

## CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT  
725 FRONT STREET, SUITE 300  
SANTA CRUZ, CA 95060  
PHONE: (831) 427-4863  
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# Th16a

**Prepared June 10, 2024 for June 13, 2024 Hearing**

**To:** Commissioners and Interested Persons  
**From:** Kevin Kahn, Central Coast District Manager  
Ryan Moroney, Central Coast District Supervisor  
**Subject:** **Additional hearing materials for Th16a**  
**CDP number 3-24-0020 (Morro Bay/Cayucos CCT)**

This package includes additional materials related to the above-referenced hearing item as follows:

Additional correspondence received in the time since the staff report was distributed.



**COUNTY OF SAN LUIS OBISPO  
PARKS AND RECREATION DEPARTMENT**

**Tanya M. Richardson** *Director*

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# MEMO

DATE: June 6, 2024

TO: California Coastal Commissioners  
Via: email at [CentralCoast@coastal.ca.gov](mailto:CentralCoast@coastal.ca.gov)

Re: Morro Bay to Cayucos Connector Trail Application Number: 3-24-0020

The County of San Luis Obispo (SLO County) is excited to provide the Morro Bay to Cayucos Connector Trail (the Project). As detailed in the staff report, the Project will be a Class 1 trail along the California Coastal Trail connecting the communities of Morro Bay and Cayucos for the enjoyment of residents and visitors. Your staff has performed a thorough review of this project and recommends approval. We ask for your support at this critical point of the trail's long process.

Your staff did a great job understanding the issues of this complex project. SLO County concurs with the analysis in the staff report. There are a few items we want to add for the record and a couple of clarifying additions to special conditions 4a, and 7h we would like to see included in the final conditions of approval.

SLO County would like to include the option of installing up to 6 free span bridges in this project. The staff report only indicates 5 free span bridges, however, there is one area located north of Toro Creek that may need an additional bridge due to topography which in turn would make the trail improvements more durable and have less impact to ESHA.

Further, in terms of the baseline setting, the staff report acknowledges that the trail would utilize an existing public easement that is located along Toro Lane (a private road) immediately south of the North Point Natural Area. The easement currently provides vehicular, bicycle and pedestrian public access to the North Point Natural Area as well as the shoreline through a staircase.

SLO County just wanted to highlight that the easement (and others just like it) provide the necessary linkages through private properties up and down the coastline to allow the public with both horizontal and vertical coastal access in furtherance of Coastal Access policy. Implicit in the Commission's approval of the Project is the understanding that the Project is the logical next step to enhance the public's access and enjoyment of the coast. To interpret that the easement (that the Commission imposed) does not allow for this Project would be a fundamental misinterpretation of the Coastal Act and the basis why

the Commission imposed the condition in the first place. SLO County, however, is sensitive to the concerns of the homeowners along Toro Lane and has previously engaged with representatives from their HOA about how to alleviate their concerns. Unfortunately, the County could not agree to their terms as they were determined to be infeasible. One request for example was to elevate the trail to Highway 1 which, as the staff report notes, would have safety impacts on the users and significant increases in construction costs (see discussion in paragraph below). The County is willing to consider additional signage or pavement markings to delineate the trail along Toro Lane on the eastern edge of the easement area.

To determine if Toro Lane or Highway 1 right of way was the superior route for this trail from a public access and recreational perspective, SLO County closely analyzed the two different options and determined that the project as proposed was the environmentally superior alternative for three reasons: safety, user comfort and cost. A recent cost estimate of relocating the Toro Lane segment of the trail in Cal Trans right of way is approximately two million dollars due to the areas 1 to 1 slope and high retaining walls.

Currently, bicycle and pedestrian users must walk or bike along Highway 1 adjacent to high-speed traffic to travel between these communities. Safety is the biggest reason for this trail in general, and locating a segment of this trail onto Toro Lane, delineated with sharrows, instead of along the shoulder of Highway 1, was identified as vastly superior from a safety perspective. This makes the users of this trail safer because they are completely separated from the high-speed traffic and high traffic volumes along Highway 1 and are placed on a low speed, low volume residential street with driveways only on one side of the street.

#### Additions to Special Conditions

SLO County proposes the addition to two Special Conditions, 4a and 7h, not with the intention of changing the conditions but to clarify roles, and expiration dates. Our [proposed additional language is below in blue and underlined](#).

#### Special Condition 4a - Protection of Cultural and Archeological Resources (page 8-9)

The proposed additions to this special condition regarding Native American monitoring is to clarify that SLO County does not have to do an additional AB52 Tribal noticing and to further define the elements of the cultural monitoring plan.

AT LEAST ONE MONTH PRIOR TO COMMENCEMENT OF ANY GROUND-DISTURBING CONSTRUCTION ACTIVITIES, the Permittee shall (i) notify in writing, email, and/or phone calls, as necessary, the representatives of Native American Tribes listed on an updated Native American Heritage Commission (NAHC) contact list [who responded to the Commission's](#)

[consultation process during CDP review, \(ii\) invite the Tribal representatives who responded to be equally represented in all tribal cultural monitoring, be present and to monitor ground-disturbing activities;](#) and (iii) arrange for any invited Tribal representative that requests to monitor and a qualified archaeological monitor to be present to observe project activities with the potential impacts to archaeological and/or tribal cultural [resources based on the Cultural Monitoring Plan prepared by a qualified archaeologist and approved by the Coastal Commission](#). A qualified archaeological monitor means qualified at a minimum by the California Office of Historic Preservation (OHP).

Special Condition 7h -Duration of Covered Maintenance/Repair (page 15).

This condition calls out June 13, 2034, 10 years after this Coastal Commission hearing date, as the date when 10 years of allowable maintenance of the retaining walls starts. It will take SLO County approximately two years to work through the right of way process, environmental permitting and to build this project. With this in mind, we request "June 13, 2034" be replaced with "10 years post completion of construction of the project":

Future armoring maintenance under this CDP is allowed subject to the above terms until ~~June 13, 2034~~ [10 years post completion of construction of the project](#), where that armoring maintenance term may be extended by the Executive Director if the Permittee requests and the Executive Director grants, in writing, such extension,

Please let me know if you need additional information to consider this request. I can be reached at 805/781-4089 or by email at [ekavanaugh@co.slo.ca.us](mailto:ekavanaugh@co.slo.ca.us). Thank you for your time and consideration in this matter.

Sincerely,



Elizabeth Kavanaugh  
Park and Trail Planner

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SANTA CLARA COUNTY SATELLITE OFFICE  
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# California State Senate

SENATOR  
JOHN LAIRD

SEVENTEENTH SENATE DISTRICT



## COMMITTEES

BUDGET SUBCOMMITTEE #1  
(EDUCATION)  
CHAIR

JOINT COMMITTEE ON RULES  
VICE CHAIR

JOINT LEGISLATIVE  
AUDIT COMMITTEE  
VICE CHAIR

BUDGET & FISCAL REVIEW  
JUDICIARY

LABOR, PUBLIC EMPLOYMENT  
& RETIREMENT

NATURAL RESOURCES & WATER  
RULES

June 6, 2024

California Coastal Commission  
Members of the Commission

Via email: [CentralCoast@coastal.ca.gov](mailto:CentralCoast@coastal.ca.gov)

Subject: Support for the Morro Bay to Cayucos Connector Trail Project (Application No. 3-24-0020)

Dear Coastal Commissioners:

As the State Senator representing the Central Coast including all of San Luis Obispo County, I am writing today in support of the San Luis Obispo County Department of Parks and Recreation application for a Coastal Permit for the Morro Bay to Cayucos Connector Trail (Connector Trail). The Connector Trail would be a new formalized segment of the California Coastal Trail, to connect the City of Morro Bay to the community of Cayucos. Simply put, the project proposes to better link these two coastal communities for the benefit of local residents, visitors, and the environment.

Completion of the Connector Trail fills a critical gap in the California Coastal Trail by connecting 10 miles of existing bikeway networks in the City of Morro Bay and the town of Cayucos, and closing a one-mile gap where no streets, trails, or sidewalks exists. The Connector Trail would run approximately 1.25 miles along the bluffs adjacent to Highway 1 and incorporate improved visitor amenities such as interpretive signage, improved parking, and enhanced coastal vistas.

The Connector Trail is consistent with Coastal Act policies that encourage high quality, coastal public access. Importantly, the project will enhance coastal access for those with disabilities and make this bike/pedestrian connection available for commuters and other users. It will also serve as a safe and healthy route to school for students who live in Cayucos but attend Morro Bay High School, thus reducing vehicle trips and the emissions and other impacts that go along with that.

I encourage your support of this project to enhance local safety and health, promote broad access to the coast, and complete this local segment of the California Coastal Trail. Thank you for your consideration.

Sincerely,

John Laird  
State Senator, 17<sup>th</sup> District

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Coastal Conservancy support for Morro Bay-Cayucos Coastal Trail  
**Date:** Friday, June 7, 2024 12:03:26 PM

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**From:** Duff, Tim@SCC <Tim.Duff@scc.ca.gov>  
**Sent:** Friday, June 7, 2024 11:08 AM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Coastal Conservancy support for Morro Bay-Cayucos Coastal Trail

Dear Commissioners,

The State Coastal Conservancy has been in support of the Morro Bay-Cayucos Coastal Trail project since we funded an initial environmental constraints analysis 20 years ago. We urge you to approve your staff's recommendation to issue a CDP for this high priority Coastal Trail project.

Sincerely,

*Timothy Duff*

**Timothy Duff (he/him)**  
**Project Specialist / Coastal Trail Program Coordinator**  
**State Coastal Conservancy** [www.scc.ca.gov](http://www.scc.ca.gov)  
1515 Clay Street, 10<sup>th</sup> Floor, Oakland 94612



Coastal Conservancy



CA Coastal Trail



June 7, 2024

California Coastal Commission  
[executivestaff@coastal.ca.gov](mailto:executivestaff@coastal.ca.gov)

Agenda Item: **Th16a** Morro Bay to Cayucos Coastal Trail

Dear Commissioners:

The San Luis Obispo County Bicycle Coalition (DBA Bike SLO County) strongly supports the approval of a coastal development permit for the Morro Bay to Cayucos Trail segment of the California Coastal Trail. Bike SLO County is committed to serving our community by promoting improved bicycle safety through education and expanded infrastructure through advocacy. We offer many programs that serve our community, with more than 3600 stakeholders of all ages and abilities. We also work with County schools delivering Safe Routes to School on-bike safety education, including Del Mar and Cayucos Elementary Schools near the coastal trail.

The Morro Bay to Cayucos Trail is not just a physical connection, but a bridge that will connect our community in more ways than one. By filling a gap in our County's bicycle network, this trail will create greater opportunities and connections for more riders of all ages and abilities. This project is not just about improving non-motorized transportation, but about enhancing the quality of life for our community members. It will provide a critical link that will facilitate and improve non-motorized transportation, making our community more accessible and connected.

The single biggest obstacle community members cite why they do not make more trips or commute by bicycle is the [lack of safety they feel](#) when riding on high-speed roadways. The existing gap in the coastal trail between Morro Bay and Cayucos is not just a hindrance but a pressing issue that needs immediate attention. This gap prevents most cyclists from traveling between these two towns along the existing alignment, CA-1, a high-speed highway. Many potential riders will not cycle this route due to the proximity of swiftly moving motor traffic. The urgency of this issue cannot be overstated, and the approval of the coastal development permit is a crucial step toward addressing it.

The Morro Bay to Cayucos Trail project meets our mission to build a safe, healthy, and connected community through bicycling. By building a safe and connected bikeway away from motor vehicles for people who bike and walk, we will directly serve a wide group of people, from elementary school students to adults, residents, and visitors. On behalf of Bike SLO County, we express our gratitude in advance for the acceptance of the California Coastal Commission Staff Report to approve a coastal development permit for the Morro Bay to Cayucos Trail.

Sincerely,

Gary Havas  
Board President

Rick Ellison  
Executive Director

Karen Aydelott  
Vice President

Garrett Otto  
Treasurer

Jesse Englert  
Secretary

Scott Hoppe  
Member

Bill Bradlee  
Member





Via Email

June 7, 2024

California Coastal Commission  
Dan Carl, Director  
Ryan Moroney, Coastal Analyst  
Central and North Central Coast  
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Dan.Carl@coastal.ca.gov  
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CentralCoast@coastal.ca.gov

*Re: Th16a-Application No. 3-24-0020  
SLO County Department of Parks and Rec. proposed multi-use  
recreational trail connecting Morro Bay and Cayucos*

Honorable Commissioners, Director Carl, and Staff:

My office represents the North Point Morro Bay Homeowner Association, (the "HOA"), which is currently involved in litigation against San Luis Obispo County, City of Morro Bay and the Coastal Commission in connection with the proposed construction of the coastal bicycle and pedestrian trail connector project that you will be considering on June 13<sup>th</sup>.

The Class I Bike Path currently proposed by the County intends to use the surface of Toro Lane for a portion of the Cayucos-Morro Bay Trail Connector. Toro Lane is a narrow, privately owned dead-end street that is primarily used to access ten private residences and a public access beach parking lot. The HOA is the record owner of a fee interest in Toro Lane and is responsible for its management and upkeep.

**Brief History of the Toro Lane Easement.**

In the early 1990s, a private developer and the predecessor to the HOA applied for a coastal development permit ("CDP") and tentative tract map to replace a dilapidated coastal motel in Northern Morro Bay with a residential subdivision. The map called for the subdivision of the almost five-acre parcel into ten (10) residential lots. The map also created a lot consisting of a natural area with access to coastal resources including a parking area (Lot 11), a lot that consists entirely of Toro Lane (Lot 12), and a separate lot with limited public access to the beach (Lot 13).

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As mitigation for the subdivision, the Coastal Commission imposed various special conditions on the CDP related to public access, including grant of an easement to the City of Morro Bay across Toro Lane (Lot 12) for public pedestrian and vehicular access to the lot containing the coastal natural resources. Another condition required the dedication of an easement over Lot 11<sup>1</sup> for coastal access to natural area for public parking and access to the beach, and transfer of fee title to Lot 13 in favor of the California Department of Parks and Recreation for public beach access and use.

In May 1994, the subdividers, Frank B. Denis, Sr., Vetra Denis, and B & F Denis, Inc., complied with these conditions by recording irrevocable offers to dedicate an easement in Lot 11 and 12 to Morro Bay and fee title in Lot 13 to the California Department of Parks and Recreation. The easements and transfers were duly accepted by Morro Bay and the State.

The easement on Lot 12 was “for the purpose of pedestrian and vehicular ingress and egress to and from the shoreline” as constrained by the other conditions which provided limited access to the parking area and the beach. Pursuant to the explicit language of the operative instrument, the grantor (i.e. the original subdivider) retained “all normal rights and incidents of ownership of the underlying fee interest in the Property not inconsistent with the easement.”

The HOA was formed on November 8, 2000, as a California non-profit mutual benefit common interest development corporation. Grantors Frank B. Denis, Sr., Vetra Denis, and B & F Denis, Inc. transferred all of their interest in Lot 12 to the HOA by a grant deed recorded on June 7, 2001, in San Luis Obispo County as document number 2001-040911. As such, the HOA is the successor in interest to the original subdividers.

Toro Lane, which runs parallel along the west side of Highway 1, is currently used by the owners of the ten (10) residential lots—which by now have all been developed with homes—for ingress and egress. It also provides public access to the parking lot and natural area (Lot 11) just north of the homes, which in turn provides access to the public beach area (Lot 13). The surface of Toro Lane is approximately 15 feet lower than Highway 1 and is separated from the Highway 1 right of way by a retaining wall.

The HOA has initiated litigation to challenge the City of Morro Bay and San Luis Obispo County’s contention that the proposed bicycle and pedestrian trail is consistent with, and a natural extension of, the original limited grant of easement over Lot 12. The Coastal Commission was named as a real party out of an abundance of caution to ensure all potentially

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<sup>1</sup> The easement on Lot 11 is not at issue in the HOA’s suit against San Luis Obispo County and the City of Morro Bay.

indispensable parties have an adequate opportunity to participate in the litigation.

### **Staff Contentions**

The Staff Report's discussion of the history of the inclusion of Toro Lane in the County's proposed bike path is incomplete and inaccurate. The Staff Report implies that Toro Lane has always been part of the County's plans for the trail, and as such, inclusion of Toro Lane was analyzed in the Project's Final Environmental Impact Report ("FEIR"). This is not the case.

Contrary to the Staff Report, the original project description did not propose using the surface of Toro Lane. The FEIR described the trail as "located parallel to Toro Lane for approximately 1,200 feet until just north of the NPNA [North Point Natural Area, i.e., Lot 11] parking lot where it would turn west." Accordingly, the County's original intention was to run the trail along the west side of Highway 1's right of way, about 15 feet above Toro Lane and separate therefrom by the retaining wall. The 2010 FEIR explained that the Highway 1 right of way location was selected in part because it "minimized intrusions into private property."

Subsequently, the County changed course and decided it was no longer interested in minimizing intrusion of the trail on private property and that it would be preferable to locate the trail on the privately owned Toro Lane. The County then prepared an EIR addendum for the proposed change in the location of the trail but did not provide any public notice to the HOA or its members whose sole residential access is through Toro Lane. The HOA and its members only found out about the proposed change and addendum when a local newspaper reported on the issue. The addendum did not include any adequate environmental review of the proposed use of Toro Lane as required by CEQA and the Coastal Act. Nor does the addendum include any analysis of the legal feasibility of locating the trail on privately owned Toro Lane, or any discussion of its environmental and health and safety impacts.

The Staff Report's analysis is, for the most part, patterned after the County's CDP application. Staff claims, "it would appear rather clear that the easement provides for and allows for this type of trail on/through the neighborhood." Staff Report at. P. 22. In support of this claim, the Staff Report cites the original CDP conditions which do NOT support the Staff Report's contentions. Rather, the plain language of the CDP conditions support the HOA's contention that the proposed Class I bicycle path is inconsistent with the narrow and explicitly limited purpose of the original easement over Lot 12, which did not refer to or even contemplate a major coastal bicycle and pedestrian path, designed to accommodate a variety of through traffic, including electric bikes and other vehicles capable of considerable speed.

Staff cites Condition 1., which as staff notes, calls for “... an easement for public pedestrian and vehicular access to Lot 11, the ‘coastal access natural area’ to be offered to the City of Morro Bay.” Staff Report p. 22. The Staff Report also admits that the purpose of the easement was “ensuring that pedestrian and vehicular access along the roads is provided in order **to ensure the public can access and use these park lands.**” (Emphasis added.) These observations compel the conclusion that the easement over Toro Lane was intended only to provide pedestrian access to Lot 11 natural area and vehicular access to a few parking spots on Lot 11. The Staff Report also implicitly concedes that the CDP conditions do not mention a bike path between Morro Bay and Cayucos, and in fact does not mention bicycle access or recreation along Toro Lane at all.

Likewise, the Staff Report’s contention that “the purpose and intent of this easement was to allow public access of the type proposed herein (i.e. bike and pedestrian trail (sic.) along the length of the Toro Lane subdivision so that the public could freely traverse this area ...” is not supported by the plain language of the easements and the Coastal Commission’s original conditions. The plain language of the easement, which was clearly intended to limit the scope of the easement to providing public access to the nearby small nature area, parking lot, and narrow trail to the beach, cannot be interpreted in a way that supports the creation of a Class I bicycle path with “multi-modal coastal access options [that] connect two coastal communities.” Staff Report at p. 20.

The Staff Report fails to note that the proposed trail would result in a very substantial increase in the amount of traffic on Toro Lane. This is particularly inexcusable because the Staff Report admits that the trail “will establish a completely new public access and recreational amenity where currently only limited access exists.” Staff Report at p. 20. Staff fails to consider whether this substantial increase in use and traffic is consistent with the original intent of the CDP conditions or can reasonably be allowed under the plain language of the easement.

Likewise, the Staff Report does not make any effort to consider the extent to which the proposed bike and pedestrian trail is consistent with the HOA residents’ daily reliance on Toro Lane to access their own residence, not to mention access for emergency services. HOA residents are concerned about the potential conflict between their vehicular access to their property and the public use of a multi-modal trail, especially on summer holiday weekends when potentially tens of thousands of visitors may use Toro Lane to bike between Morro Bay and Cayucos. The Staff’s failure to consider this conflict is particularly glaring because neither the FEIR nor the addendum ever considered this potential conflict. The FEIR only considered impacts associated with locating this portion of the trail on the Highway 1 right-of-way. Accordingly, neither the County nor the Commission has adequately

analyzed the potential health and safety impacts associated with using Toro Lane for the bike path.

Staff and the County's claim that the County can unilaterally and significantly expand the scope and purpose of the original grant of public access easement on Lot 12 is in violation of California law. See, Civ. Code § 806. ("[t]he extent of a servitude [including an easement] is determined by the terms of the grant, or the nature of the enjoyment by which it was acquired"); Marlin v. Robinson (1932) 123 Cal.App. 373, 377 (conveyance of a general easement for ingress and egress does not include the right to use the easement for any other purpose).

The Commission should also consider the negative long-term and precedent setting implications of a decision to approve the proposed CDP. As set forth above, the original CDP conditions for the subdivision were narrowly-tailored and required the dedication of a limited easement to provide access to a small parking area and natural open space. As the Staff Report admits, the proposed trail would substantially expand the scope of the easement by creating a major "multi-modal coastal access options [that] connect two coastal communities." In addition to expanding the scope of the easement by creating a major bike path where none was contemplated by the original CDP, the proposed trail would also increase the volume of traffic on Toro Lane by orders of magnitude. This project would therefore set a troubling and potentially dangerous precedent by signaling to the public that even limited coastal access easements that are required as a condition of a CDP could easily morph into a much more burdensome and intense easement in the future. Knowledge of this distinct potential outcome would likely dissuade landowners from cooperating with the Coastal Commission by voluntarily agreeing to coastal access easements and encourage them to resist any attempt by the Commission to impose such an easement as a condition of a CDP.

Finally, please note that the HOA is, in principle, supportive of the coastal bicycle path trail connector and of Coastal Act policies that favor coastal public access. Despite this support, however, the HOA is opposed to the presently proposed trail configuration because it violates their well-established property rights, including the right to access their residence without substantial interference from bicyclists. The HOA is also concerned about the potential for serious accidents caused by the conflict between cars and bicyclists. Accordingly, I urge you to deny the Toro Lane portion of the trail based on the plain language of the easement and the original CDP conditions.

Sincerely,

Babak Naficy

*Babak Naficy*

Attorney for North Point Morro  
Bay Homeowners Association

California Coastal Commission  
Central Coast District  
725 Front Street, Suite 300  
Santa Cruz, CA 95060  
CentralCoast@coastal.ca.gov  
June 7, 2024

Karl B. Levy  
President, NPMBHOA  
3480 Toro Lane  
Morro Bay, CA 93442 (408)966-2697  
kblevy523@gmail.com

Honorable Commissioners,

I am writing on behalf of the North Point Morro Bay Homeowners Association (NPMBHOA), a 10-home HOA located on the dead end, private portion of Toro Lane. We urge you to vote to **reject** the Coastal Development Permit (CDP) for the Cayucos-Morro Bay Connector Trail. Our concerns stem from significant legal, environmental, and safety issues associated with this project.

**Key Concerns:**

**1. Inconsistent Use of Easement:**

- The original design for the Connector did not include the use of Toro Lane. The plan was altered by SLO County Parks to use Toro Lane without notification to homeowners, to reduce construction costs (indicated in EIR addendum).
- This change to use Toro Lane as a thoroughfare between Morro Bay and Cayucos is a significant overreach and violates the terms of the easement granted for limited access (ingress/egress) to the parking lot and shoreline. This sets a troubling precedent for future projects.

**2. Violation of Original Agreement and Easement:**

- The huge increase in intensity of use and scope are violations of our granted public use easement.

**3. Lack of Proper Notification and Public Engagement:**

- The change in project design to use Toro Lane was made without adequate notification or consultation with residents nor the Morro Bay Public Works Advisory Board (PWAB).
- The Morro Bay PWAB was extremely interested and concerned about the Toro Lane change and began to debate the issues but was never asked for a vote by the Morro Bay Public Works Director nor to advise the City Council on the matter prior to the rushed CDP consolidation vote. This lack of engagement undermines public trust and overlooks potential solutions or alternatives.

**4. Insufficient Environmental Review:**

- The Environmental Impact Report (EIR) addendum fails to consider, evaluate, or address critical issues arising from the use of Toro Lane, including public safety, traffic, and parking. This is a CEQA requirement.

**5. Public Safety Risks:**

- As indicated in the EIR addendum, the anticipated rise in bike traffic led the designers to increase the path width to 16 feet. Accommodating that bike traffic additionally to the narrow 22-foot Toro Lane, which also accommodates existing mixed traffic (cars, trucks, pedestrians, animals), bounded by trees, a high retaining wall, and curbs without sidewalks seems unwise and impractical.
- The increased traffic, greater mix of vehicles, and high-speed e-bike usage on a narrow street creates a dangerous environment for residents and visitors alike, especially families with children and pets.

**6. A Viable Alternative Exists**

- There is a viable alternative which is to use the land between Toro Lane and SR-1 as originally planned. There is no greater safety risk with this alternative than any other section of the Connector project.

Our HOA development has gladly supported coastal access directly through our development's land grants and public access easements. We also supported the concept of the Connector project from its inception until the design was changed to save cost. We feel that this project has not followed proper process, poses an unfair burden on our HOA, and creates public safety risk that is truly unacceptable.

We respectfully request that you consider our position and vote to **reject** the CDP for the Connector project as currently proposed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Karl B. Levy', with a stylized, cursive script.

Karl B. Levy  
President, North Point Morro Bay Homeowners Association





**COUNTY OF SAN LUIS OBISPO**  
**DEPARTMENT OF PLANNING & BUILDING**  
**ENVIRONMENTAL IMPACT REPORT ADDENDUM**

**PLN-2041**  
**06/13/2019**

**ENVIRONMENTAL DETERMINATION NO.** ED 22-088

**DATE:** June 24, 2022

**PROJECT/ENTITLEMENT:** Morro Bay to Cayucos Connector Trail

**APPLICANT NAME:** County of San Luis Obispo, Department of Parks and Recreation

**Email:** ekavanaugh@co.slo.ca.us

**ADDRESS:** 1144 Monterey Street, San Luis Obispo, CA. 93402

**CONTACT PERSON:** Elizabeth Kavanaugh

**Telephone:** 805/540=9231

**PROPOSED USES/INTENT:**

The Morro Bay to Cayucos Connector Trail (Trail) project would complete the bikeway network between the City of Morro Bay and the community of Cayucos. The Trail components include: signing existing bikeways in both Morro Bay and Cayucos, and development of a new 1.25-mile dedicated 16 foot wide bikeway and pedestrian corridor completely separated from traffic. Due to linear nature of the project, the trail is broken into five segments. For complete description of these segments see Attachment A.

The Morro Bay to Cayucos Connector Trail connects the two communities' existing bicycle networks and is an important segment in the non-motorized transportation network along Highway 1

On October 19, 2010 the Board of Supervisors certified the Final Environmental Impact Report (FEIR) ED08-252 that analyzed the project's impacts and provided mitigation measures. Since the FEIR's certification, construction plans have been prepared that include widening the 1.25-mile new construction section of the trail from 12 feet wide to 16 feet wide to better accommodate the expected trail traffic, as well as minor adjustments to the alignment as recommended in the FEIR to avoid or minimize impacts. The revised project is the subject of this Addendum.

**LOCATION:** West of Highway 1 between the Cloisters Park in the City of Morro Bay to Norma Rose Park in the community of Cayucos.

**LEAD AGENCY:** County of San Luis Obispo  
Dept of Planning & Building  
976 Osos Street, Rm. 200  
San Luis Obispo, CA 93408-2040  
Website: <http://www.sloplanning.org>

**Findings:** Per Section 15164 of the CEQA Guidelines, an addendum to a previously certified EIR shall Be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.  
Section 15164 also states:

- An addendum need not be circulated for public review but can be included in or attached to the FEIR.
- The decision-making body shall consider the addendum with the final FEIR prior to making a decision on the project.

- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 (see Section 3.0) should be included in the addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.

Under CEQA Guidelines Section 15164, an addendum to an adopted EIR shall be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.

Under Section 15162, the lead agency shall prepare an EIR if there are new significant information or a new significant impact created by the change in project or surrounding area.

With respect to the proposed project, the revisions are minor changes that do not result in any new significant environmental effect(s); therefore, the proposed project does not require a supplemental EIR.

**Basis for Addendum:** The following describes why the proposed changes will not result in any significant additional impact.

On October 19, 2010 the Board of Supervisors adopted the Final Environmental Impact Report (FEIR) ED08-252 that analyzed the project's impacts and provided mitigation measures for the following issue areas: 1) Aesthetics; 2) Biological Resources; 3) Air Quality; 4); Cultural Resources 5); Hazards; 6) Geology; and 7) Transportation/ Circulation.

Since the FEIR's certification, construction plans are being prepared that include widening the 1.25-mile new construction section of the trail from 12 feet wide to 16 feet wide to better accommodate the expected trail traffic. Most changes made were to minimize impacts identified in the EIR including:

- In Segment 2, the Trail is on the surface of Toro Lane instead of in the Highway 1 ROW removing the need for retaining walls and an interpretive area added per mitigation measure BIO/mm-3.
- In Segment 3, the Trail is dropped down slope away from Highway 1, which minimized the height of the required traffic barrier from 54 inches to 32 inches and shortens the linear length the barrier from 800 feet to 600 feet, per mitigation measure AR-mm1. An interpretive area is added per mitigation measure BIO/mm-3.
- In Segment 4, a minor trail realignment minimizes impact to recently mapped wetlands per mitigation measure BIO/mm-16 and an interpretive area was added per mitigation measure BIO/mm-3.

These changes result in a reduced Aesthetics and Biological impacts. The conclusions and mitigation measures provided in the FEIR prepared for the original project (ED08-252) remain adequate for the revised project, with further discussion on several impact areas below.

### **Aesthetics**

The EIR determined that the Caltrans' required 54-inch-tall highway barrier (needed to separate the Trail from Highway 1) conflicted with the scenic vista of the Pacific Ocean, and was a significant impact. Mitigation measure AR-mm1 required the project to incorporate the shortest barrier allowed by Caltrans, with the least vertical and reflective elements, and to use natural colors in the barrier. Revising the Trail alignment down slope towards the beach has created enough space between Highway 1 and the Trail that a shorter, 32-inch-tall standard highway barrier would be allowed and would protect trail users from traffic along Highway 1. The standard Caltrans barrier has no vertical or reflective elements. The 32 inch barrier is 40% shorter than the previously proposed 54 inch barrier, This change allows more of the scenic vista of the Pacific Ocean to be seen from Highway 1 than what was reviewed in the EIR.. Dropping the trail

down slope also shorten the length of the barrier from 800 feet to 600 feet, 25% less barrier is less of a visual impact than what was identified in the FEIR. The proposed project does not result in any new significant environmental effects and has less of an impact to aesthetics and is consistent with FEIR.

### **Biological Resources**

The 2010 FEIR identified significant and mitigatable, and insignificant impacts to Biological Resources included those to wetlands, foredune habitat, the snowy plover, reg legged frogs, coast horned lizard and nesting birds. No significant unavoidable (Class I) impacts to Biological Resources were identified. Mitigation measures BIO/mm 1 through BIO/mm 20 address these impacts. Most of mitigations are protection measures during construction of the Trail. These will be implemented at the time of construction. BIO/MM 3 required interpretive signs, and these are incorporated into the current project. BIO/mm-16 requires the trail to avoid seasonal wetlands. The revised Trail has a small realignment in Segment 4 to avoid seasonal wetland identified in a 2019 biological survey (Terra Verde, 2019, Attachment B).

The Trail was originally proposed to be 12 feet wide (two 4-foot travel lanes and 2 feet shoulders/drainage ways on each side). Based on the anticipated level of use of this oceanside trail the width was expanded to 16 feet wide (two 6-foot-wide travel lanes and 2-foot shoulder/drainage ways on each side). The FEIR identified impacts of the trail on the environment and identified existing mitigations for protection of: wetlands, foredune habitat, the snowy plover, California reg legged frogs, coast horned lizard and nesting birds. These mitigations are adequate to protect and preserve wildlife and habitats along the alignment of a 16 feet wide Trail. The increased width of the Trail by 4 feet will not result in a significant impact with the implementation of the previously identified mitigation measures. The realigned Trail minimizes impacts to seasonal wetlands that offset the impact of the wider Trail. The proposed project does not result in any new significant environmental effects and is consistent with FEIR.

### **Cultural Resources**

The FEIR did not identify direct impacts to Cultural Resources. The FEIR recognized cultural resources in close proximity to the Trail and identified a significant but mitigatable impact to cultural resources because construction of this trail could impact intact subsurface cultural resources. Mitigation measures CR/mm-1 and CR/mm-2 included completion of a Phase II (subsurface testing) cultural investigation to provide verification of the presence or absence of subsurface resources prior to construction. CR/mm3 and CR 4 required a Phase III (data recovery plan) be completed before construction if the Phase II investigation identified subsurface cultural resources that would be impacted. CR/mm 5 through CR/mm7 requires preparation of a cultural resources construction monitoring plan, and implementation of that plan during construction.

In 2017 a Phase II cultural evaluation was completed for this project (Far Western, 2017, Confidential Attachment 3). The evaluation did not identify any significant features and found very few intact cultural resources west of Highway 1. The report concluded that it is unlikely significant features will be encountered during construction, therefore a Phase III (data recovery) plan is not necessary. This satisfies mitigation measure CR/mm-1 and CR/mm-2. CR/mm-3 and CR/mm-4 (Phase III Data Recovery) are not necessary. CR/mm5 through CR/mm7 (cultural monitoring during construction) are still applicable and will be completed at the time of construction of the Trail.

The proposed revised project does not result in any new significant environmental effects that has not been identified in the previous environmental review and is consistent with the conclusions of the FEIR.

**Additional Information:** Additional information pertaining to this environmental determination may be obtained by contacting the Lead Agency at the above address or telephone number.

**Re: CA Coastal Commission Important Hearing Notice: 3-24-0020 (Morro Bay to Cayucos Connector Trail)**

J Frye <jeannefrye@gmail.com>

Tue 5/28/2024 8:05 PM

To: CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Thank you! I appreciate the notice and look forward to attending the meeting. I wish the very best for this trail and hope it is as safe as can be.

Best,

Jeanne

On May 28, 2024, at 3:47 PM, CentralCoast@Coastal <CentralCoast@coastal.ca.gov> wrote:

Please see attached Hearing Notice.  
<3-24-0020 (Morro Bay Cayucos CCT).pdf>

**RECEIVED**

**MAY 29 2024**

**CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA**

Please give to Coastal Commissioners for the June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)

J Frye <jeanneyfrye@gmail.com>

Sun 6/2/2024 8:37 AM

To: CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Dear Coastal Commissioners,

**RECEIVED**

**JUN 3 - 2024**

CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

The pedestrian/ biking trail from Morro Bay to Cayucos will be a wonderful asset to our community! THANK YOU to all who have worked so hard to make this happen! We appreciate the hard work preparing for this project and hope the following suggestion makes this an even better trail. Due to safety issues and overcrowding on Toro Lane, please request that the creation of a short path located between Highway 1 and Toro Lane be constructed so that this trail starts at the Yerba Buena cross walk. Many local residents and tourists will be using this trail. Using Toro Lane's limited 9 space parking lot as the starting point will directly impact Toro Lane as locals and tourist bike and walk between Morro Bay and Cayucos. Many will most likely park on Beachcomber street or beyond. Please consider as a part of the coastal permit requiring the trail begin at Yerba Buena stop light and parallel Toro Lane until it joins the parking lot where the present trail starts. Please review the following issues to determine the safety and enjoyment of this trail:

1. Notification of risk for bicyclists and pedestrians crossing Yerba Buena at Toro Lane:

When the Yerba Buena stop light is green, vehicles driving south on highway 1 slow down just enough to exit... literally from 55 miles per hour turning onto Yerba Buena. I became aware of this when I hit my brakes hard to avoid being hit by a vehicle exiting the highway. Highway drivers are often looking at the beach and due to the road sloping down over a short span, they are unable to clearly see individuals crossing Yerba Buena at Toro Lane. Having bicyclists/ pedestrians cross Yerba Buena at the highway crosswalk along with a short trail to meet the proposed existing path establishes better visibility of bicyclists and pedestrians. If the crosswalk leads directly to a path, it would incentivize trail users to use the cross walk at Yerba Buena and not cross at Toro Lane. (Please see drawing)

2. Expecting too many purposes for a narrow road:

Toro Lane is a narrow road for residential homes, the destination of a 9 vehicle parking lot, and the entry point for dog walkers entering "dog beach". In order to protect wild life, Morro Bay does not allow dogs on their beach which runs parallels to Toro Lane. A large number of dog walkers and pedestrians from the residential east and west side of Highway 1 use Toro Lane's narrow road to get to "dog beach". Toro Lane is a short, unique, narrow road with a lot of activity already happening... please bypass Toro Lane with a trail starting at the Yerba Buena cross walk. Adding a large number of bicyclists to Toro Lane will frustrate dog walkers, pedestrians walking, automobile drivers and homeowners trying to back out of their driveways. (Please see photos)

Thank you for your time and consideration. If you would like me to meet you at Toro Lane to go over my concerns I am happy to. Please make sure this bike/ pedestrian path is safe and enjoyable for all.

Kind regards,

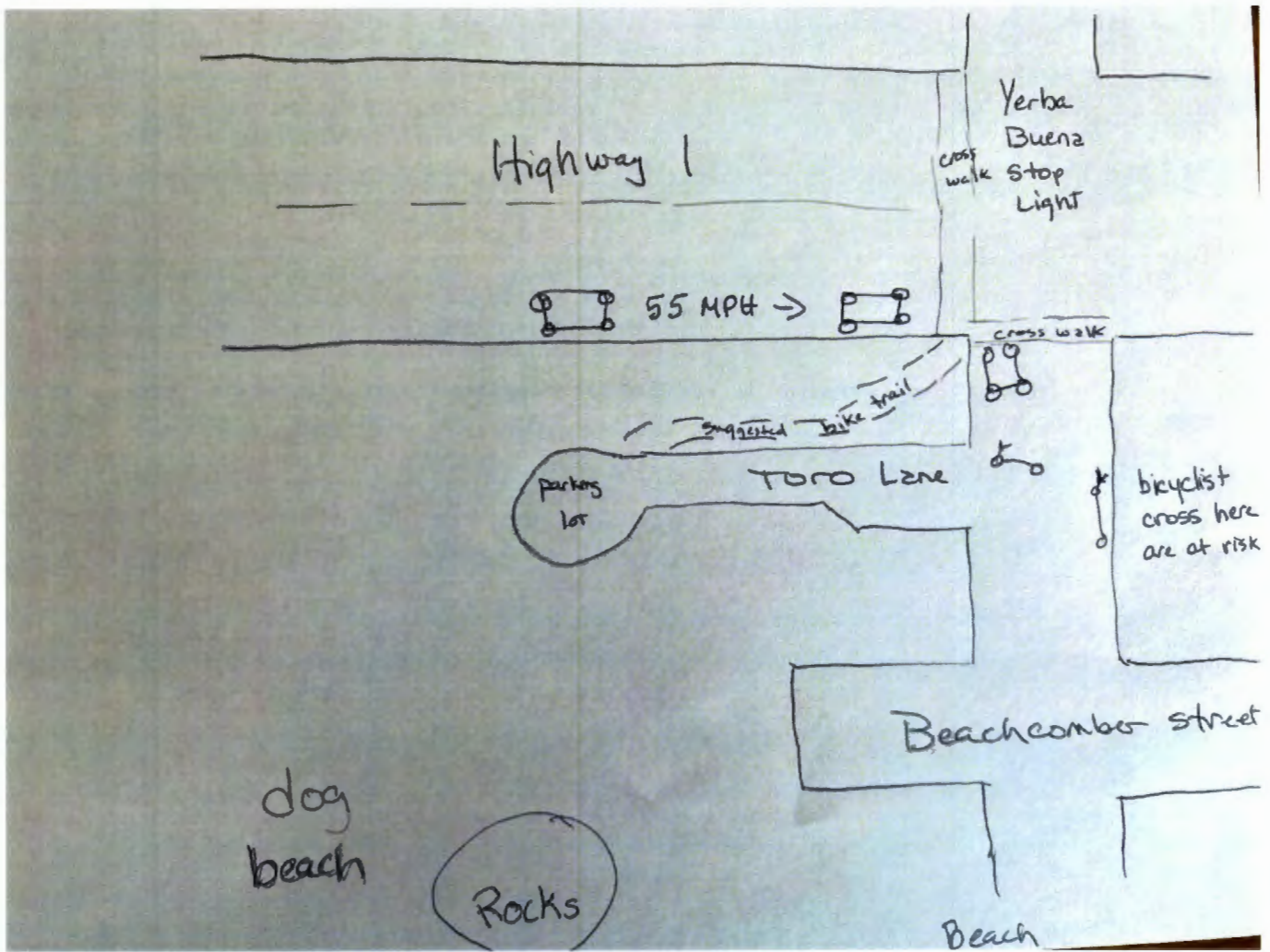
Jeanne Frye

Former resident at Toro Lane









**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Public Comment on June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)  
**Date:** Thursday, May 30, 2024 3:02:52 PM

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**From:** Greg Felder <cgfelder66@yahoo.com>  
**Sent:** Thursday, May 30, 2024 2:55 PM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Public Comment on June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)

Exhibit 1 and Exhibit 3 are not attached for our review

We wish to submit our objection to this project based upon the following:

We have lived in the area for over fifty years - the preservation of the snowy plover habitat is of the utmost importance in the area being considered for the project.

There is a problem now with unleashed dogs on the beach upsetting the natural habitat of the snowy plover. To add a trail will only increase the problem - even if the dogs are on leashes.

Secondly, there is no parking spaces available for vehicles to park; especially on the south end of Studio Drive. Currently cars park in the space that appears to be where the trail will be located and on the area's residential property.

Your opposition to this project would be appreciated.

Charles Gregory Felder  
Patricia Arline Felder  
340 Chaney Avenue  
Cayucos California

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Coastal application 3-24-0020  
**Date:** Friday, June 7, 2024 9:01:54 AM  
**Attachments:** [bike path.odt](#)  
[bike path.odt](#)

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**From:** Dave Dabritz <dave.dabritz@gmail.com>  
**Sent:** Thursday, June 6, 2024 4:53 PM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Coastal application 3-24-0020

I am opposed to the bike path plan.

RE: Coastal Development Permit Application Number 3-24-0020

California Coastal Commission

Evelyn Dabritz  
3650 Studio Dr  
Cayucos Ca. 93430

Dear Sirs,

I have lived in my home at the dead end of Studio Dr. in Cayucos Ca. Since 1991. The Dabritz family bought the property in 1954. I strongly feel that the proposed bike path should not come down the beach side of the highway 1. To build on the other side of highway it can be made with out making 5 bridges. It would be much simpler to build on the hill side of highway 1 . I am waiting to see your required Environmental impact study. It hasn't been done. The area has plants and animals on the endangered species list; Blue eyed grass, Red legged frog, Snowy plover.

If the path goes down studio dr, there is no view of the beach, only houses. Many under construction. There is not enough room on Studio dr for bicycles. The road is barely wide enough for cars to pass each other. People are backing out of there garages. The bike path makes it dangerous for hikers. Sending large quantity of bicycles down Studio Dr. is unwise and would be accidents waiting to happen.

Evelyn Dabritz  
Resident of Studio Dr.

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fwd: Morro Bay To Cayucos Connector Trail project  
**Date:** Thursday, June 6, 2024 11:00:31 AM

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**From:** edward goshorn <egoshorn@sbcglobal.net>  
**Sent:** Thursday, June 6, 2024 10:01:37 AM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Morro Bay To Cayucos Connector Trail project

As a member of the SLO County Bicycle Advisory Committee for over 20 years, I have witnessed a slow, and sometimes steady, improvement in bicycling infrastructure in the county and throughout California. Now with the proliferation of e-bikes, making the bicycle an even more viable and accessible addition to the clean energy transportation, there is an increasing urgency for highway/trail safety for the bicyclists.

The Morro Bay To Cayucos Connector Trail Project is the premier example of an improvement that adds both to CONNECTIVITY and SAFETY along the California Coastal Route by providing the only alternative to riding on the highway available between these two coastal towns. This route has been studied, engineered, and modified for many years in an attempt to keep all interested parties satisfied, as best a possible.

As the Coastal Commission is an important steward of this valuable California resource, I ask on behalf of the SLO County Bicycle Advisory Committee, residents, bicyclists, and walkers that the Coastal Commission provide its approval of this important project.

Ed Goshorn, CDR USNR retired  
10050 San Marcos Rd  
Atascadero, CA 93422

[Sent from AT&T Yahoo Mail on Android](#)

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Jackson, Devon@Coastal](mailto:Jackson_Devon@Coastal); [Moroney, Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Please do NOT approve the upcoming LOCP at your meeting next week.  
**Date:** Friday, June 7, 2024 9:03:23 AM

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**From:** Alexandra Fairfield <[alex.fairfield85@gmail.com](mailto:alex.fairfield85@gmail.com)>  
**Sent:** Friday, June 7, 2024 8:24 AM  
**To:** CentralCoast@Coastal <[CentralCoast@coastal.ca.gov](mailto:CentralCoast@coastal.ca.gov)>  
**Subject:** Please do NOT approve the upcoming LOCP at your meeting next week.

Dear CCC--

As residents of Los Osos we are incredulous about the recent changes to the LOCP that are coming to you for review. There is no data, no evidence, that our aquifer can support more development in Los Osos. The BOS approval of the Anastazi development was clearly wrong, and now we are considering this huge increase of 6400 homes?

We need time to assess what is the true status of our aquifer using hard numbers and reliable models. As Los Osos residents, we have been conserving our OWN water use so that we will have Water to Use in the future, not so that more houses can be built and will jeopardize water availability for the whole community.

We support the LOGG request for a continuance. And, frankly, we would like clarification as to how such plans for development can even get this far in the approval process. The Basin Management Committee has also lost our trust.

Thank you,  
Alexandra Fairfield  
David Cheney  
Los Osos, CA

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Morro Bay to Cayucos Connector Trail  
**Date:** Friday, June 7, 2024 9:31:47 AM

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**From:** Ann Luce <amluce62@gmail.com>  
**Sent:** Friday, June 7, 2024 9:29 AM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Morro Bay to Cayucos Connector Trail

To Whom it May Concern:

I am a resident of Morro Bay. I am also a cyclist. I am in support of the Morro Bay to Cayucos Connector trail. I believe it would provide a safer alternative for cyclists, hikers and walkers to access our beautiful coastline. Currently the only alternative is on the highway with motorists. I know many people are afraid of the high speed traffic.

A trail connector would increase revenue for both Morro Bay and Cayucos. More people would be inclined to use it to go between the two areas on foot or bike. It would be a wonderful way for more people to safely enjoy the beauty of the central coast.

I know there are several home owners in the area opposed to it. It seems that many more people would benefit than the few opposed.

Please support this project. It will be such an asset to the majority of the community.

Thank you,  
Ann and Gordon Luce  
2431 Reno Court  
Morro Bay, CA.



**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Public Comment on June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)  
**Date:** Friday, June 7, 2024 5:01:06 PM

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**From:** C Betonte <[cbetonte@sonic.net](mailto:cbetonte@sonic.net)>  
**Sent:** Friday, June 7, 2024 4:42 PM  
**To:** CentralCoast@Coastal <[CentralCoast@coastal.ca.gov](mailto:CentralCoast@coastal.ca.gov)>  
**Subject:** Public Comment on June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)

Hello,

I am writing in SUPPORT of the Morro Bay to Cayucos Connector Trail. I am a senior living in North Morro Bay. There are very few pathways in our area for riding a bike for more than a couple of miles safely separated from auto traffic.

I do not feel safe riding on the Highway 1 shoulder with vehicles passing, often TOO CLOSE, at 65 miles an hour +.

This multi-use pathway would provide a MUCH SAFER route and allow all levels of riders and walkers to travel safely for a much longer distance!

I urge you to vote YES for the Morro Bay to Cayucos Connector Trail.

Thank You,

Cindy Betonte

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This email has been checked for viruses by AVG antivirus software.  
[www.avg.com](http://www.avg.com)

re: Morro Bay to Cayucos Trail

Lea Brooks <leabrooks332@gmail.com>

Thu 6/6/2024 9:19 PM

To: CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

**RECEIVED**

**JUN 07 2024**

**CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA**

> Hello Coastal Commissioners:

>

> Please approve the Morro Bay to Cayucos Connector Trail. I regularly bicycle this stretch of Highway 1 and don't recall ever seeing children riding alone or accompanied by adults.

>

> This trail will provide a route separated from traffic traveling at highway speeds connecting these communities. Bicyclists of all ages and abilities and pedestrians will finally have a trail where they feel safe enjoying this spectacular stretch of coastline.

>

> Thank you for supporting a project that is destined to be wildly popular and will provide an alternative for driving between Morro Bay and Cayucos.

>

> Thank you.

> Lea Brooks

> San Luis Obispo

>

>

>

>

> Sent from my iPhone

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Public Comment on June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)  
**Date:** Friday, June 7, 2024 3:00:08 PM

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**From:** Dani Gmail <dani.r.nicholson@gmail.com>  
**Sent:** Friday, June 7, 2024 2:55 PM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Public Comment on June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)

Regarding the Morro Bay to Cayucos Connector path, I believe it will be appropriate on the east side of the highway but a disaster on the west side where the dunes will be disturbed, animal life as well. I object to covering up the beauty of the natural dunes with paving Why? For people on bikes to avoid 1 1/4 miles of a very wide highway with a fine lane for cyclists. The hang gliders land there also.

One of my biggest concerns are all of the abutments that will need to be built (again, replace dunes with concrete) to stabilize this path. Another huge concern is that the ocean has taken many feet off of the bluffs during the last two years of rain and heavy storm action. I just read the EIR. Regarding that, they mention that if this were to happen and storm surges were to wash out the path, they recommend removing it and moving it to the east side (their last assessment was in 2010 which obviously wouldn't address recent events). I truly believe this will happen perhaps sooner than later. We've lived and walked this beach daily for years and know it intimately.

In addition, when the tide is high, we who walk the beaches daily, have to move up to the dunes. Now we will have more people, dogs, bikes, e-bikes and wheelchairs on this man made structure which will alter the beautiful landscape negatively. This is, in my opinion, is creating a solution for a problem that doesn't exist.

We locals drive respectfully around cyclists and pedestrians Conversely, I experience cyclists riding side by side and often veering dangerously close to traffic.

I keep hearing how climate change is an existential threat and supposedly California is leading the way in combating it. How does spending millions of dollars and paving paradise lend to addressing this crises? How about leaving nature alone? This is the California Coastal Commission's decision. I live within the coastal zone and respect that my property which runs along Willow Creek is subject to CCC laws and yet I happily comply to keep nature and habitat safe. If I must comply, so must county parks and their project cohorts.

I am a wildlife rehabilitator of 22 years and see the action of the birds, mammals and plants along the dunes, watching the migrations and how tide affects them. They move up into the dunes with the tide. Why disturb them when it's unnecessary?

Lastly, my husband has been an unpaid county employee by picking up the trash at dog beach for the past 5+ years. We buy the trash bags, hang them on the fence inside the parking lot, pick up trash left on the beach and take the trash to the Cayucos dumpster. We used to put it in our dumpster until we gained access to cayucos's. With additional people, bikes etc, there will be more trash. We have tried

to get both Morro Bay and the county involved in doing this, to no avail. I have zero hopes of seeing this done in the future by anyone other than ourselves. We have pulled off of the beach during Fourth of July and other holidays, up to a full pickup bed load of trash.

These are some of my issues. In conclusion, I view this as a vanity project. The state of California needs to address homelessness and the economy to name two much more serious problems. Please don't let this project go further.

Regards,  
Dani Nicholson  
Homeowner for 25 years on Old Creek Road  
Sent from my iPhone

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: YES TO MORRO BAY TO CAYUCOS TRAIL  
**Date:** Friday, June 7, 2024 2:43:53 PM

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**From:** Julianne Dickey <julsjewels76@yahoo.com>  
**Sent:** Friday, June 7, 2024 2:43 PM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** YES TO MORRO BAY TO CAYUCOS TRAIL

Dear Coastal Commissioners:

The Morro Bay to Cayucos connector trail will be a world class recreation asset in the Central Coast and a special part of the California Coastal Trail. I have been a resident of Los Osos for over 20 years and am an avid hiker and mountain biker. Most residents like me can't wait to walk/ride on the bluffs above dog beach, of which I take my dog to regularly. This trail solves a transportation/circulation problem by providing a trail where there are no street or sidewalks. Closing this one mile gap will connect almost 10 miles of bike trails in both towns. Please approve this project. I cannot wait to walk/ride on it!

Thanks you,

Julianne Dickey  
1143 16th St. #3  
Los Osos, Ca 93402  
805-441-9093

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Cayucos-Morro Bay bike lane  
**Date:** Friday, June 7, 2024 12:32:52 PM

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**From:** neil esterobaynews.com <neil@esterobaynews.com>  
**Sent:** Friday, June 7, 2024 12:30 PM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Cayucos-Morro Bay bike lane

Dear Coastal Commission:

I am writing this in support of SLO County's permit application to build the Cayucos-Morro Bay Connector, dedicated bike path that appears on your Thursday, June 13 agenda.

I am what I call an "urban mountain biker," that is, I ride a mountain bike back and forth the length of town (from the launch ramp to North Point and back) regularly.

What I love most about this, is the dedicated bike paths along the Harborwalk, and at the high school and running through the Cloisters, projects that your commission approved many years ago.

The streets that this route takes me down are lightly traveled by vehicles and I feel entirely safe pedaling over them.

I look forward to one day being able to continue this extraordinary route all the way to Cayucos.

I guess I'm a chicken, because I refuse to ride my bike on Hwy 1 between Morro Bay and Cayucos, believing it's dangerous for bicyclists.

Though the new Toro Creek Bridge has made the highway safer, I still fear daydreaming drivers, staring off at the ocean or at Morro Rock, and drifting onto the should, where cyclists ride on a daily basis. So I cut my workout off at North Point.

When this bike path is finally completed, I plan to ride all the way to the Cayucos Pier and back.

In addition to the bike path, I see from your report, that the County will have to do some

mitigation measures with this project. Might I suggest one to add.

At the south end, where the path will meet up with the old Hwy 1 roadway at North Point, could you put in a ramp or short staircase down to the beach to make it a bit easier for the folks taking their dogs down to Dog Beach. This short drop down to the beach can be tricky for some folks, and especially so for anyone with mobility issues.

There is the North Point staircase down to the beach, however, it empties out onto Morro Strand State Beach, which as you know, State Parks prohibits dogs on its beaches, issuing citations with hefty fines when they catch someone.

Besides this one suggestioon, I urge you to approve this CDP application and help speed along this project. It's been too long in the works now (about 20 years).

Sincerely,

Neil Farrell

SLO resident (formerly of Morro Bay).

423 Mainini Ranch Rd. # C

SLO



**From:** [Moore, Elizabeth@Coastal](mailto:Moore.Elizabeth@Coastal)  
**To:** [Moroney, Ryan@Coastal](mailto:Moroney.Ryan@Coastal)  
**Subject:** FW: Item 16a Coastal Permit Application at June 2024 Meeting  
**Date:** Friday, June 7, 2024 4:18:09 PM

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Fyi - -

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**From:** Helene Finger <helenefinger@gmail.com>  
**Sent:** Thursday, June 6, 2024 12:22 PM  
**To:** ExecutiveStaff@Coastal <ExecutiveStaff@coastal.ca.gov>  
**Subject:** Item 16a Coastal Permit Application at June 2024 Meeting

My family and I have owned property on Yerba Buena Street in Morro Bay for 40 years, and we are excited for the construction of the Morro Bay to Cayucos Connector Trail. I ask that the Commission please approve Coastal Development Permit Number 3-24-0020 (Morro Bay/Cayucos CCT) pursuant to the staff recommendation.

Kind regards,  
Helene Finger

## Connector trail

Sandra Heller <sandih5@sbcglobal.net>

Thu 6/6/2024 9:06 PM

To: CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

I greatly support the Morro Bay to Cayucos connector trail. As a cyclist, I ride the route frequently.

Sandra Heller

San Luis Obispo

Sent from AT&T Yahoo Mail on Android

**RECEIVED**

**JUN 07 2024**

**CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA**

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Yes on MB to Cayucos  
**Date:** Friday, June 7, 2024 9:33:28 AM

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**From:** Kari Lekvold <karilekvold@gmail.com>  
**Sent:** Friday, June 7, 2024 9:13 AM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Yes on MB to Cayucos

A walking/biking trail from Morro Bay to Cayucos would be a fantastic way to mitigate impact on the coastal area and preserve the environment while increasing cyclist and pedestrian safety and opportunities to enjoy nature.

Thank you for your consideration of this fantastic opportunity,

Kari Lekvold, SLO County resident

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Morro Bay to Cayucos Connector Trail  
**Date:** Friday, June 7, 2024 1:04:40 PM

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**From:** Myron Amerine <myron.amerine@att.net>  
**Sent:** Friday, June 7, 2024 12:56 PM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Morro Bay to Cayucos Connector Trail

I am Myron Amerine Vice Chair of the San Luis Obispo County Bicycle Advisory Committee.

The committee and hundreds if not thousands of local and cycling travelers which travel up and down Hwy 1 will pass through this section of Highway 1.

The central coast is a destination and travel route for thousands of people that travel Hwy 1 either as individuals or in groups or organized rides each year.

I personally was hit from the rear on Highway 1 in this area by an inattentive driver at 60 MPH. To say the least I received significant injuries, but still alive and I am still cycling on Hwy 1 now.

The more options to separate cyclists and Pedestrians from high speed vehicular traffic is a good thing.

Please move this project to completion.

Myron Amerine  
Vice Chair SLO County BAC

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: The Morro Bay To Cayucos Connector Trail project  
**Date:** Friday, June 7, 2024 4:35:23 PM

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**From:** claydana@aol.com <claydana@aol.com>  
**Sent:** Friday, June 7, 2024 4:33 PM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** The Morro Bay To Cayucos Connector Trail project

Dear Coastal Commission,  
Please approve the Morro Bay to Cayucos Connector Trail project. I would love to be able to ride my bike from Morro Bay To Cayucos.

Sincerely,

Lori Olson

**From:** [CentralCoast@Coastal](mailto:CentralCoast@Coastal)  
**To:** [Moroney\\_Ryan@Coastal](mailto:Moroney_Ryan@Coastal)  
**Subject:** Fw: Public Comment on June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)  
**Date:** Friday, June 7, 2024 1:03:59 PM

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**From:** betty winholtz <winholtz@sbcglobal.net>  
**Sent:** Friday, June 7, 2024 12:47 PM  
**To:** CentralCoast@Coastal <CentralCoast@coastal.ca.gov>  
**Subject:** Public Comment on June 2024 Agenda Item Thursday 16a - Application No. 3-24-0020 (Morro Bay/Cayucos CCT, Morro Bay/Cayucos)

Dear Coastal Commissioners,

Who is the audience for this project?

**If it is pedestrians,** whether locals or visitors, we use the beach. What is the point of being on an elevated boardwalk near cars whizzing by on the highway? If the tide is high, we use the dunes. Actually, hand-gliders who take off from the hill across the highway use it for landing.

**If it is families,** you don't go to the beach to be on a boardwalk. You stake your sand with blankets or umbrellas while the children play in the water.

**If it is the physically challenged,** it would be less expensive to buy a dozen beach wheelchairs and position 1/2 on either end of the proposed connector. The south end could be staged from Morro Strand State Beach. There is already a slanted access point at the entrance to the State Beach which could be stabilized for comfortable access to the beach. On the north end, a staging area could be at the public street dead-end. A slanted ramp to the beach would have to be built but much cheaper than the trail designed.

**If it is bikers,** which I believe is the real aim, this proposal is not for them. Serious bikers use asphalt. They should be given safe passage parallel to Route One just like Interstate 8 East of San Diego. Caltrans announced in March, 2024, that they are spending \$1 billion on bikeways. Why not here? Money is tight in the State right now.

Covid changed everything, and not just because of Covid. Changes have happened in the last couple of years. Weather patterns have intensified. As sure as you build this trail, it will be washed out. The east side of Route One is where this bike connector belongs. Armoring, which is against CCC policy, would not be required. The land on the east side is currently or proposed to be owned by a conservancy.

The plan proposed to you did not come before the people of Morro Bay. I don't know if it was presented to Cayucos residents. This simile may sound like an exaggeration but it is not: How the specifics of this plan have come about is like foreigners going into Costa Rica telling the people how to build trails. The County, which is headquartered inland, has come up with a fancy plan that does not fit the area because they did not consult the locals.

It's never too late to do the right thing. Scale this project down. Consult the local communities through their citizens' planning bodies.

Sincerely,  
Betty Winholtz  
for SAVE THE PARK,  
a local non-profit for 20 years

**RECEIVED**

## Support for Morro Bay to Cayucos Connector Trail

**JUN 07 2024**

AR Wyatt <a.reneewyatt@gmail.com>

Thu 6/6/2024 9:39 PM

**CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA**

To:CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Dear Commissioners and Staff: I am a cyclist who regularly commutes between Cambria and San Luis Obispo, and I'd like to voice my strong support for the Morro Bay to Cayucos Connector Trail. In addition to providing safer, healthier, more amenable work travel pathways for people like me, this trail will be a boon for local recreation and for tourism, meeting your Commission goal of enhanced coastal access. Thank you for supporting trail construction next week. -a

Anne R. Wyatt

(805) 296-0013