Development will reflect the priorities according to the following classifications:
 - a. Coastal Dependent Uses Priority I. The first priority is to meet the needs of uses that derive their viability directly from proximity to the ocean including: boating and fishing, Harbor operations, aquaculture and mariculture, beach activities, fish offloading and oceanfront recreational uses.
 - b. Coastal Related Uses Priority II. The secondary priority is to accommodate uses that relate to but do not require the presence of water including trailer boat storage, equipment rental, and seafood processing, as well as uses that provide for the needs of waterfront visitors and workers, such as overnight accommodations, restaurants, and parking.
 - c. Other Uses Priority III. The third priority is to accommodate those uses that do not otherwise fit into coastal dependent Priority I or coastal-related Priority II uses, including marine research and education, offices or general retail.

(Mod 12 pg. 12) Modify Priorities, Services, and Facilities Policy #2:

- a. Water. ~~De~~ Usage shall not exceed the existing 100 acre-feet per year (AFY) available to the Harbor District from its Lopez entitlement. The District shall not sell or otherwise dispose of this entitlement to any users except lessees, concessionaires, or other Harbor uses consistent with this Master Plan. ...
- b. Wastewater. ~~De~~ Wastewater generation shall not exceed available capacity owned by the Harbor District in the Avila Beach Community Services District wastewater treatment plant. ...The District shall not sell or otherwise dispose of this entitlement to any users except lessees, concessionaires, or other Harbor uses consistent with this Master Plan. ...



- c. Parking. ... ~~Require~~ New uses development shall to provide additional parking consistent with the County Coastal Zone Land Use Ordinances and the Avila Specific Plan.

(Mod 13 pg. 13) Modify Priorities, Services, and Facilities Policy #3:

3. Boating and Fishing Facilities. Recognize ~~and protect~~ the importance of boating and fishing to Port San Luis. Protect, and where feasible upgrade boating and fishing facilities, by requiring ~~Other uses to shall~~ incorporate site and design measures that avoid interfering with these priority uses.

(Mod 14 pg. 13) Modify Access Policy #2:

2. Shoreline Access. Maintain public access to the beaches, oceans, and Port properties, and enhance where feasible ~~and consistent with public safety~~ and coastal resource protection.

(Mod 15 pg. 13) Modify Access Policy #3:

3. Development Contributions to Enhance Access. ~~Require new commercial developments or redevelopments to~~ New development shall provide public access improvements and enhancements...

(Mod 16 pg. 13) Modify Aquatic and Terrestrial Habitats Policy #1:

1. Marine Environments. Unless allowed under Chapter 3 of the Coastal Act, new development including alterations to port facilities (other than those approved by Coastal Commission permits or on-going maintenance) is prohibited in marine environmentally sensitive habitat areas (ESHA's) and shall not result in significant and unavoidable decreases in significant water quality impacts to of San Luis Obispo Bay, including Marine resources shall be maintained, enhanced, and where feasible restored. New development within the marine environment shall sustain the biological productivity of coastal waters and maintain healthy populations of all species of marine organisms adequate for long term commercial, recreational, scientific, and educational purposes.

New development within or adjacent to the marine environment shall include water quality Best Management Practices (BMP's) before, during, and after construction.

Environmentally sensitive habitats to of San Luis Creek and other coastal creeks, including their associated riparian habitats, shall be protected, preserved, and restored where feasible.

(Mod 17 pg. 14) Add a missing word to Aquatic and Terrestrial Habitats Policy #2:

2. Clean Boating. The Port District shall participate with other entities in efforts to educate and encourage boaters and boating facility operators to use best management practices.

(Mod 18 pg. 14) Modify Aquatic and Terrestrial Habitats Policy #4:



4. Native Vegetation. Native oak trees and plant cover shall be protected wherever feasible. New landside development shall require landscape plans that incorporate include only native, drought tolerant plants of local stock and other coastal species appropriate to the site and that reflect the Port's waterfront character. Invasive plant species are prohibited.

(Mod 19 pg. 14) Modify Aquatic and Terrestrial Habitat Policy #5:

5. Land-based Sensitive Resources. Incorporate decisions and implementation measures that protect environmentally sensitive resources. Consistent with the LCP provisions for Environmentally Sensitive Habitat Areas (ESHA) already required pursuant to Coastal Zone Land Use Ordinance Section 23.07.170, land based environmentally sensitive habitat areas (ESHA) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Development adjacent to ESHA and parks and recreation areas shall be sited and designed to prevent impacts that would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

(Mod 20 pg. 14) Add new Aquatic and Terrestrial Habitat Policy #6 related to aquaculture and mariculture:

6. Aquaculture and Mariculture. Coastal development permit approval is required for the development or expansion of aquaculture and mariculture facilities. Aquaculture and mariculture facilities (including support structures such as, pens, nets, screens, anchors, holding tanks, intake and outfall lines, etc) shall be sited and designed to protect marine resources, environmentally sensitive habitats, water quality, coastal-dependent uses, and public access. Potential adverse impacts that shall be addressed include, but are not necessarily limited to, impacts from:
 - a. Fish escapes, including potential adverse impacts from genetic pollution of the wild stock, the transmission of disease from cultured fish to the wild stock, and the potential for cultured fish to become an exotic invasive species;
 - b. The culture of high trophic-level fish on stocks of low trophic-level fish and the ecosystem as a whole;
 - c. Organic pollution and eutrophication, including potential adverse impacts to the benthic environment;
 - d. The use of chemicals, including the use of antibiotics and/or anti-fouling treatments for fish pens;
 - e. Space and/or use conflicts;
 - f. Physical effects to the seafloor from anchors and/or other structures; and
 - g. Anti-predation devices.

Prior to approval of new or renewed aquaculture and mariculture facilities, evidence shall be provided that all other applicable regulatory agencies (e.g. CDF&G, RWQCB, USFWS) have approved the development or have determined that none is necessary.



(Mod 21 pg. 14) Modify Visual and Scenic Resource Policy #2:

2. Bluffs and Hillides. ~~Site and design a~~ New Development on bluffs and scenic hillides shall be sited and designed to protect scenic resources and ~~reduce prominent~~ enhance the visual impacts quality of the bluffs and hillides. Visually degraded areas shall be restored where feasible.

(Mod 22 pg. 14) Modify Hazards Policy #1:

1. Natural Hazards. ~~In areas subject to natural hazards, require new development to be located and designed to limit risks to human life and property to the greatest extent practicable. New development 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. All new development shall assure stability and structural integrity, and neither create nor contribute significantly to erosion and geologic instability. Along the shoreline new development (with the exception of coastal-dependent uses or public recreation facilities) shall be designed so that shoreline protective devices (such as seawalls, cliff retaining walls, revetments, breakwaters, groins) that would substantially alter landforms or natural shoreline processes, will not be needed for the life of the structure. Construction of permanent structures on the beach shall be prohibited except for facilities necessary for public health and safety such as lifeguard towers.~~

(Mod 23 pg. 15) Modify Open Water Policy #1:

1. Water Space Distribution. ~~The Port shall divide water areas among moorings for commercial fishing, recreational power and sailing vessels, anchorages, navigation channels, open water areas, swimming areas, and other water uses, according to the Harbor District Board of Commissioners policy and changing market demands.~~

(Mod 24 pg. 16) Delete Breakwater Policy #3 from the Open Water policy section in Chapter 8 and include it as new Public Facilities Program #6 in Chapter 6 with the following modifications:

3. 5. Breakwater and Marina Proposals. Consider and evaluate complete proposals to expand the breakwater protection, including proposals for alternative breakwater systems, and developing a marina at Port San Luis. All breakwater expansion and marina proposals must be found consistent with the Coastal Act. All breakwater expansion and marina proposals shall include, but not be limited to, an evaluation of impacts to ocean currents, marine water quality, sandy bottom benthic habitats, sand supply, visual and scenic resource impacts, marina user affordability, lower-cost boating opportunities, and design alternatives that minimize impacts to coastal resources.

(Mod 25 pg.16) Re-number and modify Open Water Policy #4:

- 4 3. Limitation on Use. Maintain the Open Water Area for navigation purposes, fishing and



boating, water sports, ~~and~~ biological resources, and other coastal dependent uses such as certain aquaculture and mariculture. Also allow ...

(Mod 25 pg. 16) Modify Harford Pier Policy #1:

1. Historic Character. Maintain and improve Harford Pier in accordance with the historic character and use of the facility ~~as well as.~~ The heavy-timber wharf character shall be used as the basis for design of any additional structures and improvements consistent with the adopted Harford Pier Design Guidelines of June 1990.

(Mod 26 pg. 16) Modify Harford Pier Policy #2:

2. Reserve Space. All new developments and uses approved on Harford Pier shall be coastal-dependent. Notwithstanding the replacement of existing coastal related and visitor-serving activities and uses, The replacement and/or alteration of existing coastal-related developments and visitor-serving activities and uses on Harford Pier shall not result in an increase or an expansion in the existing development footprint. reserve remaining space on Harford Pier for coastal dependent uses. Maintain a A 30-foot open space setback at end of pier shall be maintained.

(Mod 27 pg. 16) Modify Harford Pier Policy #5:

5. Limited Parking. Allow limited parking on Harford Pier consistent with the applicable fire authority requirements. Within six months of Commission action on this amendment (i.e., prior to May 16, 2007), the Port shall submit for Coastal Commission Executive Director review and approval, a Harford Pier Parking Plan that accommodates commercial fishing needs and public access. Changes to parking and circulation patterns on Harford Pier (other than emergency closures and operation and maintenance activities covered under existing coastal development permits) that change the density or intensity of use of the land, or change the intensity of use of water, or of access thereto, shall require a coastal development permit from the California Coastal Commission.

(Mod 28 pg. 17) Modify the heading for Harford Landing:

Harford Landing. The following goal and policies apply only to the Harford Landing Planning Sub-Area. ~~The County of San Luis Obispo administers coastal development permits for Harford Landing.~~

(Mod 29 pg. 17) Modify Harford Landing Policy #2:

2. Beneficial use. Provide efficient, safe, and convenient parking and circulation to benefit all users. Changes in parking and circulation patterns on Harford Landing (other than emergency closures and operation and maintenance activities covered under existing coastal development permits) that change the density or intensity of use of the land, or change the intensity of use of water, or of access thereto, shall require approval a coastal development permit from the



California Coastal Commission or from the County depending on the projects location in relationship to the jurisdictional boundary shown on LCP Figure 8.8.

(Mod 30 pg. 17) Delete "shoreline protection" use and the specific RV camping standard from the list of allowable uses in Harford Landing Policy #3.

3. Limitation on Use. ... Permitted uses on Harford Landing shall include...~~shoreline protection, ... Allow RV camping until another suitable location is established on Port property.~~

(Mod 31 pg. 17) Add new RV camping standards as Harford Landing Policy #4.

4. RV Camping on Harford Landing. RV camping is allowed on the Jetty for no more than 5 years following approval of this amendment (until November 16, 2011) or until another suitable location is established on Port property, whichever occurs first. Extension to this timeframe may be granted by the Executive Director of the Coastal Commission for good cause. RV camping is allowed within the East Parking Lot, provided a minimum of twelve parking spaces shall be reserved for those vehicles pulling trailer boats, and their trailers. The balance of the East Parking Lot shall be mixed use parking, with priority given at all times to vehicles with trailer boats. RV camping shall not be permitted in any other area of the Harford Landing.

(Mod 32 pg. 17) Amend the Goal for the Beach and Bluffs planning sub-area:

Goal: ~~The Beach and Bluff Areas provide adequate public access, open space, and complementary facilities, where appropriate. Maximize public access and recreation opportunities within the Beach and Bluff planning sub-area and provide open space and complementary facilities where appropriate.~~

(Mod 33 pg. 17) Amend Beach and Bluff Policy #1.

1. Public Space. The Port shall provide space for public viewing opportunities and single-car public parking at the bluff overlooks, consistent with the protection of coastal water quality and public safety needs including shoreline hazards and the stability of the bluffs. New development on the bluff overlooks shall be sited and designed to protect views to and along the ocean, be visually compatible with the character of the surrounding area, and, where feasible, restore and enhance visual quality in visually degraded areas. Parking improvements on the bluff overlooks shall include water quality protection measures to filter and/or treat storm runoff containing typical vehicular contaminants such as oil and grease.

(Mod 34 pg. 18) Amend Beach and Bluff Policy #4.

4. Small Craft Launch. Allow public vehicle access to Olde Port Beach free of charge for boat launching purposes consistent with public safety needs ~~while protecting~~ and natural resources protection.



(Mod 35 pg. 18) Delete “shoreline protection” use and the specific RV camping standard from the list of allowable uses in Beach and Bluff Policy #7.

7. Limitation on Use. Allow overlooks, paths, trails, parking, picnicking, restrooms, sightseeing facilities, interpretive display and exhibits, passive recreation commercial and recreational fishing, boat rental, small boat launching facilities, camping, trolley stop, visitor center, mobile retail vendors, outdoor events, public safety, coastal related temporary events, and beach nourishment, and shoreline protection. Allow RV camping at the Bluff area until another suitable location is established on Port property.

(Mod 36 pg. 18) Add new RV camping standards as Beach and Bluffs Policy #8:

8. RV Camping on Blufftop Overlooks. RV camping is allowed on blufftop overlooks (e.g. Nobi Pt. and Woodyard) for no more than 5 years following approval of this LCP amendment (until November 16, 2011) or until another suitable location is established on Port property, whichever occurs first. Extension to this timeframe may be granted by the County Planning Director and the Executive Director of the Coastal Commission for good cause.

(Mod 37 pg. 18) Modify Harbor Terrace Policy #3 regarding Visitor Uses:

3. Visitor Uses. Provide visitor-serving retail uses that are complementary to the harbor so that this area may enhance the public enjoyment in ways that financially and physically support the Harbor District’s public functions. Include overnight accommodations and commercial uses according to market demand and feasibility. Overnight accommodations shall include a minimum of ten percent (10%) affordable visitor-serving facilities.

(Mod 38 pg. 18) Modify Harbor Terrace Policy #5:

5. Pedestrian Access. ~~In a~~ New visitor-serving developments on Harbor Terrace, shall incorporate measures to provide safe pedestrian access onsite and coordinate access to the beach and other Port facilities.

(Mod 39 pg. 19) Modify Harbor Terrace Policy #7:

7. Trailer Park. The existing trailer park shall be closed, consolidated, or relocated consistent with the California Harbors and Navigation Code 6086 and Government Code 65863 prior to, or concurrent with, any approved development of the site. The mobile home park shall be consolidated, closed, or relocated, in a manner that maximizes the area available for coastal dependent and coastal related land uses prior to or concurrent with any approved development of the site.

(Mod 40 pg. 19) Add New Harbor Terrace Policy #10:

10. Harbor Terrace Planning Criteria: Development plans for Harbor Terrace shall be evaluated according to the following criteria:



- a. Proposed uses of the Harbor Terrace site shall include sufficient area for the highest priority coastal-dependent and coastal-related uses. Other uses shall be designed and constructed to avoid interferences with coastal-dependent and coastal-related uses. To ensure that future development of the Harbor Terrace provides adequate facilities necessary to serve the highest priority uses and does not reduce opportunities for lower-cost visitor serving uses and coastal access and recreation, future development proposals shall provide the following:
1. A minimum of 70 trailer boat storage spaces, 20 marine gear storage spaces, 48,000 square feet of general public parking (which includes public parking for a possible Harbor Office meeting room), and 10,000 square feet of expansion area that will be reserved to accommodate coastal-dependent and coastal-related uses. These uses shall be located in the western and southwestern portions of the site in order to maximize proximity to the coast and other associated harbor facilities, unless another location is equally sufficient.
 2. A minimum of one (1) lower-cost campsite (car or walk-in/bike-in tent campsite) must be provided for every one and a half (1.5) unit of hotel/motel (cabin, bungalow, inn, yurt, casita) development. A minimum of one (1) lower-cost campsite (car or walk-in/bike-in tent campsite) must be provided for every three (3) RV campsites.
 3. Permits necessary to construct the minimum number of lower-cost campsites (car or walk-in/bike-in tent campsites) must be approved prior to or concurrently with any permit approval for hotel/motel and/or commercial retail development on the Harbor Terrace, and the lower-cost campsites must be available for use within one year of the opening of the hotel/motel and/or commercial retail development.
 4. All commercial uses must serve coastal dependent uses, coastal-related uses and/or provide visitor-serving uses.
 5. With the exception of an on-site campground host or campground facilities manager, all overnight accommodations to be developed on the Harbor Terrace shall be exclusively available to the general public for transient occupancy. The establishment or conversion of overnight accommodations to a private or members only use (e.g. timeshares or condominiums), or the implementation of any program to allow extended and exclusive use or occupancy of the facilities by an individual or limited group or segment of the public is prohibited.
 6. Specialized programs and temporary events are subject to land use approval consistent with the LCP. Outdoor events conducted on the site shall be planned and staged so that noise generated by the event, attendees, and traffic is minimized. Temporary events shall not interfere with harbor operations and boating and fishing activities.



b. New development shall be sited and designed to minimize the visual impacts of the development, including those related to light and glare, in order to preserve the scenic quality of the area as viewed from public viewing areas, adjacent roads, piers, beaches, and the ocean. Special attention shall be given to maintaining character of the Harbor area. This shall be accomplished by:

1. Restricting the development of commercial retail facilities and structures (eating and drinking establishments, food and beverage retail sales, commissary, market, meeting rooms, parking, etc.) to the lower previously graded portions of the site, as depicted in Conceptual Harbor Terrace Plan Figure 8.6.

2. Limiting commercial retail facilities/structures and the harbor office/shop to two-stories with a maximum height of 25 feet.

3. Limiting hotel motel units (yurts, cabins, inns, casitas, bungalows) to single-story with a maximum height of 15 feet.

4. Limiting the use of APN 76-171-21 to walk-in/bike-in camping. The small, previously disturbed area on the northwest portion of the parcel adjacent to the existing access road may be used for structures necessary to serve the walk-in/bike-in campsites. No new road development or road improvements shall occur on APN 76-171-21, and vegetation removal shall be minimized. Each walk-in /bike-in site shall be limited to a level area or platform for a tent, a picnic table, a fire ring, and a water spigot.

5. Requiring that all development to be designed, colored, and sited to minimize visibility within the public viewshed. New development shall avoid large, boxy structures by providing variations in height, articulated roof forms and pitch, and open space view corridors. Structures shall blend in with the natural surroundings by using earth toned colors and materials. Reflective materials and finishes are prohibited. Lighting (particularly overhead street lights should they be necessary) shall be minimized in number and shall be shielded to orient lighting downward. All development shall be landscaped with native vegetation appropriate to the site in order to soften the visual prominence of the new development and to restore the visual qualities of the site. Invasive plant species are prohibited.

6. Requiring that landscape plans and appropriate irrigation plans be submitted with new developments. Plans shall identify revegetation areas necessary to stabilize slopes and planting areas necessary to minimize visual impacts of grading/terracing and the proposed use of the site. Landscape plans shall utilize native plant species appropriate to the site, and shall be designed to minimize the visual impact of all development on the site as viewed from public viewing areas, piers, beaches, and the ocean. Alteration of natural landforms is to be minimized and any areas of cut/grading shall immediately be re-seeded using a native seed mix.



7. Requiring a restroom building or other structures necessary to serve the campsites to be sited in the least visible portions of previously disturbed areas, and designed and landscaped to prevent its visibility from public view.

8. Requiring that any improvements or additions to the existing water tank to be limited to the minimum necessary to provide approved site development with water storage for domestic supply and fire protection purposes; shall be placed underground to the greatest degree feasible; and shall be sited, colored, and landscaped to minimize visibility from public viewing areas (including roads, piers, beaches, and offshore areas).

9. Requiring at the time of coastal development permit application, or as part of an environmental review document, a detailed visual analysis which demonstrates that the visual and scenic character of the site will be preserved and improved where possible.

c. To protect and enhance sensitive biological resources and habitat areas, including water quality, on and adjacent to the Harbor Terrace site, the following measures shall include, but are not limited to:

1. The revegetation of all cut slopes with native species of local stock appropriate to the site. Invasive plant species are prohibited.

2. The replacement of all oak trees in areas adjacent to existing oak woodland habitat, if the removal of such oak trees cannot be avoided. The number and replacement of trees shall be adequate to ensure that an equal or greater number of oak trees, in comparison to the number of trees removed, will be successfully established. A tree replacement program, including long-term maintenance measures, shall accompany any development plan that involves the removal of existing oak trees. This program will include strategies for improving natural oak recruitment.

3. Designing grading and construction activities to avoid disturbance of habitat (e.g. coastal scrub habitat) and minimize the removal of oak trees.

4. The establishment, management, and maintenance of setback or buffer zones as habitat areas. The width of such setback/buffer areas shall be determined through a project specific biological analysis that identifies the minimum setback/buffer area necessary to protect the biological productivity of sensitive habitat areas. Setback areas necessary for fire safety shall be identified in the development plan and shall be designed to avoid the removal or disturbance of habitat areas. The width of the vegetative buffer area provided for the coastal stream adjacent to Diablo Canyon Road shall be no less than 50 feet.

5. Providing information to future guests regarding nature viewing opportunities



6. The provision of designated areas for pets so that native habitat areas are avoided.

7. Grading for approved development shall be designed and implemented to minimize sedimentation impacts on adjacent surface water bodies including coastal streams and San Luis Bay. Construction activities such as grading and clearing shall be scheduled to avoid the rainy season.

8. Minimize impervious surfaces and install post development BMP's to capture, infiltrate, and/or treat storm water runoff. The objective of drainage improvements shall be to avoid any increase in the quantity and intensity of storm water runoff exiting the site. Post construction BMP's shall be designed with adequate capacity to accommodate, at a minimum, the 85th percentile 24-hour runoff event.

9. If drainage facilities are proposed to flow into the stream/drainage channel adjacent to Diablo Canyon Road, the stream channel shall be restored to provide both flow capacity and natural habitat.

10. Filtering all drainage from parking facilities by using vegetated swales or oil/water separators to limit oil/grease pollution and the intensity of flow commonly associated with parking lots.

11. Use all BMP's possible to limit water quality impacts and eliminate to the greatest degree feasible the need for additional culverts and ocean/beach disposal points.

d. Potential impacts to cultural resources shall be evaluated by all development proposals on the Harbor Terrace site, and the protection and/or mitigation for any significant resources identified shall be incorporated into the proposed site design in coordination with SHPO and the local Chumash tribe. Archeological field surveys shall be conducted prior to construction activities on the Harbor Terrace. In accordance with Section 23.05.140 of the CZLUO, all construction activities shall cease should resources be identified during construction. In such an event, construction activities shall not re-commence until measures protecting and/or mitigating impacts to archaeological resources have been developed and approved by Planning Director, Environmental Coordinator, SHPO, and the Chumash tribe.

No development shall occur west of Diablo Canyon Road other than restoration of the existing drainage course, and any cultural/archaeological preservation activities that have been coordinated and approved by the State Historic Preservation Officer and representatives of the appropriate Chumash tribe.

e. To reduce hazards on the Harbor Terrace, new structures designated for human occupation and use (e.g. hotels, motels, campsites, parking lots, offices, commercial areas) must demonstrate a static factor of safety with respect to slope stability of 1.5 and a pseudostatic factor of safety to 1.1, using a horizontal seismic coefficient of 0.15g. In addition, uses on the Harbor Terrace or slopes above it that would have a significant potential to saturate the



soils and add further slope instability, such as drainage detention basins or septic systems, shall be prohibited.

(Mod 41 pg. 19) Modify Lighthouse Policy #3:

3. Managed Access. The Harbor District and County shall provide managed public access to the Point San Luis Lighthouse (e.g. trail, ~~water taxi~~, access staging, kayak, shuttle) and improve connections between the Lighthouse and other Port properties. The Harbor District and County shall actively pursue public access alternatives and road improvements to enhance land access opportunities to the Lightstation. Alternatives and enhancements may include, but are not limited to: lot line adjustments, land acquisitions, and easements to secure alternative access routes; road improvements; removal of barriers to access; multi-passenger vehicle access; construction of improved pedestrian/bicycle pathways from Avila Beach to the Lightstation entrance.

(Mod 42 pg. 19) Modify Lighthouse Policy #5:

5. Limitation on Use. Allow uses that comply with deed restrictions and the Lighthouse Documents of Acquisition and Utilization, including docent-led access, camping, ~~bed and breakfast~~ lower-cost (e.g. hostel) overnight accommodations (only in existing buildings ~~for a maximum of 40 overnight guests~~), special events, paths and trails, sightseeing, picnicking, historic sites and museums, specialized programs, boat storage, administrative offices, maintenance shop, boat launching, ~~water taxi~~, communication facilities, passive recreation, temporary events, ~~shoreline protection~~, and lighthouse-related gift and novelty shop. These uses are only allowed if they are low intensity and stay within the capacity of the Lightstation site, including but not limited to, public safety, environmental constraints, and rural character.

(Mod 43 pg. 20) Add new Lighthouse Policy #6:

6. Permit Requirements. Coastal Development Permit approval is required for changes in use, temporary events, special events, and specialized programs to be held at the Lightstation.

(Mod 44 pg. 20) Modify Avila Beach, Pier, and Parking Lot Policy #6:

6. Limitation on Use-Avila Pier. New uses shall be in support of coastal dependent, coastal related, marine related visitor-serving, or marine related recreational uses with a maximum buildout potential of 6,000 square feet. The pier terminus may be developed in one or more leaseholds, provided that individual structures do not exceed 2,000 square feet. Structures are limited to single-story with a maximum height of 15 feet. The location of new structures and related pier improvements are to be consistent with an updated figure 8-7 Conceptual Avila Beach Facilities Plan. New development must incorporate appropriate lighting, building materials, and design elements. Proposals must meet fire authority requirements, parking requirements, ~~Chapter 4 Port Master Plan~~ design recommendations for Avila Pier, and be approved at a public hearing of the Harbor Commission. Allow commercial and recreational



fishing, coastal access, marine related wholesale and/or retail, ~~eating and drinking establishments~~, yachting and rowing clubs, boat rental, small boat temporary storage, launching facilities, sportfishing, sightseeing facilities, other marine-related facilities, aquaculture, direct seafood sales (from docked boats), educational, historic, and fisherman's marine-related displays and exhibits, passive recreation, food and beverage sales in conjunction with marine related facilities, restrooms, outdoor retail events, public safety facilities, accessory storage, and major emergency use.

(Mod 45 pg. 21) Modify Avila Beach, Pier, and Parking Lot Policy #7:

7. Parking Standard. The Harbor District may use revenues from a paid parking program to support Avila Beach, and Pier, and Parking Lot public facilities. Minor Use Permit approval is required for any substantial parking fee increases above the existing parking rate of \$5.00 per day. For the purpose of this standard, a substantial increase in fees means an increase of 20% or more in any given year or on a cumulative basis over any five consecutive year period.

B. Suggested Modifications to LCP Figures and Text Not Addressed by the LUP Amendment Submittal Necessary to Achieve Internal Consistency.

I. FIGURES

(Mod 46) Maintain Figure 8-3 Avila Beach Community Services District. Do not replace as Figure 1-14 as presented in the LUP amendment submittal.

(Mod 47) Modify Figure 8-4 Port San Luis Planning Areas. Replace Figure 8-4 in the current San Luis Bay Area Plan with the graphic shown on page 15 of the LUP amendment submittal and (Exhibit C).

(Mod 48) Delete Figure 8.5 Conceptual Harford Pier Plan.

(Mod 49) Add new Figure 8.6 Conceptual Harford Landing Plan. A new Figure 8.6 Conceptual Harford Landing Plan shall be added to the LUP. Figure 8.6 shall clearly and accurately depict (consistent with the format of other conceptual development figures) all modifications specified above. The new figure shall be in substantial conformance with Conceptual Harford Landing Plan as shown in Exhibit C-3 of this report. Necessary details include: the location of commercial fishing and recreational boating facilities; the location and number of public parking spaces; the location and number of trailered boat spaces; a citation indicating a minimum of 12 trailer boats parking spaces reserved for such use in the East Parking Lot; and the location of coastal accessways.

(Mod 50) Modify Figure 8.6 Conceptual Harford Terrace Plan. Figure 8.6 shall be updated to clearly and accurately depict (consistent with the format of other conceptual development figures) all



modifications specified above. The updated figure shall be in substantial conformance with the Harford Terrace Conceptual Land Use Plan as shown in Exhibit C-5 of this report. Necessary details include: the size and location of areas reserved for trailer boat storage, marine gear storage, and public parking; designation of the riparian restoration and 50-foot wide landscape buffer area for the coastal stream adjacent to Diablo Canyon Road; a notation indicating the use restrictions (walk-in/bike-in camping only) on the 4.62-acre parcel (APN 76-171-21); a depiction of the commercial retail area located on the lower, previously graded portion of the terrace.

(Mod 51) Modify Figure 8.7 Conceptual Avila Beach Facilities Plan. Figure 8.7 shall be updated to clearly and accurately depict (consistent with the format of other conceptual development figures) all modifications specified above. The updated figure shall be in substantial conformance with the Conceptual Avila Pier Plan as shown in Exhibit C-7 of this report. Necessary details include: a notation indicating a maximum of 6,000 square feet of lease space on the pier terminus; a notation indicating a maximum of 2,000 square feet for individual building; a notation indicating the design guidelines (design, color, lighting, etc.) for buildings and including the requirement that they be single-story and a maximum of 15 feet in height.

(Mod 52) Add new Figure 8.8 showing the jurisdictional boundary on the Harford Landing. Figure 8.8 shall be in substantial conformance with Coastal commission Boundary Determination and Harbor Terrace, Harford Landing, and Pier Map 1 in the Port Master Plan Appendices (Appendix C – Permitting Boundary Maps).

II. TEXT

(Mod 53)

1. San Luis Bay Area Plan, Chapter 4 (“Circulation”), Part B (“Other Transportation Modes”), page 4-4 (“Harbor”), paragraphs 3 and 4:

The current interim development plan for the harbor has been significantly reduced to reflect the amount of development that could be accommodated without completion of a breakwater. The development plan includes ~~a limited landfill site and~~ grading and terracing of a previously disturbed hillside for boat storage, gear storage, RV park, ~~and~~ camping, and visitor-serving lodging and associated commercial development, public parking areas, and other harbor uses as detailed in the Chapters 6 and 8 of the San Luis Bay Area Plan. ~~The proposed landfill area will be designed to provide additional boat haul out and repair capacity, as well as winter storage.~~ Any interim development (in addition to moorage) should make full use of the land area currently owned by the district. This is the maximum project which is currently considered for inclusion in the LCP to establish the type and intensity of use permitted.



~~Union Oil Company presently owns the pier in the northerly central part of the harbor and leases wetland under the pier. There are no current plans for expanding the existing deep draft facilities. (LCP)~~

(Mod 54)

2. Coastal Plan Policies, Chapter 5 (“Commercial Fishing and Recreational Boating”), pages 5-3 – 5-4 (“Proposed Developments”):

Proposed developments. The Harbor District has identified a long-range project to increase harbor efficiency, increase commercial fishing and recreational boating activities, and provide services to other coastal-dependent uses. Several proposed developments are outlined in detail in the master plan, including the following:

- 1) improvements to the old port beach and bluff area;
- 2) ~~a recreational vehicle park on the harbor terrace~~ mixed use development on the harbor terrace;
- 2) improvements to the Avila pier and beach facilities;
- 3) lighthouse point and open waters; and
- 4) Harford pier and landing landfill area.

In 2004, the Port San Luis Harbor District updated its Master Plan. Relevant provisions have been incorporated into the LCP according to the standards provided in the San Luis Bay Area Plan.

~~The proposed development plan for the Harbor will be designed to provide additional boat haulout and repair capacity facilities, as well as storage during the winter storm period. Presently, the boat storage area is located within the harbor parking lot which reduces parking for day use and causes substantial congestion of the facility. The port currently has a waiting list of boat owners wishing to have their boats removed from the water for storage or repair. It should be noted that Port San Luis is one of very few facilities that provides an area where individual owners can do their own work on and repairs. During the summer months, when most boats will be returned to the water, a portion of the landfill could be made available for additional parking for visitor use to include auto trailer spaces.~~

~~The remaining hillside, including an active slide area, may then be terraced to provide for lower western and southwestern portion of the Harbor Terrace area, which has been disturbed as a result of prior grading activities, shall be used to accommodate additional boat storage for smaller boats that can be trailered, other facilities that serve commercial fishing and recreational boating, and public access and visitor-serving facilities, according to the specific Planning Areas standards contained in the San Luis Bay Area Plan. It should be noted that this site has previously undergone substantial site alteration. It should be noted~~



~~that this site has previously undergone substantial site alteration and the proposed removal would be in part to restore the existing site. Extensive landscaping, and revegetation, and stabilization of unstable slopes would will be necessary to reduce the potential visual impacts of site alteration and new development and ensure its structural integrity location of storage areas.~~ This is the maximum project which is currently considered for inclusion in the LCP to establish the type and intensity of use permitted.

3. Coastal Plan Policies, Chapter 5 ("Commercial Fishing and Recreational Boating"), page 5-5, last 3 paragraphs:

~~A final impact of port development would be the visual impacts associated with the landfill and hillside project. The completion of the landfill will alter the present land configuration but will not substantially intrude on the natural landscape. However, the use proposed of the landfill for storage and repair areas will require extensive fencing, screening and planting to mitigate the visual intrusion. The hillside extraction and terracing and the location of storage areas. Any development on the Harbor terrace site will also require significant revegetation for and slope stabilization pursuant to the Planning Area Standards contained in the San Luis Bay Area Plan stabilizing the resultant slopes and major screening and planting.~~

~~The modified plan for improvements at Port San Luis are consistent with Coastal Act policies. N the impacts to the marine habitat that would result from the improvements, particularly the sandy beach and bottom habitats, would be offset by the additional habitat at areas provided by the rocky face created with construction of the landfill. (This is supported by discussions of the potential impacts with California Department of Fish and Game personnel.) Feasible mitigation measures are provided through detailed standards by which the landfill project would be evaluated.~~

~~In addition, no feasible less environmentally damaging alternative exists. The harbor is constrained by a steep backdrop of hills. Alternative landfill projects to expand service capability for commercial fishing, recreational boating and support uses would require either: 1) fill to the north along the rocky intertidal and rock pinnacle area, or 2) removal of other portions of the sandy beach which are more heavily used an linked more directly to adjacent recreational areas.~~



CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
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HEARING IMPAIRED: (415) 904-5200



October xx, 2007

Martha Miller
San Luis Obispo County Planning and Building Dept.
County Government Center
San Luis Obispo, CA 93408

Subject: ***Effective Certification of County of San Luis Obispo Local Coastal Program Amendment No. SLO-MAJ-1-05 (Part 1)***

Dear Ms. Miller:

We have received San Luis Obispo County Resolution Number 2007-144, adopted by the Board of Supervisors on April 17, 2007. By the Board's action, the County acknowledged receipt of the Coastal Commission's approval with suggested modifications of Local Coastal Program (LCP) Major Amendment 1-05 (Part 1), and incorporated the Commission's suggested modifications into the County's LCP.

I have determined, and the Commission has concurred, that the County's action with respect to LCP Major Amendment 1-05 (Part 1) is legally adequate to satisfy the requirements of Section 13544 of the California Code of Regulations. This determination was reported to the Coastal Commission at the Commission's October 12, 2007 meeting in San Pedro. As a result, the County's LCP, as amended by LCP Major Amendment 1-05 (Part 1), was certified as of October 12, 2007 and is now in effect.

If you have any questions, please contact Jonathan Bishop of my staff at (831) 427-4863.

Sincerely,

Peter M. Douglas
Executive Director
California Coastal Commission

Dan Carl
Permit Supervisor
Central Coast District Office

CCC Exhibit B
(page 1 of 1 pages)