

## EXHIBIT "M"

### 10.37.1 California Coastal Trail (CCT)

- a. Definition: The California Coastal Trail (CCT) is a continuous interconnected public trail system along the California coastline. It is designed to foster appreciation and stewardship of the scenic and natural resources of the coast and serves to implement aspects of Coastal Act policies promoting non-motorized transportation. The Trail system is to be located on a variety of terrains, including the beach, bluff edge, hillsides providing scenic vantage points, and within the highway right-of-way. It may take many forms, including informal footpaths, paved sidewalks, and separated bicycle paths. When no other alternative exists, it sometimes connects along the shoulder of the road. While primarily for pedestrians, the Trail also accommodates a variety of additional user groups, such as bicyclists, wheelchair users, equestrians, and others as opportunities allow. The CCT consists of one or more parallel alignments.
- b. Segments of the California Coastal Trail shall be developed consistent with the parameters of this policy.
  - (1) The County shall take the lead responsibility and will consult with the National Park Service, the State Department of Parks and Recreation, the State Coastal Conservancy, the California Coastal Commission, the Counties of San Francisco and Santa Cruz, the Cities of Daly City, Pacifica and Half Moon Bay, CalTrans and other appropriate public and private entities and interested parties in designing, locating, funding, acquiring and implementing the CCT.
  - (2) The CCT shall be identified and defined as a continuous trail system along the State's coastline and designed and sited as a continuous lateral trail network traversing the length of the County's Coastal Zone and connecting with contiguous trail links in adjacent Coastal jurisdictions, the counties of San Francisco and Santa Cruz as well as with the Cities of Pacifica and Half Moon Bay.
  - (3) Existing segments of the CCT within County jurisdiction include at least the following:
    - (a) Former Highway 1 at Devil's Slide, once formally relinquished by CalTrans and opened as a public trail

- (b) Old San Pedro Road
  - (c) Surfer's Beach Trail
  - (d) Mirada Surf West
  - (e) Various segments within State Park properties that have been signed with the CCT official State logo
- (4) It is intended that the CCT system shall be designed and implemented to achieve the following goals and objectives:
- (a) Provide a continuous walking and hiking trail as close to the ocean as possible;
  - (b) Provide maximum access for a variety of non-motorized uses by utilizing alternative trail segments where feasible;
  - (c) Maximize connections to existing and proposed local trail systems;
  - (d) Ensure that the trail has connections to trailheads, parking areas, interpretive kiosks, inland trail segments, etc., at reasonable intervals;
  - (e) Maximize ocean views and scenic coastal vistas;
  - (f) Provide an educational experience where feasible through interpretive facilities.
- (5) CCT Siting and Design Standards:
- (a) The trail should be sited and designed to be located along or as close to the shoreline where physically and aesthetically feasible. Where it is not feasible to locate the trail along the shoreline due to natural landforms or legally authorized development that prevents passage at all times, inland bypass trail segments located as close to the shoreline as possible should be utilized. Shoreline trail segments that may not be passable at all times should provide inland alternative routes. Special attention should be given to identifying any segments that may need to be incorporated into water-crossing structures and that may need to be placed within CalTrans right-of way.

- (b) Where gaps are identified in the trail, interim segments should be identified to ensure a continuous coastal trail. Interim segments should be noted as such, with provisions that as opportunities arise, the trail shall be realigned for ideal siting. Interim trail segments should meet as many of the CCT objectives and standards as possible.
- (c) The CCT should be designed and located to minimize impacts to environmentally sensitive habitat areas and prime agriculture lands to the maximum extent feasible. Where appropriate, trail access should be limited to pass and repass. Where necessary to prevent disturbance to sensitive species, sections of the trail may be closed on a seasonal basis. Alternative trail segments shall be provided where feasible. For situations where impact avoidance is not feasible, appropriate mitigation measures should be identified, including but not limited to use of boardwalks, reducing width of trails, converting edges of agricultural land to public trail use when the minimal amount of conversion is used, etc.
- (d) The CCT should be located to incorporate existing oceanfront trails and paths and support facilities of public shoreline parks and beaches to the maximum extent feasible.
- (e) The CCT should be designed to avoid being located on roads with motorized vehicle traffic where feasible, except for those specific strands of the trail system that are specifically designed to service commuter needs and safely provide for the shortest distance between destination points. Providing such a commuter-purpose strand of the CCT does not replace the remaining need to provide a recreational strand of the CCT as close to the shoreline as possible. In locations where it is not possible to avoid siting the trail along a roadway, the trail should be located off of the pavement and within the public right-of-way, and separated from traffic by a safe distance or by physical barriers that do not obstruct, or detract from the visual scenic character of their surroundings. In locations where the trail must cross a roadway, safe under- or over-crossings or other alternative at-grade crossings should be considered in connection with appropriate directional and traffic warning signage.

(6) CCT Acquisition and Management:

- (a) Trail easements should be obtained by encouraging private donation of land, by public purchase, or by dedication of trail easements required pursuant to a development permit.
- (b) The CCT Alignment Study should identify the appropriate management agency(s) to take responsibility for trail operation and maintenance.

(7) CCT Signage Standards

- (a) The trail should provide adequate signage at all access points, trailheads, parking lots, road crossings, and linkages or intersections with other trails or roads and shall incorporate the State adopted CCT logo.
- (b) The trail should provide adequate safety signage, including but not limited to, road crossing signs and yield/warning signs on multi-use trail segments. Where appropriate signs should be developed in coordination with CalTrans, Cities of Daly City, Pacifica and of Half Moon Bay, County Public Works Department and/or any other applicable public agencies or nonprofit organizations.

(8) CCT Support Facilities:

To maximize access to the CCT, adequate parking and trailhead facilities should be provided.

(9) CCT Mapping:

- (a) The final CCT map shall identify all finally planned or secured segments, including existing segments, all access linkages and planned staging areas, public and private lands, existing easements, deed restricted sections and sections subject to an Offer-to-dedicate (OTD). Where property ownerships or other constrictions make final alignment selection unfeasible, a preferred corridor for the alignment shall be identified. The map shall be updated on a regular basis, including updated Shoreline Destination/Access Maps.
- (b) The CCT preferred alignment corridor shall be identified on all applicable County Trail Maps contained in the LCP.

(10) Inclusion of the CCT in LCP:

Within one year of the completion of the CCT Alignment Study, the LCP shall be amended to incorporate all plans and designs for locating and implementing the CCT within the County, including the final maps of the trails and corridor alignments.

10.41 Major Shoreline Access Provider

Encourage the State Department of Parks and Recreation to continue assuming a major role in the acquisition, development, and maintenance of public shoreline access along the coast.

10.44 Major Shoreline Access Facilitator

Encourage the State Coastal Conservancy to continue assuming a major role in funding and facilitating the acquisition, development, and maintenance of public shoreline access to and along the coast.

10.49 San Mateo County Harbor District

Encourage the San Mateo County Harbor District to continue its efforts developing and maintaining public shoreline access on the District's coastal properties.

10.50 National Park Service

Encourage the National Park Service to acquire, develop, and maintain public shoreline access on coastal land in the Golden Gate National Recreation Area.

11.24 Priorities for the Expenditure of Public Funds

- a. Establish the following priorities for the expenditure of public funds on public recreation and visitor-serving facilities, based on the level of existing development and need:
  - (1) Improve and maintain existing public recreation areas in the Midcoast.
  - (2) Develop and maintain necessary visitor-serving facilities such as rest areas, public restrooms, drinking water, campgrounds, within existing public recreation areas.
  - (3) Expand recreational opportunities through the provision of trails and youth hostels.

- (4) Acquire and develop for recreational use lands which are adjacent to and would expand the size of existing publicly owned recreation areas.
  - (5) Acquire and develop for recreational use lands which would introduce a public recreation area into a section of the Coastal Zone where no public recreation areas now exist.
  - (6) Acquire and develop lands designated as community parks.
- b. Use the following priorities when expending County funds for trails:
    - (1) Implement the California Coastal Trail Plan identified in LCP Policy 10.37.1 and as included in Regional Transportation Plans as identified in Policy 11.32.
    - (2) Implement the Regional Local Coastal Program trails identified in LCP Policy 11.13.
  - c. Regularly reassess these priorities as new public recreation and visitor-serving facilities development takes place in the Coastal Zone.
  - d. Encourage low cost facilities in privately developed visitor-serving facilities, particularly hotels and motels.

11.25 Requirement that State Parks Development Conform to the Local Coastal Program

- a. Require that the State Department of Parks and Recreation, as part of any application for a Coastal Development Permit, and in addition to any other submittals required, submit a long-range plan for any park unit proposed for improvement which includes: (1) the development plan, including the location of all proposed structures, parking areas, trails, recreation facilities and any proposed alterations of the natural environment; (2) a map of sensitive habitats and lands which are needed for the protection and vital functioning of sensitive habitats; (3) evidence of how agriculture has been considered in the planning of each park unit by (a) demonstrating how the Department will continue or renew the maximum amount of prime agricultural land and other lands suitable for agriculture in agricultural production within each park unit and (b) providing site specific justifications, which are consistent with the criteria for conversion in the Agriculture Component, for converting prime agricultural land or other lands suitable for agriculture to non-agricultural use; and (4) any capital outlay projects proposed for the subsequent one-year period.

- b. Require, prior to granting a development permit to the State Department of Parks and Recreation, that the development and the long-range park unit plan be found consistent with the certified Local Coastal Program, or with a public works plan approved by the California Coastal Commission.

11.27 Improvement, Expansion and Maintenance of Public Recreation

- a. Continue to provide for the improvement, expansion and maintenance of the Fitzgerald Marine Reserve, and San Pedro Valley Park and the CCT.
- b. Support efforts to add the Devil's Slide bypass roadway alignment to adjoining park units, including, but not limited to, the Golden Gate National Recreation Area.
- c. Explore developing a contractual agreement with the State Department of Parks and Recreation which would allow the County to maintain and operate State-owned recreation areas with reimbursement for these expenses by the State Department of Parks and Recreation.
- d. Undertake the development and maintenance of Gregorio/Murphy and LCP proposed trails, including the Coastal Trail, with reimbursement for these activities by the State of California to the greatest extent possible.
- e. Collect in-lieu fees and contribute these and other minor funds to the appropriate County fund including, but not limited to, the Midcoast Parks Development Fund administered by the Parks and Recreation Division. Use these funds to: (1) develop County public recreation facilities, including trails, and (2) provide matching funds for State and federal recreation programs in accordance with the priorities in Policy 11.23.
- f. Sign major public recreation areas and commercial recreation areas consistent with Policy 11.16.

11.28 Role of the State Department of Parks and Recreation

- a. Designate the State Department of Parks and Recreation as the primary agency for the acquisition, development and maintenance of public recreation and visitor-serving facilities in the Coastal Zone.
- b. Encourage the Department to contribute the major portion of funds for the development, expansion and maintenance of public recreation and visitor-serving facilities in accordance with the priorities and policies of this component.

- c. Encourage the State Department of Parks and Recreation to develop and maintain segments of the California Coastal Trail on State-owned property, in conjunction with the shoreline access trails.
- d. Consider the possibility of having the County undertake the maintenance of the facilities with reimbursed funds.

11.29 Role of the State Coastal Conservancy

- a. Request the State Coastal Conservancy to contribute funds to acquire land or interests in land in the areas surrounding public beaches, parks and nature preserves when private development would clearly damage the resource values of the public land.
- b. Support and facilitate the efforts of the State Coastal Conservancy to develop the California Coastal Trail.

11.30 Encourage San Mateo County Harbor District

Encourage the San Mateo County Harbor District to continue its efforts providing public recreation and visitor-serving facilities on the District's coastal properties, including provision of shoreline access and trails.

11.31 Encourage National Park Service

Encourage the National Park Service to provide public recreation and visitor-serving facilities on coastal land in the Golden Gate National Recreation Area, including provision of shoreline access and trails.

11.32 Encourage Transportation Authority and Metropolitan Transportation Commission

Encourage the San Mateo County Transportation Authority and the Metropolitan Transportation Commission to ensure that provisions for the CCT are included within the Regional Transportation Plan each time that it is updated, consistent with AB 1396.

11.33 Use of CalTrans' Devil's Slide Bypass Alignment within Montara

- a. A Linear Park and Trail Plan (LPTP) Overlay is applied over the original Devil's Slide Bypass Alignment, also known as the "Adopted Alignment," between the National Park Service – Golden Gate National Recreation Area property known as Rancho Del Tierra and Highway 1, including the Peninsula Open Space Trust (POST) ownership south and east of Sunshine Valley Road. (The "Adopted Alignment" right-of-way area is also called out as the Midcoast Foothills Trail in the 2001 County Parks



Plan.) The LPTP Overlay requires the preparation of a Specific Plan for all properties currently within the "Adopted Alignment."

- b. Except for park, open space, trail or habitat protection and restoration purposes, the County shall not permit any requests for subdivisions, lot line adjustments, conditional or unconditional certificates of compliance, or coastal development permits within the "Adopted Alignment" area until the LPTP Overlay Specific Plan is adopted by the County and effectively certified by the Coastal Commission through an LCP Amendment. The underlying zoning remains RM-CZ, R-1/S-17 and PAD within the LPTP Overlay area until such a Specific Plan is effectively certified by the Commission. Notwithstanding the provisions of any R-1 categorical exclusions, all overlay provisions will apply to the "Adopted Alignment" area. Further, until such time that a Specific Plan is effectively certified by the Coastal Commission, all uses within the LPTP Overlay area will be treated as conditional uses, except that linear park uses shall be considered the principally permitted use for purposes under the Coastal Act. Any proposed transfer of title to State Department of Transportation ("Department") property within the adopted alignment will proceed after the Department, County and Commission jointly determine that there is no conflict with the proposed LPTP Overlay Specific Plan as specified below.
  
- c. The County will work with CalTrans and other affected agencies in a manner consistent with applicable State and Federal laws and regulations to complete a LPTP Overlay Specific Plan for the Devil's Slide Bypass "Adopted Alignment." The County, CalTrans and other affected agencies shall collectively provide whatever information they have readily available to complete the requirements of the Specific Plan described below and shall collectively seek whatever additional effort or resources may be necessary to complete the plan as soon as feasible. The LPTP Overlay Specific Plan shall include a text and a diagram or diagrams which specify all of the following:
  - (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
  - (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

- (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and/or utilization of natural resources, consistent with provisions 11.33 (d) and (e) below.
  - (4) A program of implementation measures including regulations, zoning changes, potential reversion of categorical exclusions, and other programs to carry out the Specific Plan.
  - (5) The Specific Plan shall include a statement describing the relationship of the Specific Plan to the LCP and General Plan.
- d. In order to meet the requirements set forth in this section, the Specific Plan shall provide for:
- (1) Low-intensity, non-motorized park and trail recreation uses (pedestrian, bicycle, and equestrian (as appropriate)), open space, sensitive resource protection and restoration, agriculture, and repair and maintenance of existing structures through the potential designation of a Linear Park and Trail;
  - (2) Appropriate, continuous trail alignments for hiking trail and bicycle routes, and equestrian trails as appropriate, along with projected road and stream crossing locations, consistent with the Linear Park and Trail guidelines of LUP Appendix 11.A;
  - (3) Suitable trailhead parking and scenic viewing areas;
  - (4) Connections to other trail systems; public transit, and community facilities;
  - (5) Existing and/or designated but underdeveloped roads and access easements that will be retained, realigned, consolidated or retired (generally, all plated but unnecessary, roads will be retired), particularly for resource protection and hazard avoidance purposes, and actions that the County will undertake to implement the desired road configurations and crossings, ensuring, if required by State law, that there is no loss of ingress and/or egress from private property to a public street that existed or which was designated but underdeveloped prior to or after CalTrans acquisition of the parcels for the Bypass project;
  - (6) Sensitive resource features and appropriate impact avoidance measures for each. Appropriate mitigation measures should be identified for situations where impact avoidance is not feasible for the useable location of hiking and biking trails in the LPTP Over-

lay Specific Plan. Such sensitive resource features include, but are not limited to, the following:

- (i) Wetlands, streams, designated critical habitats, and other environmentally sensitive habitat areas;
  - (ii) Archaeological, paleontological and historical features;
  - (iii) Productive agricultural lands;
  - (iv) Highly scenic landscapes; and
  - (v) Watersheds identified as critical for potable water or anadromous fish habitat/passage.
- (7) Sites with potential prescriptive access rights and sites with value for development as scenic vista points, interpretive centers, or other public uses consistent with the Linear Park and Trail uses allowed within this land use designation;
- (8) Sites suitable for future CalTrans' potential mitigation needs, particularly for public access and public access banking, agriculture, wetlands, and other environmentally sensitive habitats as well as reservation of necessary access to those selected sites;
- (9) Lots that were bisected by the highway right-of-way acquisition process and are suitable for recombination and lot line adjustment, as necessary, to accommodate the most reasonable land use pattern within the community, provided for any particular site, the optimum alignment of the linear trails and supporting facilities will not be compromised;
- (10) Adequate right-of-way space along and across the existing County roads traversing the Adopted Alignment right-of-way is reserved for safe crossing and visual resource protection of the future hiking and biking trails within the Linear Park; and
- (11) An implementation plan for the Linear Park and Trail, including identification of potential funding sources for trail construction; management mechanisms; and any identified parking areas, scenic vistas, or other implementing measures and public support facilities.

- e. As necessary, the Specific Plan shall authorize mixtures of lot merger, permissible land uses and site layout and structural design to provide maximum resource and open space protection and provision of maximum public access. Once effectively certified through an LCP Amendment, the Specific Plan becomes part of the Implementing Ordinances and governs development in the area. Where there is a conflict between the policies set forth in the Specific Plan and any other policies of the LUP, the Specific Plan shall take precedence.