EXECUTIVE SUMMARY

A. PURPOSE OF THE EIR

The Port San Luis Harbor District (Harbor District) and the State Coastal Conservancy (Conservancy) proposes a development plan for the Port San Luis Harbor Terrace Campground. The development plan includes site plan and preliminary grading and drainage plan details, and guidelines and parameters for future development and construction-level design of the site consistent with the San Luis Bay Coastal Area Plan Harbor Terrace Planning Area Standards and Port San Luis Harbor District Master Plan (Port Master Plan) (RRM Design Group 2004). The Certified Final Program Environmental Impact Report (EIR) for the Port Master Plan (Crawford, Multari, & Clark Associates [CMCA] 2004) included a programmatic-level assessment of future development on the project site. The plans for the proposed project include elements that are generally at a lower intensity level than the elements addressed in the Final Program EIR (i.e., fewer recreational vehicle [RV] and hotel/motel sites). This project-specific EIR tiers off the Port Master Plan Final Program EIR. Relevant impact analysis and information presented in the Final Program EIR is incorporated by reference, and all mitigation measures applicable to the project site are included. This EIR will be used by the Harbor District to consider approval of the project or an identified alternative. This EIR will also be used by the County of San Luis Obispo (County) during review and consideration of a Coastal Development Permit application and subsequent grading and construction permits.

B. PROJECT LOCATION

The project is located west of the unincorporated community of Avila Beach, on the north side of Avila Beach Drive, immediately east of Diablo Canyon Road, in San Luis Obispo County, California. The project is within the San Luis Bay Coastal Area Plan Area. The 32-acre project site consisted of six parcels: Assessor Parcel Numbers (APNs) 076-172-002 (approximately 19-acre portion of a 21-acre parcel), 076-172-010 (1.77 acres), 076-172-019 (5.72 acres), 076-172-022 (0.16 acre), 076-171-018 (approximately 1.0-acre portion of a 390.83-acre parcel), and 076-171-021 (approximately 4-acre portion of a 508.25-acre parcel). Consistent with the Local Coastal Plan (LCP) and approval by the County Subdivision Review Board and the Public Utilities Commission (PUC), the District now owns the subject property in fee, and is awaiting assignment of a single APN for the new, single, undivided, 32-acre parcel (hereafter referred to as the project site). The project also proposes an approximately 0.7-acre access use agreement ~~easement~~ on APN 076-171-021, improvements to the Babe Lane approach, and offsite crosswalks, resulting in a total project area of approximately 34 acres.

Refer to Figures ES-1 and ES-2, Project Vicinity and Project Location, below.

Figure ES-1. Vicinity Map

Figure ES-2. Location Map

C. PROJECT BACKGROUND

1. History of Harbor Terrace

The project site and surrounding areas comprise lands once owned by the Marre family. Originally, Harbor Terrace consisted of rolling hills that sloped in a southerly direction. Union Oil Company graded the site in the 1930s for the storage of crude oil in aboveground oil storage tanks. In 1973, the site was graded for the proposed Port San Luis Marina Village, a project that was never completed. The Harbor District purchased 23 acres of the site with funding from the State Department of Boating and Waterways in 1976 to develop uses that could generate additional revenues for the Harbor District and provide needed land for harbor facilities. In 1980, 6 acres were added through a long-term lease agreement. After acquiring additional leases, the site became approximately 32 acres (RRM Design Group 2004) and is now owned in fee by the Harbor District.

Historic use of the site included the Port San Luis Trailer Park, which occupied approximately three acres off Babe Lane, and consisted of 41 spaces. In June 2012, the Harbor Commission adopted a resolution directing the Harbor District to close the Port San Luis Trailer Park. At the time, eight of the 41 spaces were occupied by travel trailers or mobile homes (Overland Pacific & Cutler, Inc. 2012). The Harbor District subsequently adopted a Closure and Impact Report and Relocation Plan, and consistent with the Report and Plan, the trailer park has been closed and trailers and mobile homes removed. The Harbor District has used the remainder of the site for commercial and recreational boat and fishing gear storage, RV camping and Harbor District storage of materials and equipment. Efforts to develop the project site in the 1990's led to an update of the Port Master Plan and a LCP amendment incorporating the features now reflected in the current project.

2. Port San Luis Harbor District Master Plan

The Harbor Terrace site was included in the Port Master Plan (RRM Design Group 2004) and was evaluated in the Port Master Plan Final Program EIR (CMCA 2004). Following approval of the Port Master Plan, mitigation measures adopted in the Port Master Plan Final Program EIR were incorporated as goals, policies, and planning area standards in the County's San Luis Bay Coastal Area Plan Land Use Element of the County's LCP (County of San Luis Obispo 2009).

The Harbor Terrace project is required to comply with the San Luis Bay Coastal Area Plan in its entirety so as to not require an amendment to this County's General Plan and LCP. The project site is identified as the "Harbor Terrace Planning Sub-Area" in the San Luis Bay Coastal Area Plan. The following paragraphs summarize existing goals and policies which apply to the site, and the manner in which the proposed project complies.

3. San Luis Bay Coastal Area – Goals & Policies for the Harbor Terrace Planning Sub-Area

The project will conform to the following goals and policies put forth in Chapter 8 (Planning Area Standards) of the San Luis Bay Coastal Area Plan for Harbor Terrace Planning Sub-Area (see page 8-20):

- **Development Intent:** The Harbor Terrace project will provides a range and mix of uses, with emphasis on coastal related and visitor serving uses, so that the land is financially and physically supportive of Harbor District operations.

- **Harbor Users:** The Harbor Terrace project must provide space to accommodate current and future Harbor District and other user needs including gear storage, trailer boat storage, and other harbor uses.

- **Visitor Uses:** The Harbor Terrace project will provide visitor-serving retail uses that are complementary to the harbor so the project may enhance the public's enjoyment in ways that financially and physically support the Harbor District's public functions. The project program must include overnight accommodations and commercial uses according to market demand and feasibility. Overnight accommodations shall include affordable visitor serving facilities.

- **Environmental Performance:** The Harbor Terrace project shall integrate site and building design techniques that are environmentally sensitive and energy conserving.

- **Pedestrian Access:** New visitor serving developments on Harbor Terrace shall incorporate measures to provide safe pedestrian access onsite and coordinate access to the beach and other Port facilities.

- **Limitations on Use:** The Harbor Terrace project shall allow trailer boat and gear storage, eating and drinking establishments, food and beverage retail sales (e.g., market or commissary), yachting and rowing clubs, paths, trails, scenic overlooks and sightseeing facilities, public parking, picnicking, accessory storage, hotels and motels (camping, bungalows, tent cabins, inns, casitas, bed and breakfast), recreational vehicle parks, meeting facilities, group camping, passive recreation, communication facilities, specialized programs, outdoor retail sales, Harbor Operations (including offices, storage and maintenance yard), public safety facilities, temporary events, interpretive displays and exhibits, shuttle station, aquaculture and mariculture.

- **Road, Infrastructure, and Service Restrictions:** The San Luis Bay Coastal Area Plan precludes the project from extending roads, infrastructure, services, or other development connections through the Harbor Terrace property to other non-Harbor District properties. This restriction does not preclude trailhead connections.

4. San Luis Bay Coastal Area – Planning Criteria for the Harbor Terrace Planning Sub-Area

The project will conform to the following Planning Criteria put forth in Chapter 8 (Planning Area Standards) of the San Luis Bay Coastal Area Plan (Adopted/Certified in 1988 and Revised August 2009) for Harbor Terrace Planning Sub-Area (see pages 8-22 to 8-25):

- **Priority of Uses:** Proposed uses of the project shall include sufficient area for the highest priority coastal-dependent and coastal-related uses. Other uses shall be designed and constructed to avoid interference with coastal-dependent and coastal-related uses. To ensure the project provides adequate facilities necessary to serve the highest priority uses and does not reduce opportunities for lower cost visitor serving uses and coastal access and recreation, the project program shall provide the following:

    - **Minimum Required Uses:** A minimum of 70 trailer boat storage spaces, 20 marine gear storage spaces, 48,000 square feet of general public parking (which includes public parking for a possible Harbor Office meeting room), and 10,000 square feet of expansion area that will be reserved to accommodate coastal-dependent and coastal-related uses. These uses shall be located in the western

and southwestern portions of the site in order to maximize proximity to the coast and other associated harbor facilities, unless another location is equally sufficient.

- **Prescribed Use Ratios:** A minimum of one lower-cost campsite (car or walk-in/bike-in tent campsite) must be provided for every 1.5 unit of hotel/motel (cabin, bungalow, inn, yurt, casita) development. A minimum of one lower-cost campsite (car or walk-in/bike-in tent campsite) must be provided for every three RV campsites.

- **Project Phasing Limitations:** Permits necessary to construct the minimum number of lower-cost campsites (car or walk-in/bike-in tent campsites) must be approved prior to or concurrently with any permit approval for hotel/motel and/or commercial retail development on the project site, and the lower-cost campsites must be available for use within one year of the opening of the hotel/motel and/or commercial retail development.

- **Purpose of Commercial Uses:** All commercial uses must serve coastal dependent uses, coastal-related uses and/or provide visitor-serving uses.

- **Intent of Accommodations:** With the exception of an on-site campground host or campground facilities manager, all overnight accommodations to be developed on the project site shall be exclusively available to the general public for transient occupancy. The establishment or conversion of overnight accommodations to a private or members only use (e.g., timeshares or condominiums), or the implementation of any program to allow extended and exclusive use or occupancy of the facilities by an individual or limited group or segment of the public is prohibited.

- **Special Events:** Specialized programs and temporary events are subject to land use approval consistent with the Local Coastal Plan. Outdoor events conducted on the site shall be planned and staged so that noise generated by the event, attendees, and traffic is minimized. Temporary events shall not interfere with harbor operations and boating and fishing activities.

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

- **Commercial Use Location:** Restricting the development of commercial retail facilities and structures (eating and drinking establishments, food and beverage retail sales, commissary, market, meeting rooms, parking, etc.) to the lower previously graded portions of the site, as depicted in Conceptual Harbor Terrace Plan Figure 8.7 of the San Luis Bay Coastal Area Plan.

- **Commercial Use Height Limitations:** Limiting commercial retail facilities/structures and the harbor office/shop to two-stories with a maximum height of 25 feet.

- **Hotel Use Height Limitations:** Limiting hotel motel units (yurts, cabins, inns, casitas, bungalows) to single-story with a maximum height of 15 feet.

- **Camping Use Location:** Limiting the use of APN 076-171-021 to walk-in/bike-in camping. The small, previously disturbed area on the northwest portion of the parcel adjacent to the existing access road may be used for structures necessary to serve the walk-in/bike-in campsites. No new road development or road improvements shall occur on APN 076-171-021 and vegetation removal shall be minimized. Each walk-in/bike-in site shall be limited to a level area or platform for a tent, a picnic table, a fire ring, and a water spigot.

- **Aesthetics:** Requiring that all development to be designed, colored, and sited to minimize visibility within the public viewshed.

    - **Bulk:** Project buildings shall avoid large, boxy structures by providing variations in height, articulated roof forms and pitch, and open space view corridors.

    - **Materials:** Structures shall blend in with the natural surroundings by using earth toned colors and materials. Reflective materials and finishes are prohibited.

    - **Lighting:** Lighting (particularly overhead street lights should they be necessary) shall be minimized in number and shall be shielded to orient lighting downward.

    - **Landscape:** The project shall be landscaped with native vegetation appropriate to the site in order to soften the visual prominence of the new development and to restore the visual qualities of the site. Invasive plant species in new landscaping are prohibited.

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

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

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

- **Visual Analysis:** Requiring at the time of Coastal Development Permit application, or as part of an environmental review document, a detailed visual analysis which demonstrates that the visual and scenic character of the site will be preserved and improved where possible.

- **Biological Resources:** To protect and enhance sensitive biological resources and habitat areas, including water quality, on and adjacent to the project site, the following measures shall include, but are not limited to:

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

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

  - **Habitat Disturbance:** Designing grading and construction activities to avoid disturbance of habitat (e.g., coastal scrub habitat) and minimize the removal of oak trees.

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

  - **Guest Education:** Providing information to future guests regarding nature-viewing opportunities.

  - **Designated Habitat Areas:** The provision of designated areas for pets so that native habitat areas are avoided.

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

  - **Storm Water Management:** Minimize impervious surfaces and install post development Best Management Practices (BMPs) to capture, infiltrate, and/or treat storm water runoff. The objective of drainage improvements shall be to avoid any increase in the quantity and intensity of storm water runoff exiting the site. Post construction BMPs shall be designed with adequate capacity to accommodate, at a minimum, the 85th percentile 24-hour runoff event.

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

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

- **Limit Water Quality Impacts:** Use all BMPs possible to limit water quality impacts and eliminate to the greatest degree feasible the need for additional culverts and ocean/beach disposal points.

- **Cultural Resources:** Potential project impacts to cultural resources shall be evaluated, and the protection and/or mitigation for any significant resources identified shall be incorporated into the proposed site design in coordination with the State Historic Preservation Officer (SHPO) and the local Chumash tribe. Archeological field surveys shall be conducted prior to project construction activities. In accordance with §23.05.140 of the Coastal Zone Land Use Ordinance, all construction activities shall cease should resources be identified during construction. In such an event, construction activities shall not re-commence until measures protecting and/or mitigating impacts to archaeological resources have been developed and approved by Planning Director, Environmental Coordinator, SHPO, and the Chumash tribe. No development shall occur west of Diablo Canyon Road other than restoration of the existing drainage course, and any cultural/archaeological preservation activities that have been coordinated and approved by the SHPO and representatives of the appropriate Chumash tribe.

- **Slope Stability:** To reduce hazards on the project site, new structures designated for human occupation and use (e.g., hotels, motels, campsites, parking lots, offices, commercial areas) must demonstrate a static factor of safety with respect to slope stability of 1.5 and a pseudostatic factor of safety to 1.1, using a horizontal seismic coefficient of 0.15g. In addition, uses on the project site or slopes above it that would have a significant potential to saturate the soils and add further slope instability, such as drainage detention basins or septic systems, shall be prohibited.

D. PROJECT OBJECTIVES

Project objectives were developed by the Harbor District and the Conservancy. The primary goals and objectives of the project are as follows:

- Develop a plan consistent with the County's San Luis Bay Area Plan standards, the County's Local Coastal Program, and the Coastal Act.

- Provide a range and mix of uses, with emphasis on coastal related and visitor serving uses, including low and moderate cost overnight accommodations (campsites as stipulated in the LCP), so that the land is financially and physically supportive of Harbor District operations and functions.

- Provide a range and mix of uses that enhances the public's enjoyment of the Port and serves the needs of harbor users, including retail uses that are complementary to the harbor.

- Reserve area on Harbor Terrace to accommodate current and future Harbor District and other user needs including gear and trailer boat storage, and other harbor uses.

- Include overnight accommodations and commercial uses; make-up of overnight accommodations shall comply with LCP requirements that stipulate campsites shall be

provided in specified ratios as related to unit count of RV and hotel/motel accommodations.

- Encourage new development to integrate site and building design techniques that are environmentally sensitive and energy conserving.
- In new visitor serving developments on Harbor Terrace, incorporate measures to provide safe pedestrian access on- and off-site and coordinate access to the beach and other Port facilities.
- Allow trailer boat and gear storage, eating and drinking establishments, food and beverage retail sales (e.g., market or commissary), paths, trails, scenic overlooks and sightseeing facilities, public parking, picnicking, accessory storage, hotels and motels (camping, bungalows, tent cabins, inns, casitas, bed and breakfast), recreational vehicle parks, meeting facilities, group camping, passive recreation, outdoor retail sales, Harbor Operations (including offices, storage and maintenance yard), public safety facilities, temporary events, interpretive displays and exhibits, shuttle station, aquaculture-supporting uses and mariculture-supporting uses.
- Prohibit extension of roads, infrastructure, services, or other development connections through the Harbor Terrace property to other non-Harbor District properties. This restriction does not preclude trailhead or beach and bluff access connections.

E. PROJECT DESCRIPTION

The proposed project would consist of a campground, including a range of overnight visitor accommodations within a range of costs (including low-cost, resource dependent campsites), visitor serving commercial uses, harbor uses, restrooms, and parking (refer to Table ES-1 below and Figure ES-3). Additional features include trails, and paths between parking areas and campsites; an accessible ramp between the commercial use and pool area and the proposed crosswalk across Avila Beach Drive; a check-in station near the primary entrance, and trash and recycling enclosure within a screening wall and swinging doors. Implementation of the project may require the removal of a number of ornamental and eucalyptus trees onsite. No oak trees are proposed for removal. Approximately 25 RV camping spaces are currently located on Avila Beach Drive. With implementation of the proposed project, these 25 RV camping spaces would not be allowed on Avila Beach Drive. These spaces may remain available for roadside parking, including RVs.

Table ES-1. Project Components and Amenities

Amenity	Size or Unit	Description
Overnight Campground Accommodations		
RV	80 sites	RV sites would vary in dimensions, and would be improved with an impervious surface (paved). The maximum stay limit would be 30 days.
RV / RV cabin	15 sites	RV / RV cabin sites would vary in dimensions, and would be improved with gravel or decomposed granite base. The maximum stay limit would be 30 days, with the exception of camp host(s). RV cabins would be no taller than 15 feet in height, and may consist of an entry, bed(s), small kitchen area with a stove and sink, bathroom, outdoor terrace, and outdoor grill area.

Table ES-1. Project Components and Amenities

Amenity	Size or Unit	Description
		Installation of RV Cabins (in place of RV spaces) would trigger the 1:1.5 unit/campsite ratio identified in the San Luis Bay Coastal Area – Planning Criteria for the Harbor Terrace Planning Sub – Area Prescribed Use Ratio standards.
Hotel / motel	31 units	May consist of yurts, cabins, casitas, or bungalows. The maximum stay limit would be 30 days. Cabins would be no taller than 15 feet in height, and may consist of an entry, bed(s), small kitchen area with a stove and sink, bathroom, outdoor terrace, and outdoor grill area.
Car / tent campsites	35 sites	These low-cost campsites would vary in dimensions, and would be generally delineated and unpaved. Each site may include a picnic table and fire pit. The maximum stay limit would be 30 days.
Walk-in / bike-in campsites	21 sites	These low-cost campsites would vary in dimensions, and would be unimproved. Each site may include a picnic table and fire pit. The maximum stay limit would be 30 days.
Visitor Serving Commercial Uses		
Commercial uses	16,000 square feet	Uses may consist of: retail, restaurant, meeting / conference facilities; office / lobby / reception area; manager's residence; storage / restroom / laundry; and picnic / gathering area / courtyard with barbeque; outdoor swimming pool/Jacuzzi and patio. The structure(s) would be no more than two stories, and would not exceed 25 feet in height.
Harbor Uses		
Trailer boat storage	70 spaces	250 square feet each space (10 feet by 25 feet) Storage may include commercial and recreational boats and associated boat trailers
Marine gear storage	20 spaces	800 square feet each space (20 feet by 40 feet) Storage may include commercial and recreational marine-related equipment such as boaters' gear, crab pots and nets among other marine-related gear.
Harbor storage area	1.05 acre	Storage may include trailers, boats, materials, and equipment. May also include limited storage of oils, fuels, and paints. The area would be within a fenced area and security gate.
Expansion area	10,000 square feet	
Future Harbor Use Building	6,000 square feet (3,000-square foot footprint)	The structure(s) would be no more than two stories, and would not exceed 25 feet in height.
Public Parking		
Public parking spaces	48,000 square feet	Paved (asphalt) and delineated.

Figure ES-3. Site Layout Plan

1. Landscaping

The Preliminary Landscape Plan identifies three planting areas, which would encompass the project site. A preliminary plant list is provided in Table ES-2 (Preliminary Plant Species List), and is shown on Figure ES-4. The three planting areas are described below.

Table ES-2. Preliminary Plant Species List

Common Name	Scientific Name
Trees	
Coast live oak	*Quercus agrifolia*
Buckeye	*Aesculus californica*
Toyon	*Heteromeles arbutifolia*
California sycamore	*Platanus racemosa*
Ash	*Fraxinus angustifolia 'Raywood'*
Sweet acacia	*Acacia farnesiana*
Redbud	*Cercis occidentalis*
Strawberry tree	*Arbutus*
Deodar cedar	*Cedrus deodara*
Shrubs, Grasses, and Groundcovers	
Lemonade berry	*Rhus integrifolia*
Coffeeberry	*Rhamnus californica*
Coyote brush	*Baccharis pilularis*
Monkey flower	*Mimulus aurantiacus*
California fuchsia	*Epilobium californica*
Mountain lilac	*Ceanothus*
Manzanita	*Manzanita*
Deer grass	*Muhlenbergia rigens*
Pacific wax myrtle	*Myrica californica*
Coast bush lupine	*Lupinus*
Buckwheat	*Eriogonum*
Deer weed	*Lotus scoparius*
Agave	*Agave*
Aloe	*Aloe*
Salvia	*Salvia*
Bulbine	*Bulbine fruitescens*
Bush anemone	*Carpenteria californica*

Source: Lisa Wise Consulting, Sherwood Design Engineers, WRT; August 2014

Figure ES-4. Preliminary Landscape Plan

- **Area 1: Existing Naturalized.** Existing vegetation in these areas consists of coastal scrub, non-native grassland, and oak woodland. No new landscaping or irrigation is proposed in these areas.

- **Area 2: Climate Appropriate/Native Planting.** This area would be vegetated with native and climate appropriate species, which shall enhance drainages, provide erosion control on hillsides, screen undesirable views (as seen from public viewing areas), shade internal access roads and parking areas, and extend the natural hillside planning character into the site. Irrigation would be provided to establish new plantings for the first three to six growing seasons. Long-term irrigation is not anticipated following establishment. Areas near buildings, entries, and trails may continue to be irrigated to allow for a greater diversity of species in the long-term. All irrigation would be designed per the California Department of Water Resources Updated Model Water Efficient Landscape Ordinance and Water Conservation in Landscaping Act of 2006 (AB 1881) (State of California 2014).

- **Area 3: Climate Appropriate with Lawn.** This area would consist of irrigated lawn and surrounding plantings, and will receive supplemental irrigation during the dry season.

2. Site Preparation

Preparation of the project site for development may include removal of grasses, shrubs, and non-native tree species within the development footprint. At this time, no oaks greater than four inches in diameter are proposed for removal. Revegetation of the project site would occur pursuant to the approved landscape plan (refer to Section 1.1.1 and Figure ES-4 above).

Preliminary grading plans identify 115,000 cubic yards of cut and 43,000 cubic yards of fill (refer to Figure ES-5). Approximately 73,000 cubic yards of soil would be exported from the site. Additional export of soil may be required based on final grading plans and landslide remediation at the project site (refer to EIR Section 4.5 for additional analysis and information regarding geologic hazards). Due to past use of the site, potentially hazardous materials or contaminated soil may be discovered during grading. Therefore, all grading, export, and disposal of fill material would occur in compliance with County Environmental Health, Department of Toxic Substances Control, and San Luis Obispo County Air Pollution Control District (SLOAPCD) regulations. Standard erosion and sedimentation control measures would be implemented. The conceptual drainage plan is shown in Figure 2-6, and includes the use of drainage swales, bio-treatment structures, stormdrains, and culverts to manage runoff.

3. Water and Wastewater

Two 4-inch diameter waterlines and a 90,000-gallon water tank located on the site would remain. Water service to the project site would be provided by County Service Area 12. The preliminary utility plan is presented in Figure ES-7. Restrooms are identified as “comfort stations” on the proposed site plan. Four stand-alone accessible comfort stations are proposed throughout the project, and would also be provided within the commercial use building. Each comfort station would consist of a men’s and women’s restroom, entryway (“chase”), unisex restroom, showers, and drinking fountain. Comfort stations may also include a laundry room in one of the comfort stations, dish washing area, and dog washing area. Laundry facilities are also proposed as a component of the project. Wastewater generated by the comfort stations, commercial building, future Harbor Use building, and laundry facilities would be collected by the Harbor District and treated by the Avila Beach Community Services District.

4. Access and Fire Safety

Primary access to the project site would be provided by Babe Lane. A second access point and marked crosswalk would be located approximately 1,020 feet southwest of the primary access road, on Avila Beach Drive. Crosswalks at Babe Lane and the second access point would provide access between the proposed project and the beach area to the south. Internal access roads would vary between 16 and 24 feet wide, and improved with asphalt. Internal parking areas would be paved (asphalt). An approximately 0.7-acre access use agreement ~~easement~~ (clarification noted on all applicable Figures in this Final EIR) is proposed adjacent to the northeast property boundary to accommodate internal access that meets CAL FIRE standards. In the event of an emergency such as roadway flooding or wildfire, emergency evacuation would occur via Diablo Canyon Road. The proposed fire safety plan identifies access for emergency vehicles throughout the project (refer to Figure ES-8). Four fire hydrants would be located onsite, including one adjacent to the commercial building, one near the lower hotel/motel units, one near the harbor use area, and one near the upper hotel/motel units. The construction of an additional water tank for fire suppression purposes may be required by CAL FIRE.

F. SCOPING AND NOTICE OF PREPARATION PROCESS

In compliance with the California Environmental Quality Act (CEQA) Guidelines, the Harbor District has taken steps to provide opportunities to participate in the environmental process. During the Initial Study process, an effort was made to contact various federal, state, regional, and local governmental agencies and other interested parties to solicit comments and inform the public of the proposed project. This included project referrals, personnel correspondence, and telephone contact. In addition, the County distributed the Notice of Preparation (NOP) on March 7, 2014, to various agencies, organizations, and interested persons throughout San Luis Obispo County and the surrounding area. The proposed project was described, the scope of the environmental review was identified, and agencies and the public were invited to review and comment on the NOP. The close of the NOP review period was April 7, 2014. In addition, a scoping meeting was held on March 19, 2014, at the Harbor District's public meeting space at the Coastal Gateway Building, 3900 Avila Beach Drive, Avila Beach, California 93424. Comments received at the scoping meeting included concerns regarding traffic on Avila Beach Drive, including: peak traffic due to events at the Avila Beach Golf Resort, Avila Farmer's Market, and Bellevue Santa Fe School-related traffic; cumulative traffic created by reasonably foreseeable projects (i.e. Avila Point General Plan Amendment and Development Plan); consideration of signage when then campground is full to avoid or reduce unnecessary recreational vehicle (RV) trips on Avila Beach Drive; and concerns regarding emergency access.

In addition to the required NOP scoping meeting, the Harbor District held two public meetings on the project, both in the Harbor District's Coastal Gateway conference room. A public meeting was held on February 12, 2014 to present, solicit feedback on, and respond to questions about the project's initial design. On this same date, following the public meeting, a Special Harbor Commission meeting was held to present, solicit feedback on, and respond to questions regarding the project's initial design. A Harbor Commission meeting was held on June 24, 2014, at which the project team solicited feedback on and presented the updated project design to the Harbor Commission. During this meeting, the public presented comments and questions. The Harbor District also attended Avila Valley Advisory Council Meetings (AVAC) on February 10, 2014, March 10, 2014, April 14, 2014, and May 12, 2014 to present information and respond to questions.

Figure ES-5. Conceptual Grading Plan

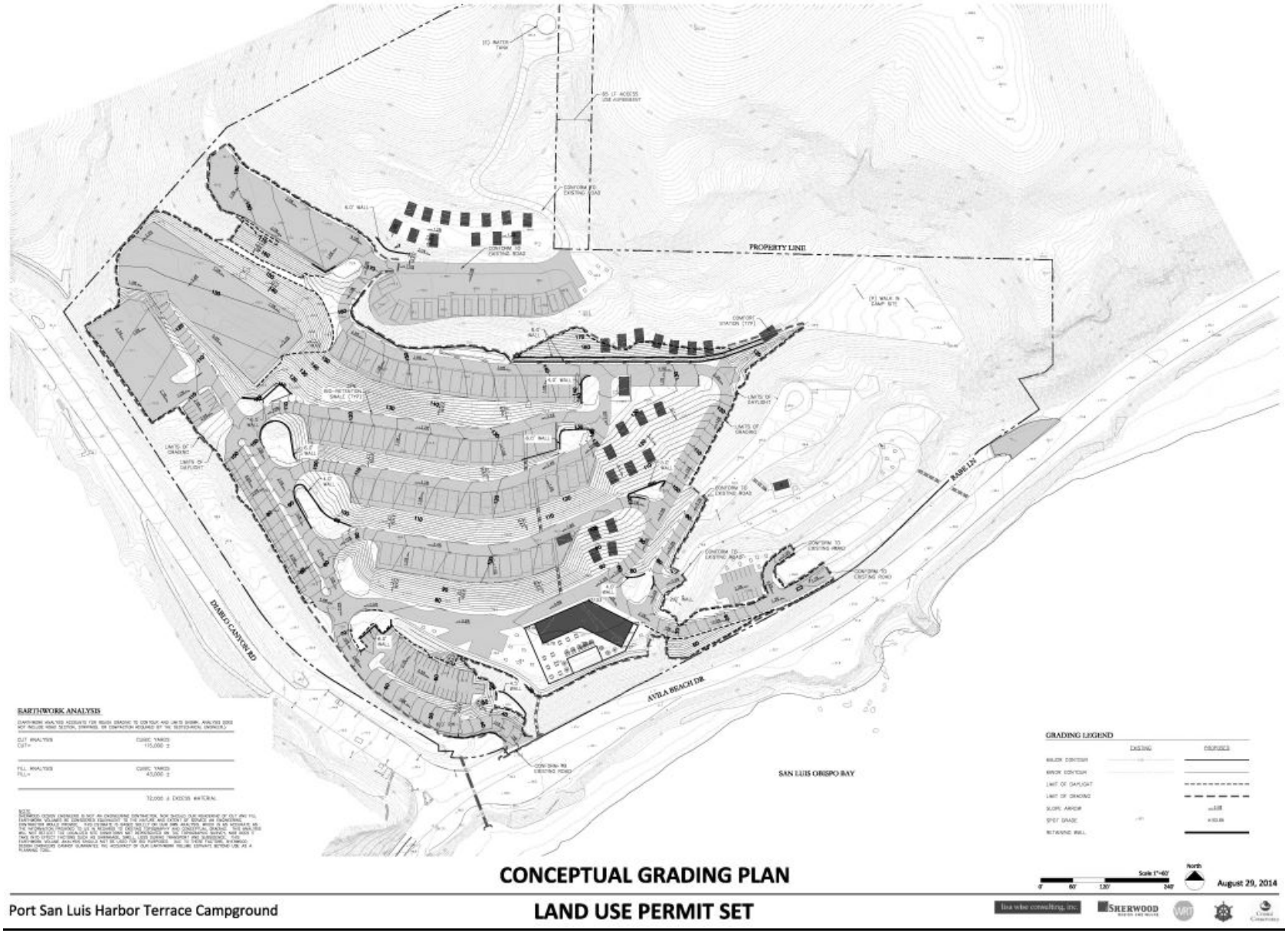


Figure ES-6. Conceptual Drainage Plan

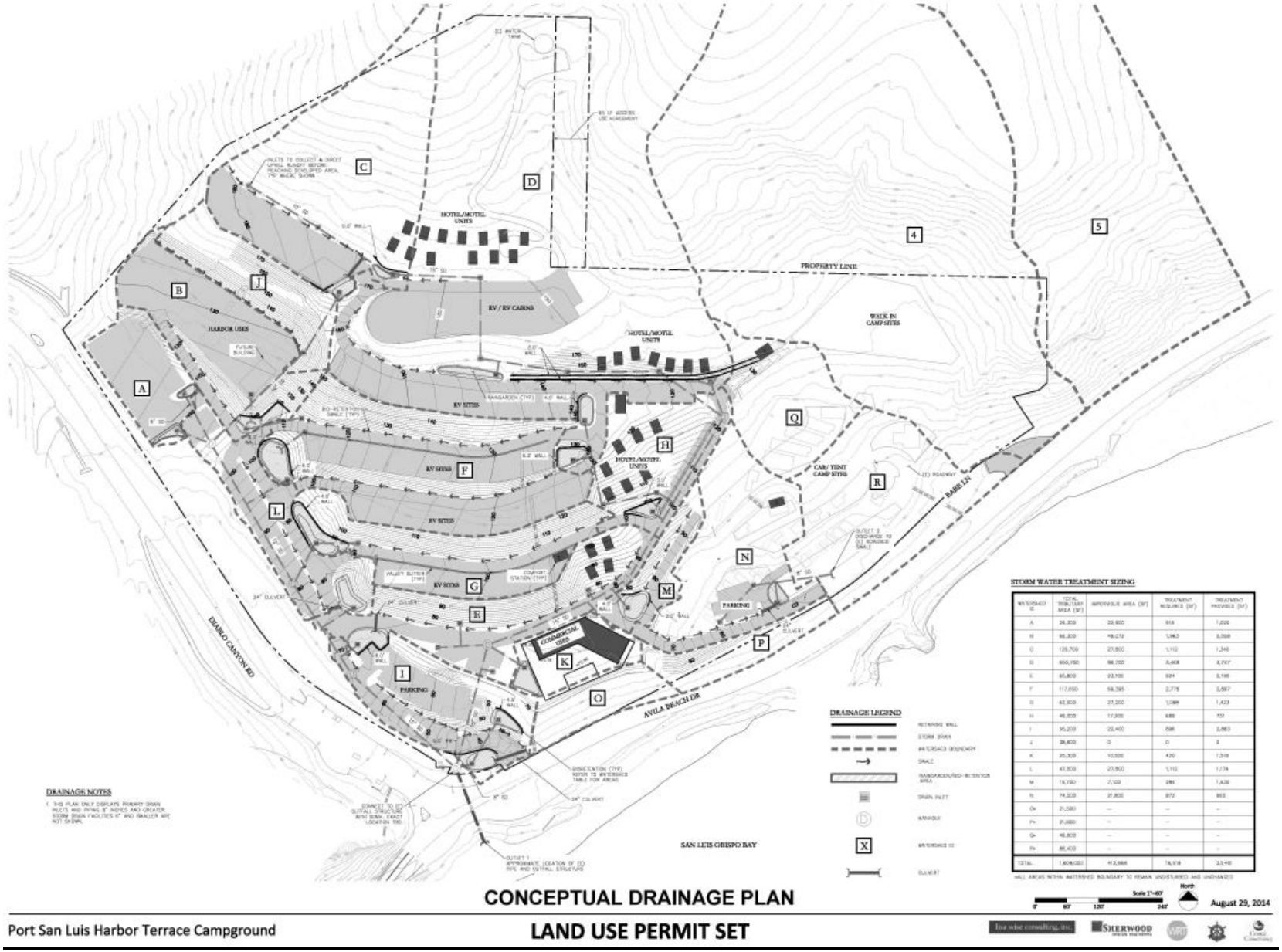


Figure ES-7. Conceptual Utility Plan

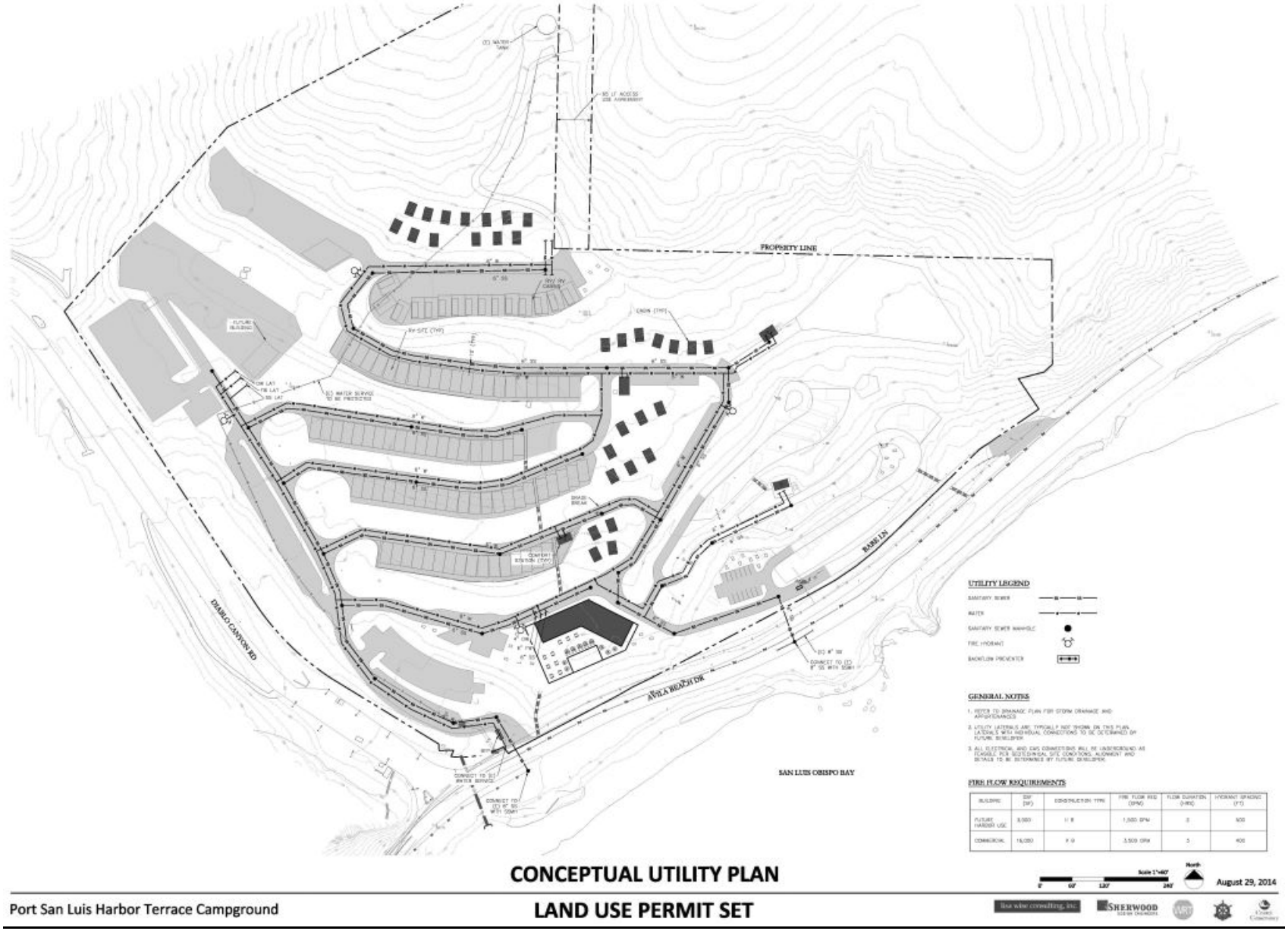
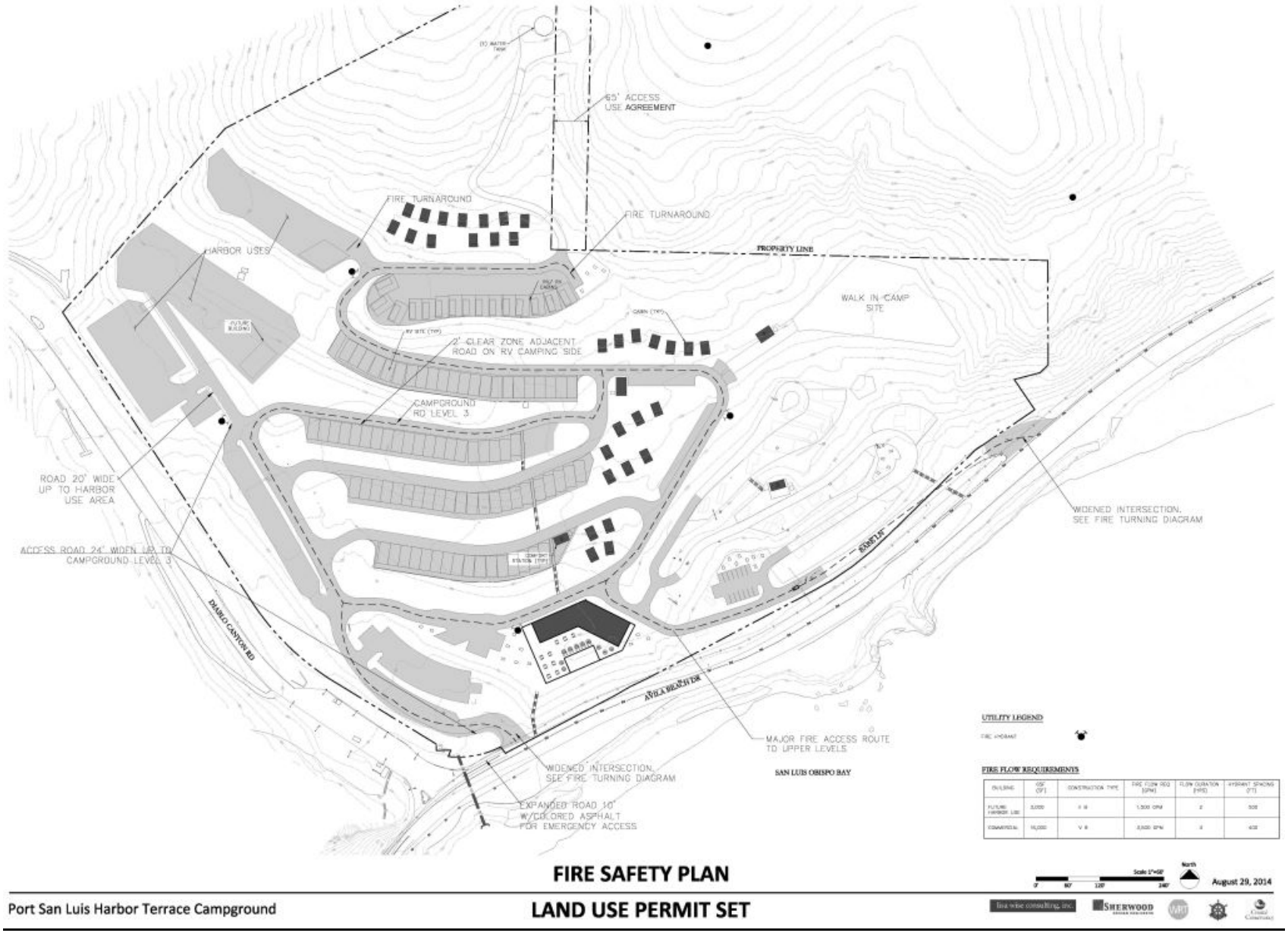


Figure ES-8. Fire Safety Plan



Agencies, organizations, and interested parties not contacted or who did not respond to the request for comments about the project during the preparation of the Draft EIR currently have the opportunity to comment during the 60-day public review period on the Draft EIR. Additional opportunities for comment include a Draft EIR public meeting scheduled for October 15, 2014 and consideration of the proposed project and certification of the Final EIR at the Port San Luis Harbor Commission hearing (to be scheduled, please refer to official notice and agenda).

G. SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED

Impacts of the proposed project and alternatives have been classified using the categories described below:

- **Significant, unavoidable, adverse impacts (Class I):** Significant impacts that cannot be fully and effectively mitigated. No measures could be taken to avoid or reduce these adverse effects to insignificant or negligible levels.

- **Significant, but mitigable impacts (Class II):** These impacts are potentially similar in significance to those of Class I, but can be reduced or avoided by the implementation of mitigation measures.

- **Less than significant impacts (Class III):** Mitigation measures may still be required for these impacts as long as there is rough proportionality between the environmental impacts caused by the project and the mitigation measures imposed on the project.

The term “significance” is used throughout the EIR to characterize the magnitude of the projected impact. For the purpose of this EIR, a significant impact is a substantial or potentially substantial change to resources in the local proposed project area or the area adjacent to the proposed project. In the discussions of each issue area, thresholds are identified that are used to distinguish between significant and insignificant impacts. To the extent feasible, distinctions are also made between local and regional significance and short-term versus long-term duration. Where possible, measures have been identified to reduce project impacts to less than significant levels. CEQA requires that public agencies should not approve projects as proposed if there are feasible mitigation measures available which would substantially lessen the environmental effects of such projects (CEQA Statute §21002). Included with each mitigation measure are the plan requirements needed to ensure that the mitigation is included in the plans and construction of the project and the required timing of the action (e.g., prior to development of final construction plans, prior to commencement of construction, prior to operation, etc.).

The impacts and associated mitigation measures are shown in the Summary of Impacts and Mitigation Measures (refer to Table ES-3). The table includes significant impacts, which are identified with an impact number (e.g., AES Impact 1). The table also includes less than significant impacts, which are not identified with an impact number, but are included and summarized in the table for reference.

Each issue area section of the impact summary table describes and classifies each impact, lists recommended mitigation when applicable, and states the level of residual impact (i.e., impact after implementation of mitigation). A brief summary of the key significant impacts and mitigation measures for each issue area is presented below.

1. **Aesthetic Resources.** Potential impacts to visual resources include silhouetting (commercial building), engineered appearance of terraces, potential visual clutter within

the RV sites, changes in visual character, and the creation of new sources of lighting, affecting the dark night sky.

2. **Air Quality.** During construction of the project, generated emissions would potentially exceed SLOAPCD thresholds for reactive organic gases (ROG) + nitrates of oxygen (NO_x) and diesel particulate matter (DPM), and grading and construction activities would generate fugitive dust. Naturally occurring asbestos and materials containing asbestos may be encountered, and would require special handling. Operation of the project would generate emissions potentially exceeding ROG+NO_x, PM_{10}, and DPM emissions.

3. **Biological Resources.** Impacts to special-status terrestrial species and avian species (including nesting birds) may occur during construction. The project would temporarily and permanently affect native habitats including coastal scrub and introduced valley needlegrass grassland.

4. **Cultural Resources.** Grading and construction activities may affect previously undiscovered subsurface cultural resources.

5. **Geology and Soils.** Implementation of the project would require mass grading of the project site to remediate underlying geologic hazards including landslides, expansion, slope instability, and susceptibility to fault activity including groundshaking, rupture, and liquefaction. The potential for erosion and down-gradient sedimentation is high during construction. Long-term management of drainage is required to prevent over-saturation of the soil.

6. **Greenhouse Gas Emissions and Climate Change.** The project would generate greenhouse gas emissions and would contribute to climate change. Standard energy efficiency measures would be required.

7. **Hazards and Hazardous Materials.** Implementation of the project would require the proper handling, storage, transport, and disposal of contaminated soil. During construction, the use of equipment may result in an accidental spill or leak affecting sensitive resources and the public. The project is located within a high fire risk area.

8. **Transportation and Circulation.** The creation of additional trips and turning movements on Avila Beach Drive may warrant a left turn lane at one of the project entrances, which may result in secondary impacts to sensitive habitats and resources. Creation and maintenance of clear sight lines is required to avoid a potentially unsafe condition; this would include vegetation management and removal of parking areas near the intersection.

H. PROJECT ALTERNATIVES

Criteria used to develop a reasonable range of alternatives included the potential to avoid significant impacts and whether or not the considered alternative could generally meet the project objectives. Table ES-3 shows each potential impact and all mitigation measures recommended to avoid or reduce identified impacts. Identified alternatives are summarized below.

1. No Project Alternative

Under the No Project Alterative, the project would not be developed. Selection of this alternative would not preclude future development proposals, consistent with the San Luis Bay Coastal Area Plan.

2. Reduced Project Alternative

Under the Reduced Project Alternative, the number of hotel/motel units would be reduced to 20, and all units would be located in areas designated as ruderal/disturbed habitat. This modification is proposed to address potential impacts to biological resources, including avoidance of coastal scrub and valley needlegrass grassland habitats in the northern portion of the project site. Harbor use areas, including five marine gear storage spaces and four harbor use storage spaces would be relocated to the east of the proposed storage areas, to avoid impacts to coastal scrub. This alternative also includes a 20% reduction in RV spaces (resulting in 64 spaces total), which would reduce visual clutter, provide greater flexibility to site RV pads in less visual areas (set back from the terrace edges), and allow for more integration of landscaping features. 15 RV/RV cabins are included in this alternative. Implementation of this alternative would result in fewer medium to lower-cost options for overnight visitor accommodations in the Avila Beach/Port San Luis area. In addition, the provision of 64 RV spaces would result in an overall net loss of approximately 16 RV spaces in the Port San Luis Area (i.e. within the Port San Luis Master Plan Area), which may potentially conflict with Coastal Policies intended to increase public accessibility to the coastline and provide low-cost accommodations for visitors.

I. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the alternatives section of an EIR to describe a reasonable range of alternatives to the project that avoid or substantially lessen any of the significant effects identified in the EIR analysis while still attaining most of the basic project objectives. The alternative that most effectively reduces impacts while meeting project objectives should be considered the "environmentally superior alternative." In the event that the No Project Alternative is considered the environmentally superior alternative, the EIR should identify an environmentally superior alternative among the other alternatives.

In this EIR, the No Project Alternative would result in the fewest environmental impacts; however, this alternative does not provide for the remediation of potential geologic hazards and improved management of stormwater runoff. The No Project Alternative does not meet the primary objectives of the project.

As proposed, and with incorporation of recommended mitigation measures, the proposed project would not result in any significant, unavoidable environmental effects, and would meet project objectives. The proposed Reduced Project Alternative includes reductions in project development and avoidance of biological habitats to the maximum extent feasible. This alternative would further reduce impacts to aesthetic resources, air quality, greenhouse gas emissions, transportation and traffic, and public services and utilities. Mitigation identified in the EIR would be required to address all potentially significant impacts, and to mitigate potential effects to less than significant levels, including impacts that would be reduced by implementation of the Reduced Project Alternative.

The Reduced Project Alternative may be found inconsistent with the following project objective: "provide a range and mix of uses, with emphasis on coastal related and visitor serving uses,

including low and moderate cost overnight accommodations (campsites as stipulated in the LCP), so that the land is financially and physically supportive of Harbor District operations and functions". In addition, development intent for Harbor Terrace is described in the San Luis Bay Coastal Area Plan (pages 8-20) as, "The Harbor Terrace project will provide a range and mix of uses, with emphasis on coastal related and visitor serving uses, so that the land is financially and physically supportive of Harbor District operations." The Reduced Project Alternative may not be found "financially and physically supportive of Harbor District operations and functions" and would not likely generate income for the Harbor District for the following reasons, which will be considered by the Harbor Commission and the County of San Luis Obispo (through review of the proposed CDP application):

- **Change in Net Income:** Annual net income (revenue net of operational expenses) derived from overnight accommodation uses (RV, RV-Cabin, Hotel/Motel, and Camping) is projected to total $2,621,464 under the proposed project. Due to a decrease in RV spaces from 80 to 64 and a decrease in hotel/motel units from 31 to 20, annual net income derived from overnight accommodation uses under the Reduced Project Alternative is projected to total $2,110,931. The Reduced Project Alternative therefore presents a loss of approximately $510,532 annual net income as compared to the proposed project.

- **Change in Construction Cost:** Due to site configuration, location requirements of Harbor Uses prescribed in the San Luis Bay Coastal Area Plan[1], and balancing of AES-Impact-1 mitigation measures[2], construction costs of the Reduced Project Alternative related to shifting of the Harbor Use areas out of coastal scrub habitat are not reduced as compared to the proposed project. It is possible the construction costs would increase as a result of added retaining walls required to accommodate the shift in Harbor Uses, but for the purpose of this analysis, it is conservatively assumed that no construction cost increase would occur. The decrease from 31 to 20 hotel/motel units would decrease construction costs by approximately $295,000.

- **Change in Investment Return:** The loss of $510,532 annual net income associated with the Reduced Project Alternative that is offset by a corresponding $295,000 decrease in construction cost decreases the total project investment return by approximately 42%, from a 13.3% internal rate of return to a 7.8% return. The anticipated 7.8% return would render the project infeasible by normal standards of an investment risk-return profile.

[1] Location of the Harbor Uses on the site is somewhat restricted by the San Luis Bay Coastal Area Plan (pg. 8-22 – 8-25): A minimum of 70 trailer boat storage spaces, 20 marine-gear storage spaces, 48,000 square feet of general parking (which includes public parking for a possible Harbor Office meeting room), and 10,000 square feet of expansion area that will be reserved to accommodate coastal-dependent and coastal-related uses. These uses shall be located in the western and southwestern portions of the site in order to maximize proximity to the coast and other associated harbor facilities, unless another location is equally sufficient.

[2] Mitigation Measure V-1 from the Port Master Plan states, "Grading shall be designed to conserve natural topographic features and appearances by means of land sculpting to blend graded slopes and benches with natural topography." Mitigation Measure V-2 from the Port Master Plan states, "Construction equipment and staging areas for the development of the Harbor Terrace and Avila parking lot sites shall be stored and located in the least visually prominent location on site, and/or screened from public view." The Northwest portion of the site is generally considered the least visually prominent location on site, as it is largely hidden from public viewpoints identified in the visual analysis of Chapter 4-1 of this EIR (due to the folding ridge pattern adjacent to Diablo Canyon Road).

Based strictly on an analysis of the relative environmental impacts, the Reduced Project Alternative, with adoption and incorporation of recommended mitigation measures, is considered the Environmentally Superior Alternative. The County will consider the whole of the record when considering the proposed Coastal Development Permit application, including but not limited to, public comment and testimony by the Harbor District, agencies, and the public. The County may select the project as proposed, an Alternative, or a specified combination of particular elements identified in the project and the Reduced Project Alternative, as the approved project. In all scenarios, the Mitigation and Monitoring Program would be applied to the approved project.

Table ES-3. Summary of Impacts and Mitigation Measures

Impacts	Mitigation Measures	Residual Impacts
Aesthetic Resources		
AES Impact 1 Implementation of the proposed project may result in the following potentially incompatible features: the proposed commercial building would potentially silhouette above the ridgeline as seen from locations along Avila Beach Drive; topographic constraints and proposed development area limits the creation of natural-appearing landform grading, which would result in constant planes with highly engineered appearance, which may be inconsistent with LCP visual policy; and, the parked recreational vehicles (RVs) on the hillside would be highly visible as seen from the majority of public viewpoints in and around the harbor, and the generally light-colors of the motor homes and trailers would increase their visibility, and add to a noticeable visual clutter on the hillside.	**AES/mm-1** Upon application for construction permits from the County of San Luis Obispo, the Harbor District or designee shall design and site the commercial buildings(s) and new water tank (if required) so that no part is above the natural ridgeline in the background. This may be accomplished by measures including but not limited to setting the structure further back from the leading edge of the graded top-of-slope, reducing building height, and/or stepping the upper portions of the building back from the lower façade. Prior to Harbor District approval of construction and architectural plans for proposed structures, a sight-line study shall be prepared showing the buildings will not silhouette above the primary natural ridgeline as seen from Avila Beach Drive. The sight-line study shall be submitted to the County with the construction permit application. **AES/mm-2** Upon application for construction permits from the County of San Luis Obispo, the Harbor District or designee shall submit final landscape plans incorporating substantial screening of all engineered graded surfaces. The plant palette shall incorporate plants of varied-size that will produce a natural pattern of vegetative growth. a. Plants shall be arranged in natural appearing patterns using a combination of ground covers, different sized shrubs, and different sized trees. Plant types shall be native or native appearing. b. Trees and large shrubs shall be planted such that within 10 years after project construction, no more than 20% of the parked RVs and other vehicles (at full-use capacity) are visible from viewpoints on Avila Beach Drive, beaches, the pier and pier parking lot , and other public vantage points. Screening vegetation shall be strategically planted on the slopes in front of the parking areas, as well as on the flatter areas among the spaces. Plantings shall be allowed to provide for adequate visual sight lines and views of the coast for visitors to	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	the project site. c. Plant trees and large shrubs such that within 10 years after project construction, no more than 30% of the commercial and other buildings and structures including the water tank (if required) are visible from viewpoints on Avila Beach Drive, beaches, the pier and pier parking lot , and other public vantage points. Plantings shall be allowed to provide for adequate visual sight lines and views of the coast for visitors to the project site. **AES/mm-3** Upon application for construction permits from the County of San Luis Obispo, the Harbor District or designee shall submit plans showing proposed recreational vehicle (RV) parking spaces set back as far back from the edge of the graded terrace as feasible, while avoiding the creation of additional cut slopes and retaining walls. Implement Port Master Plan Final Program EIR mitigation measures V-1, V-2, and V-3.	
AES Impact 2 Implementation of the proposed project may result in changes to the visual character of the area, including the creation of visible graded slopes, monotonous landscaping, blocky and generic commercial architecture, and other features that are not subordinate to the visual setting.	**AES/mm-4** Upon application for construction permits from the County of San Luis Obispo, the Harbor District or designee shall prepare and submit plans incorporating the following: a. All buildings and structures shall appear visually subordinate to the setting, blend with the hillside, and designed to reduce noticeability from off-site locations. b. Buildings shall reflect the historic character of the working harbor and shall be an architectural style distinct from the redeveloped buildings seen along Front Street in Avila Beach. Blocky, monotonous, and pre-fabricated architectural style and design shall not be applied. c. Buildings shall be pedestrian in scale, mass, layout, and appearance, (i.e., designed for visibility and use by pedestrians proximate to the building rather than visibility from Avila Beach Drive, such as finer distinctive architectural features, integration of art, massing and layout designed for function rather than to promote visibility, and smaller, lower positioned signage and	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	lighting). Exterior colors, materials, and finishes shall visually blend with or complement the natural surroundings. d. All site amenities including signage, light poles, street furniture, and other features shall be unobtrusive, blend with the setting, and support an architectural theme. e. All commercial buildings shall not exceed 25 feet in height, and shall be located on the lower, previously graded portions of the project site, consistent with San Luis Bay Coastal Area Plan Standards. ~~e.~~f. The design of above-ground retaining walls shall incorporate features of the natural setting, including colors and articulation (i.e., simulated stone) to blend the appearance of the visible portion of the retaining wall into the surrounding landscape. Implement Port Master Plan Final Program EIR mitigation measures V-1, V-2, and V-3. Implement mitigation measures AES/mm-1, AES/mm-2, and AES/mm-3.	
AES Impact 3 Implementation of the proposed project would result in additional sources of light and glare, potentially affecting dark-sky views in the area.	**AES/mm-5** Upon application for a construction permit from the County of San Luis Obispo, the Harbor District (or their designee) shall submit a comprehensive lighting plan to the Department of Planning and Building for review and approval showing the following: a. The Lighting Plan shall be based on a photometric study prepared by a qualified engineer who is an active member of the Illuminating Engineering Society of North America (IESNA), using guidance and best practices endorsed by the International Dark Sky Association. b. The Harbor District (or their designee) shall provide the specific technical data and performance criteria required by the applicable safety policy used as the basis for the lighting plan. c. As part of the Lighting Plan, illumination levels shall be the minimum required by the specifically defined public safety policy and ordinances.	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	d. As part of the Lighting Plan, all lighting sources shall be directed downward and shielded from view from public roads, beaches, the pier, parking lots, and other off-site public areas. e. As part of the Lighting Plan, lights shall be designed and constructed to reduce illumination of the adjacent slopes and hillsides where applicable. f. As part of the Lighting Plan, lighting shall include low-height bollard-type fixtures and be equipped with motion sensors to the greatest extent allowed by safety and security codes. Implement Port Master Plan Final Program EIR mitigation measure V-3.	
Air Quality		
AQ Impact 1 Construction activities would generate ROG+NOx and DPM emissions that exceed SLOAPCD thresholds of significance.	**AQ/mm-1** Prior to issuance of grading permits from the County of San Luis Obispo, and throughout project construction, as applicable, the Harbor District or their designee shall implement the following construction emission reduction measures: a. Properly maintain all construction equipment in proper tune according to manufacturer's specifications; b. Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road); c. Use CARB Tier 3 certified diesel construction equipment or cleaner off-road heavy-duty diesel engines, and comply with state Off-Road Regulations; d. Use CARB 2007 or cleaner certified on-road heavy-duty diesel trucks and comply with state On-Road Regulations. e. If construction or trucking companies that are awarded the bid or are subcontractors for the project do not have equipment to meet the above two measures, the impacts from the dirtier equipment shall be addressed through SLOAPCD approved off-site or other mitigation measures;	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	f. All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and job sites to remind drivers and operators of the 5-minute idling limit. g. Diesel idling within 1,000 feet of sensitive receptors is not permitted or applicable measures shall be employed as per the direction of the SLOAPCD, including monitoring or low-particulate engine technologies. Sensitive receptors are defined in the SLOAPCD Handbook as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units; h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors or applicable measures shall be employed as per the direction of SLOAPCD, including monitoring or low-particulate engine technologies; i. Equipment shall be electrified when feasible; j. Substitute gasoline-powered or diesel hybrids in place of diesel-powered equipment, where feasible; and k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel. **AQ/mm-2** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall ensure SLOAPCD regulations that prohibit developmental burning of vegetative material within San Luis Obispo County are followed. **AQ/mm-3** Prior to issuance of grading permits, the Harbor District or their designee shall ensure that portable equipment and engines 50 horsepower or greater, used during grading and construction activities have a California portable equipment registration (issued by the CARB) or an SLOAPCD permit. Proof of registration must be provided to the SLOAPCD prior to the start of grading or construction or a permit secured from the SLOAPCD prior to the start of grading or construction. The	

Impacts	Mitigation Measures	Residual Impacts
	following list is a guide to equipment and operations that may have permitting requirements, but it is not exclusive: a. Power screens, conveyors, diesel engines, and/or crushers; b. Portable generators and equipment with 50-horsepower or greater engines; c. Internal combustion engines; d. Unconfined abrasive blasting operations; e. Concrete batch plants; f. Rock and pavement crushing; g. Tub grinders; and h. Trommel screens. **AQ/mm-4** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall obtain the required SLOAPCD permits for the removal or remediation of hydrocarbon contaminated soil. In addition, the following measures shall be implemented unless otherwise directed by the SLOAPCD upon a finding that alternative measures will result in equal or greater reduction in emission of air contaminants: a. Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal; b. Contaminated soil shall be covered with at least 6 inches of packed uncontaminated soil or other TPH – non-permeable barrier such as plastic tarp, or other methods as approved by the SLOAPCD. No headspace shall be allowed where vapors could accumulate; c. Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted; d. The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated, with emissions estimates provided to the SLOAPCD and mitigated with low emission trucks, low emission construction equipment, and/or offsets if needed, if total emissions exceed the SLOAPCD's construction phase thresholds. An	

Impacts	Mitigation Measures	Residual Impacts

estimate of these emissions is included in this EIR;

e. During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance, or violation of SLOAPCD regulations would result;

f. Clean soil must be segregated from contaminated soil; and

g. The permit shall specify applicable criteria established by SLOAPCD.

The notification and permitting determination requirements shall be directed to the SLOAPCD Engineering Division.

AQ/mm-5 Prior to issuance of grading permits from the County of San Luis Obispo, or during construction, if emissions of ROG+NOx with the above mitigations still exceed the thresholds, the Harbor District or their designee shall secure SLOAPCD-approved off-site reductions in ROG+NOx emissions to ensure that ROG+NOx emissions do not exceed the SLOAPCD quarterly thresholds. Coordination with the SLOAPCD should begin at least 6 months prior to issuance of grading permits for the project to allow time for refining calculations and for the SLOAPCD to review and approve the CAMP and off-site mitigation approach. Emissions calculations and results of the subsequent air quality analysis shall be provided to the County Environmental Coordinator for review and approval, in addition to the SLOAPCD.

AQ/mm-6 Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall ensure that all grading and construction equipment greater than 100 bhp be equipped with CARB Level 3 diesel particulate filters (DPF), or equivalent, to achieve an 85% reduction in diesel particulate emissions. If CARB verified Level 3 DPFs cannot be secured for all of the equipment greater than 100 hp then the Harbor District (or their designee) will work to offset the added DPM with measures including but not limited to schedule modifications, implementation of no idling requirement, and expanded implementation of AQ/mm-1 measures i, j, and k (e.g., use of alternative fueled generators).

Impacts	Mitigation Measures	Residual Impacts
	AQ/mm-7 Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall produce a schedule detailing the phasing of activities and ensuring that the emissions of diesel particulates in any quarter falls below the applicable SLOAPCD thresholds. As an alternative approach, if scheduling is not feasible, the Harbor District (or their designee) shall provide SLOAPCD-approved off-site reductions in DPM emissions to ensure that DPM emissions do not exceed the SLOAPCD thresholds. Implement mitigation measures GHG/mm-1 and GHG/mm-2.	
AQ Impact 2 Construction activities would generate fugitive dust, potentially resulting in a nuisance, and potentially exceeding SLOAPCD thresholds of significance related to exhaust particulates.	**AQ/mm-8** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall provide satisfactory evidence that a SLOAPCD-approved Construction Activity Monitoring Plan (CAMP) has been prepared that addresses fugitive dust emissions. The Plan shall include requirements in the SLOAPCD CEQA Handbook. Fugitive dust mitigation measures in the plan shall include a combination of the following, as approved by the SLOAPCD: a. Reduce the amount of the disturbed area where possible. b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. c. All dirt stockpile areas should be sprayed daily as needed, covered, or a SLOAPCD-approved alternative method will be used. (90% reduction). d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities. e. Exposed ground areas that will be reworked at dates greater than one month after initial grading should be sown with a fast-germinating non-invasive grass seed and watered until vegetation is established, unless other	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	dust and erosion control measures are specified in the agency-approved Dust Control Plan. f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD. g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code §23114. j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible l. Apply water every 3 hours to disturbed areas within the construction site (61% reduction in particulate emissions). m. Application of soil binders to dirt roads shall be applied to achieve at least an 80% reduction in fugitive dust emissions. All soil binders used shall be 'environmentally friendly' and shall be either lignosulfonate- or calcium lignosulfonate-based approved by the SLOAPCD. All dust control methods, including soil binders, shall be demonstrated in the fugitive dust control plan to ensure compliance with SLOAPCD Rule 401. ~~n. All roadway, driveway, and sidewalk paving should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading~~	

Impacts	Mitigation Measures	Residual Impacts
	~~unless seeding or soil binders are used.~~ ~~o.~~n. The contractor or builder shall designate a person to monitor the fugitive dust emissions and oversee mitigation measure implementation as per SLOAPCD approval to minimize dust complaints, reduce visible emissions to less than 20% opacity, and to prevent transport of dust off-site. The designated monitor shall carry out these duties on regular workdays, as well as holidays and weekends when work may not be in progress. The name and telephone number of the designated monitor shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork, or demolition. **AQ/mm-9** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall submit an APCD-approved CAMP, which shall include, but not be limited to the following elements: a. A Dust Control Management Plan that encompasses all, but is not limited to, measures identified in AQ/mm-8 and AQ/mm-13 (if required); b. Tabulation of on- and off-road construction equipment information (e.g., make, model, type, engine tier, DPM Level 3 filter age, horse-power, and miles or hours of operation); c. Construction truck trips scheduled during non-peak hours to reduce peak-hour emissions; d. Limited construction work-day period, if necessary; and e. Phase construction activities, if appropriate. **AQ/mm-10** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall implement the following idle-restricting measures for both on- and off-road equipment during the project grading and construction phase near sensitive receptors: a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors or applicable measures shall be employed as per the direction of the	

Impacts	Mitigation Measures	Residual Impacts
	SLOAPCD, including monitoring or low-particulate engine technologies; b. Diesel idling within 1,000 feet of sensitive receptors is not permitted or applicable measures shall be employed as per the direction of the SLOAPCD, including monitoring or low-particulate engine technologies; c. Use alternative fueled equipment whenever possible; and d. Signs identifying the no idling requirements must be posted and enforced at the construction site. **AQ/mm-11** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall implement the following idle-restricting measures for on-road vehicles during the grading and construction phases of the project: a. Section 2485 of CCR Title 13 limits diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of these vehicles: - Shall not idle the vehicle's primary diesel engine for more than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and, - Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation. b. Signs shall be posted in the designated queuing areas and job sites to remind on-road equipment operators of the 5-minute idling limit.	

Impacts	Mitigation Measures	Residual Impacts
	AQ/mm-12 Prior to issuance of applicable grading permit, the Harbor District (or their designee) shall implement the following idle restricting measures for off-road vehicles during the construction phase of the project: a. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in §2449(d)(3) of the CARB In-Use off-Road Diesel regulation: www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf. b. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the 5-minute idling limit.	
AQ Impact 3 Grading and construction activities have the potential to result in disturbance of naturally-occurring asbestos and/or asbestos containing materials.	**AQ/mm-13** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a geologic evaluation under the CARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, to determine if Naturally Occurring Asbestos (NOA) is present within the area that will be disturbed. NOA has been identified as a toxic air contaminant by the CARB. If NOA is not present, an exemption request must be filed with the District. If NOA is found at the site, the Harbor District (or their designee) must 1) comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the SLOAPCD; 2) require that any crushing operations do not result in any dust that is visible crossing the property line, does not discharge into the air any visible emissions other than uncombined water vapor, for a period aggregating more than 3 minutes in any 1 hour which are 50% as dark or darker in shade as that designated as number one on the Ringlemann Chart or exceed at 10% opacity; and 3) conduct a geological evaluation prior to any grading. Technical Appendix 4.4 of the SLOAPCD CEQA Handbook includes a map of zones throughout the County where NOA has been found. More information on NOA is available at http://www.slocleanair.org/business/asbestos.php. **AQ/mm-14** Prior to issuance of demolition permits (if required) and during grading and construction, the Harbor	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	District or their designee shall comply with asbestos containing material (ACM) requirements. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of ACM. ACM could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes and pipelines (transite pipes or insulation on pipes). If utility pipelines are scheduled for removal or relocation or a building(s) is proposed to be removed or renovated, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 Code of Federal Regulations [CFR] 61, Subpart M - asbestos National Emission Standards for Hazardous Air Pollutants [NESHAP]). These requirements include but are not limited to: (1) notification to the SLOAPCD; (2) an asbestos survey conducted by a Certified Asbestos Inspector; and (3) applicable removal and disposal requirements of identified ACM. More information on asbestos is available at http://www.slocleanair.org/business/asbestos.php.	
AQ Impact 4 Operational activities associated with the project would generate ROG + NOx, PM_{10}, and DPM emissions exceeding identified daily thresholds.	**AQ/mm-15** Prior to issuance of construction permits from the County of San Luis Obispo, the Harbor District or their designee shall implement the following mitigation measures to reduce area source emissions, where applicable: a. Increase walls and attic insulation by 20% above what is required by the 2008 Title 24 requirements. b. Shade tree planting along southern exposures of buildings to reduce summer cooling needs. c. Shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. d. Use built-in energy efficient appliances, were applicable. e. Orient buildings toward streets with convenient pedestrian and transit access. f. Use double-paned windows. g. Use sodium low-energy parking lot and streetlights. (e.g., sodium) h. Use energy efficient interior lighting. i. Incorporate energy efficient skylights (if any) into roof plan (i.e., should meet the US EPA/Department of	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	Energy (DOE) Energy Star® rating). j. Install High efficiency or gas space heating. k. Install door sweeps and weather stripping if more efficient doors and windows are not available. l. Apply low volatile organic compound (VOC) paint (interior and exterior) (71 grams/liter or less). m. Institute recycling and composting services (as feasible). n. Incorporate a water efficient irrigation system. ~~n.~~o. Locate proposed fire pits at least 100 feet apart, at least 700 feet from any on-site manager residence where feasible, and as far as feasible from proposed hotel/motel units. **AQ/mm-16** Prior to issuance of construction permits, the Harbor District or their designee shall submit plans showing the following measures, which shall be implemented prior to occupancy to reduce vehicle emissions. a. Locate electrical vehicle charging station(s) in the parking lots at a ratio required by County or as recommended by SLOAPCD. - Provide long-and short-term bicycle parking onsite or within the Harford Pier parking area for employees; one bicycle parking space for every 10 employees is considered appropriate. - Provide shower stalls and locker facilities to encourage employees to bike to work. - Provide facilities for eating and convenience including refrigeration and other vending for employees onsite or within the Harford Pier parking area. - Internal circulation shall to the greatest extent possible be with all-electric vehicles. - Options shall be provided to guests for electric vehicle transport to adjacent District facilities. **AQ/mm-17** Prior to operation, the Harbor District or their designee shall obtain all required permits for equipment,	

Impacts	Mitigation Measures	Residual Impacts
	including but not limited to the portable generators and equipment with engines that are 50 hp or greater. **AQ/mm-18** During operation of the proposed project, the Harbor District or their designee shall comply with SLOAPCD Operational Phase Idling Limitations. Public health risk benefits can be realized by idle limitations for diesel engines. To help reduce the emissions impact of diesel vehicles that will access the facility or off-road equipment, the following idling control techniques shall be implemented: **California Diesel Idling Regulations** a. On-road diesel vehicles shall comply with §2485 of CCR Title 13. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles: - Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and, - Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation. b. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in §2449(d)(3) of the CARB's In-Use off-Road Diesel regulation, Rule 402. c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit. d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.	

Impacts	Mitigation Measures	Residual Impacts
	e. In addition to the State required diesel idling requirements, the project shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors, including onsite visitors: - Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors; - Diesel idling within 1,000 feet of sensitive receptors shall not be permitted; - Use of alternative fueled equipment is recommended; and - Signs that specify the no idling areas must be posted and enforced at the site.	
Biological Resources		
BIO Impact 1 Construction of the proposed project may directly and/or indirectly affect special-status species, including terrestrial and avian species, resulting in a potentially significant short-term impact.	**BIO/mm-1** Prior to initiation of grading activities, a qualified biologist shall conduct pre-construction surveys to determine the presence or absence of special-status species. A qualified biological monitor shall be present during any clearing and grading activities within 100 feet of onsite drainages and oak woodland. The work areas shall be clearly marked to ensure that no work occurs outside of the approved limits of disturbance (i.e., lathe and flagging, t-posts and yellow ropes, and temporary signage). The qualified biologist will receive project-specific approvals from resource agencies prior to handling any special-status wildlife species. Speed limits shall be restricted to 15 mph and work shall be limited to daylight hours. **BIO/mm-2** Upon application for construction permits from the County of San Luis Obispo, the following measures shall be included on applicable plans in order to avoid erosion and sedimentation impacts to the creeks and water quality: a. Grading and construction resulting in ground disturbance should be limited to the typical dry season (April 15 to October 15). b. If work must occur during the rainy season, the Harbor District (or their designee) shall install adequate erosion and sedimentation controls to prevent any sediment-	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	laden run-off from entering creeks, drainages, and the Pacific Ocean. c. Upon completion of construction, disturbed areas will be stabilized or vegetated as detailed in the project's re-vegetation plan. **BIO/mm-3** If feasible, all work shall be avoided during the nesting bird season (approximately February 1 through August 15), including ground and tree-nesting birds. If any construction activities are scheduled to occur during the nesting season, pre-construction bird surveys shall be conducted by a qualified biologist. The surveys shall be conducted no more than 1 week prior to the scheduled onset of construction activities. If nesting bird species are observed within 250 feet of the construction area during the surveys, the biologist shall determine the appropriate exclusion zone for the specific species. A buffer of 250 feet shall be maintained around any nesting raptors. The nesting bird exclusion zones shall be completely avoided until the qualified biologist determines that the young have successfully fledged. A qualified biologist shall conduct periodic site inspections to ensure that the exclusion zone is maintained and to monitor the nesting progression. In the event that sensitive bird species are discovered, the USFWS and/or CDFW will be contacted to determine the appropriate protective measures prior to any construction beginning. If construction activities must occur within 250 feet of a nesting raptor nest, a qualified biologist shall be consulted to determine if the buffer can be reduced. If, in the opinion of the qualified biologist, the buffer cannot be safely reduced, a full-time avian monitor shall be present during all construction activities occurring within the established buffer to ensure no impacts occur. The avian monitor will have the authority to halt or re-direct work if raptors show signs of disturbance. **BIO/mm-4** All existing oak trees shall remain on-site. All oak trees <u>(greater than 4 inches in diameter)</u> that are within 50 feet of construction or grading activities shall be marked for protection (e.g., with flagging) and their root zone fenced prior to any grading or site grubbing. The outer edge of the tree root zone to be fenced will be outside of the canopy half the	

Impacts	Mitigation Measures	Residual Impacts
	distance as measured between the tree trunk and outer edge of the canopy (i.e., 1.5 times the distance from the trunk to the drip line of the tree). Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas to the maximum extent feasible. If grading, compaction, or placement of fill in the root zone of an existing oak tree cannot be avoided, retaining walls may be constructed to minimize cut and fill impacts to existing oak trees. Care shall be taken to avoid surface roots within the top 18 inches of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface. **BIO/mm-5** All oak trees identified to remain shall not be removed, unless otherwise regulated by the County CZLUO §23.05.062 (Exemption for trees in a hazardous condition). Unless previously approved by the County, the following activities are not allowed within the root zone of existing or newly planted oak trees: a. year-round irrigation (no summer watering, unless "establishing" new tree or native compatible plant(s) for up to 3 years); b. grading (includes cutting and filling of material); c. compaction (e.g., regular use of vehicles); d. placement of impermeable surfaces (e.g., pavement); or, e. disturbance of soil that impacts roots (e.g., tilling). Implement Port Master Plan Final Program EIR mitigation measures B-2, B-4, B-5, and B-9.	
BIO Impact 2 Implementation of the project would result in the loss of 0.08 acre of valley needlegrass grassland and 0.79 acre of coastal scrub. Vegetative management required by CAL FIRE may result in additional disturbance of these habitat types, in addition to coast live oak woodland. Additional human presence within these habitat types may have an adverse effect on special-status and common wildlife in the immediate area.	**BIO/mm-6** The trimming of oaks can be detrimental and shall be minimized as follows: a. Removal of larger lower branches should be minimized to: i. avoid making tree top heavy and more susceptible to "blow-overs;" ii. reduce having larger limb cuts that take longer to heal and are much more susceptible to disease and infestation;	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts

iii. retain the wildlife that is found only in the lower branches;

iv. retain shade to keep summer temperatures cooler (retains higher soil moisture, greater passive solar potential, provides better conditions for oak seedling volunteers); and,

v. retain the natural shape of the tree.

b. The amount of trimming (roots or canopy) done in any one season should be limited as much as possible to limit tree stress/shock (10% or less is best, 25% maximum).

c. Excessive and careless trimming not only reduces the potential life of the tree, but can also reduce property values if the tree dies prematurely or has an unnatural appearance. If trimming is necessary, the Harbor District (or their designee) shall either use a skilled arborist or apply accepted arborist's techniques when removing limbs.

d. Unless a hazardous or unsafe situation exists, trimming of deciduous species shall be done only during the winter.

e. Smaller oak trees (smaller than five inches in diameter at four feet above the ground) within the project area are considered to be of high importance, and when possible, shall be given similar consideration as larger trees.

BIO/mm-7 Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a final landscape plan incorporating the following elements and standards:

a. 2:1 replacement of valley needlegrass grassland within the property boundaries.

b. 2:1 replacement of coastal scrub within the property boundaries.

c. The landscape plan shall be implemented prior to occupancy and operation of the campground. Initial establishment of native vegetation, including valley needlegrass grassland and coastal scrub species shall

Impacts	Mitigation Measures	Residual Impacts
	be verified by a qualified biologist. A letter documenting compliance shall be submitted to the County of San Luis Obispo prior to final inspection. d. Long-term establishment of valley needlegrass grassland and coastal scrub species shall be monitored by a qualified biologist for a period no less than three years. Annual monitoring reports shall be submitted to the County of San Luis Obispo, including one final monitoring report at the end of the three-year monitoring period. The reports shall document initial and consecutive acreage of species establishment, and any actions taken to remediate loss of restored vegetation. **BIO/mm-8** Prior to occupancy and operation of the proposed project, the Harbor District or their designee shall develop informative and educational materials to be provided to visitors. Materials may be available in hard copy or electronic form. Information included in the materials shall include, but not be limited to: a. Description of special-status, marine mammal, and avian species present within San Luis Bay and the surrounding terrestrial areas. b. Notification to avoid the creation of spur trails and subsequent disturbance of wildlife and habitats within undeveloped areas of the project site. c. Notification to store and dispose of trash and recyclables in appropriately designated containers and areas. d. Prohibition of fueling of generators outside of designated RV pads. e. Map identifying designated onsite trails and access routes. f. Prohibition of pets outside of paved areas, marked trails, and campsites. g. Requirement for all pets to be on leash or contained (with owners also onsite) in tents, RVs, and units. Implement Port Master Plan Final Program EIR mitigation measures B-1, B-4, B-5, and B-7.	

Impacts	Mitigation Measures	Residual Impacts
Cultural Resources		
CUL Impact 1 Grading and construction activities have the potential to impact previously undiscovered subsurface archaeological resources.	**CUL/mm-1** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a Monitoring Plan, prepared by a County-approved archaeologist, for review and approval by the County Department of Planning and Building. The intent of this Plan is to monitor all initial earth-disturbing activities. The Monitoring Plan shall include at a minimum: a. list of personnel involved in the monitoring activities; b. inclusion of involvement of the Native American community, as appropriate; c. description of how the monitoring shall occur; d. description of frequency of monitoring (e.g., full-time, part time, spot checking); e. description of what resources are expected to be encountered; f. description of circumstances that would result in the halting of work at the project site (e.g., what is considered "significant" archaeological resources?); g. description of procedures for halting work on the site and notification procedures; h. provisions defining education of the construction crew; i. protocol for treating unanticipated finds; and, j. description of monitoring reporting procedures. **CUL/mm-2** Prior to initial ground disturbance, a County of San Luis Obispo-approved archaeologist shall provide cultural resources awareness training to all field crews and field supervisors. This training will include a description of the types of resources that may be found in the project area, the protocols to be used in the event of an unanticipated discovery, the importance of cultural resources to the Native American community, and the laws protecting significant archaeological and historical sites. In addition, the Harbor District (or their designee) shall provide all field supervisors with maps showing those areas sensitive for potential buried resources.	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	CUL/mm-3 During all initial ground disturbing construction activities, the Harbor District or their designee shall retain a qualified archaeologist (approved by the County Environmental Coordinator) and Native American to monitor all initial earth disturbing activities, per the approved Monitoring Plan. If any significant archaeological resources not previously identified in the Monitoring Plan, or human remains are found during monitoring, work shall stop within the immediate vicinity (precise area to be determined by the archaeologist in the field) of the resource until such time as the resource can be evaluated by an archaeologist and any other appropriate individuals. The Harbor District (or their designee) shall implement the mitigation as required by the County Environmental Coordinator. **CUL/mm-4** Upon completion of all monitoring/mitigation activities, and prior to occupancy or final inspection (whichever occurs first), the qualified archaeologist shall submit a report to the County Environmental Coordinator summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met. **CUL/mm-5** Prior to occupancy, the Harbor District or their designee shall submit samples of cultural resource interpretive materials to the County Environmental Coordinator. The Harbor District or their designee shall coordinate with local Native American representatives during the initial development of the materials, and subsequent updating of materials for the life of the project. Materials shall not specifically identify the locations of archaeologically sensitive sites. Interpretive materials may include, but not be limited to, pamphlets, posters, kiosks or boards, exhibits, online posting of information, and presentations. Interpretive materials shall include, but not be limited to: prehistory, modern history, and living history of the Chumash in the Avila/Port San Luis Area and region, and citation or reference to laws governing the protection of cultural resources. Implement Port Master Plan Final Program EIR mitigation measures C-1 and C-2.	

Impacts	Mitigation Measures	Residual Impacts
CUL Impact 2 Proposed grading and excavation activities have the potential to uncover and disturb paleontological resources, which would result in a potentially significant impact.	**CUL/mm-6~~5~~** A qualified paleontologist shall monitor initial excavation activities. Upon completion of all monitoring/mitigation activities, and prior to final inspection, the consulting paleontologist shall submit a report to the County Environmental Coordinator summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met and include analysis of all discoveries.	Significant, but mitigable (Class II)
Geology and Soils		
GEO Impact 1 The proposed project would be constructed in an area subject to potential geologic hazards including seismically-induced landslide, resulting in a potentially significant impact.	**GEO/mm-1** Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a comprehensive geologic investigation. At a minimum, the investigation shall include all areas where development would be located within or below a landslide. The investigation shall conform to §§1803 of the 2013 edition of the CBC and the Guidelines for Engineering Geology Reports (County of San Luis Obispo Department of Planning and Building 2005, revised 2013), or editions that are applicable at the time of investigation. The investigation shall be conducted by a Certified Engineering Geologist. At a minimum, it shall address the type, extent, depth, configuration, and activity level of the landslide, and shall include an analysis of slope stability. Upon application for grading and construction permits from the County of San Luis Obispo, a final grading plan shall be submitted that incorporates measures to mitigate potential landslide hazards based on review by the consulting Certified Engineering Geologist. A range of mitigation measures addressing treatment of the site to ensure slope stability, including regrading, structural mitigation, mitigation for roads and utilities, and monitoring are presented below. These measures include, but are not limited to, the following: a. Regrading. The entire landslide mass can be regraded from the toe to the upper limit, or the grading program could involve only those areas including and above proposed improvements. If an entire landslide mass were to be regraded, removal of the slide materials and replacement as a structural fill, including excavation of proper keyways, benches, and installation of subdrains would likely be necessary. Use of geogrid reinforcing	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	may be appropriate for some areas. Geogrid reinforcing involves the placement of alternating layers of geogrid and soil, and can be effective in increasing soil strength and stability. Another option that may be appropriate for specific project areas would be partial stabilization. This solution may include the construction of buttress fills below improvement areas that would be sufficient to resist movement of the upper portion of the slide mass. With partial stabilization, it should be noted that any improvements situated below the buttress still would still be at risk from landslide movement. This potential risk shall be addressed in the geologic investigation by the Certified Engineering Geologist. b. Structural mitigation. Structural mitigation may be a potential option, depending upon the characteristics of the landslide in the area where the improvements are located. For habitable buildings, such solutions may include deep foundations (e.g., driven piles or caissons designed with sufficient lateral resistance to overcome the sliding force exerted by the landslide). Foundation augmentation such as tie-back anchors attached to the caissons or piles, or batter piles, may be appropriate. Another potential solution would be to construct walls that would be anchored through the slide and founded in underlying stable material. c. Mitigation for Roads and Utilities. Potential mitigations to protect roads and utilities may include such measures as retaining walls, possibly anchored with tie-backs or reinforced with soil nails or geogrid, depending upon the depth and characteristics of the landslide in those areas. Flexible and/or articulating connections may provide some mitigation for utilities, depending upon the nature and severity of the landslide movement. For water lines, sacrificial water lines with automatic shut-off valves may be appropriate. If the geologic investigation confirms that the landslide is slow-moving, ongoing repair and replacement of damaged roads and utilities may be feasible. Another option may include constructing utilities above grade in utility raceways.	

Impacts	Mitigation Measures	Residual Impacts
	GEO/mm-2 For the life of the project monitoring of landslide movement shall be monitored by a Certified Engineering Geologist. As landslide movement tends to be associated with inclement weather, seasonal monitoring of the landslides for indications of incipient movement shall be implemented in addition to other selected mitigation measures. If monitoring indicates potential movement, or during periods of particularly intense or prolonged inclement weather, temporary restrictions on use and occupancy of the campground may implemented upon the recommendation of the consulting Certified Engineering Geologist. Implement Port Master Plan Final Program EIR mitigation measures G-1, G-2, G-3, and G-4.	
GEO Impact 2 The proposed project would be constructed in an area subject to potential geologic hazards including fault movement and seismic activity, which may result in a potentially significant impact including building damage and public hazards.	**GEO/mm-3** Upon application for grading and construction permits, the Harbor District or their designee shall submit a fault investigation for any potentially habitable structure. The building areas of habitable structures shall be investigated by excavating an exploratory trench(es) perpendicular to the fault trace, and extending beyond the building footprint at least the minimum setback distance for the anticipated building type. The fault investigation shall be overseen by a Certified Engineering Geologist and shall conform to the Guidelines for Engineering Geology Reports (County of San Luis Obispo Department of Planning and Building 2005, revised 2013) or the applicable edition at the time of investigation. If any habitable structures are found to overlie the fault or are within the minimum setback distance to the fault, the structure shall be relocated within the existing boundary of the areas identified for development, or designed to accommodate potential fault movement (pending approval by the County of San Luis Obispo). Potential design solutions may include, but are not limited to, mat foundations or overexcavated and geogrid-reinforced building pads designed with sufficient strength to overcome the maximum shearing forced exerted by seismic movement. Utility lines shall be fitted with articulating connections and/or automatic shut-off valves. **GEO/mm-4** Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	or their designee shall submit construction plans and a geotechnical engineering report in compliance with the CBC, which includes measures to reduce risk from seismic events. Structures shall be designed in accordance with the seismic parameters presented in a project-specific geotechnical engineering report, applicable sections of the appropriate edition of CBC, and other applicable local regulations relating to potential seismic hazards. The geotechnical engineering report shall be prepared by a qualified geotechnical engineer. The potential for seismically induced settlement shall be addressed in the geotechnical engineering report, which shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall include an evaluation of the properties of the fill and native soils, address the potential for seismic settlement, and provide specific recommendations for mitigation if appropriate. Available alternatives to reduce the effects of soil settlement may include, but not be limited to, deep ground improvement methods, surcharging the site to further consolidate the underlying soils, use of deep foundations such as driven piles combined with structural support of floor slabs, use of lightweight fills, and limiting the thickness of fills. Structures shall be designed in accordance with the recommendations and seismic parameters presented in the geotechnical engineering report, applicable sections of the appropriate edition of CBC, and other applicable local regulations relating to potential seismic hazards, including seismic settlement. Implement Port Master Plan Final Program EIR mitigation measures G-1, G-2, and G-10.	
GEO Impact 3 The proposed project would be constructed in an area subject to potential geologic hazards including liquefaction, lateral spreading, and associated slope failure, which may result in a potentially significant impact including building damage and public hazards.	**GEO/mm-5** Upon application for grading and construction permits, the Harbor District or their designee shall submit a geotechnical engineering report prepared by a qualified geotechnical engineer. The report shall address potential for liquefaction, lateral spreading, and associated slope failure, and shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. If significant potentials for liquefaction or lateral spreading are found to exist, recommendations for	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	mitigation shall be developed and presented in the geotechnical engineering report. If it is determined that liquefaction or lateral spreading may affect certain parts of the site, there are numerous mitigation measures that can be implemented, including but not limited to the following recommendations. Depending upon the location, depth, and extent of liquefaction or lateral spreading-prone areas and the types of improvements planned for these areas, potential mitigations could include earthwork (grading) programs, specialized foundations (such as mat or deep foundations), ground modification, and designing pipes and pipe connections for high strength and ductility. Potential measures to mitigate slope instability induced by lateral spreading include deep ground improvement methods, reinforcing of slopes, reducing slope inclinations, or establishing adequate setbacks between structures and slopes. Implement Port Master Plan Final Program EIR mitigation measures G-1 and G-2.	
GEO Impact 4 Construction of the proposed project would require mass grading and incorporation of stormwater management measures including LID measures and BMPs, which may result in unintended geologic hazards including slope instability, resulting in a potentially significant impact.	**GEO/mm-6** Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit erosion and sedimentation control plans addressing both short-term erosion hazards during construction, and long-term erosion hazards for the life of the project. The plan shall include, but not be limited to, the following measures: control of surface runoff; V-ditches, berms, brow ditches, or other drainage diversion features; mid-slope benches; vegetation; straw bales; erosion matting; vegetative cover, control of rodent activity, or other methods. Drainage shall discharge in a non-erosive manner away from improvements and, where slopes are present, away from the tops and toes of the slopes. **GEO/mm-7** Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a project specific geotechnical engineering report, prepared by a qualified geotechnical engineer and conforming to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall include an assessment of the potential impacts of BMPs, including	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	infiltration SCMs, and provide recommendations for mitigation. The impacts of infiltration SCMs upon slope stability, settlement of fill soils, drainage, and the shrink/swell cycle of expansive soils, shall be analyzed and included in the report. Infiltration SCMs shall not be placed in or above fill, near descending cut slopes, or at the toe of any slope. Infiltration SCMs shall be set back from foundations and surface improvements, or barriers such as deepened curbs, cutoff walls or impermeable membranes shall be placed between infiltration SCMs and foundations and/or improvements. Infiltration tests shall be conducted to assess the infiltration potential for use in the design of infiltration SCMs. To address potentially adverse impacts associated with BMPs, a maintenance program for all BMPs shall be prepared and implemented. The program shall include periodic inspection of BMPs, cleaning and removal of accumulated silt, sand, and debris from BMPs, maintenance of vegetation in BMPs, and periodic rehabilitation of infiltration BMPs for the life of the project. Implement Port Master Plan Final Program EIR mitigation measures G-1 and G-2.	
GEO Impact 5 Construction of the proposed project on undocumented fill material could result in potentially significant geologic hazards including slope instability and damage to structures and stored materials and equipment.	**GEO/mm-8** Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a geotechnical engineering report prepared by a qualified geotechnical engineer. The report shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall address the properties of the existing fill and the stability of the existing fill slopes, and shall include assessment of the existing fills, including suitability of the materials used, original site preparation, and degree of compaction; the suitability of the fill for supporting the proposed improvements; settlement of potential of the fill; slope stability; the impacting of placing fill upon existing fill; placement of fill over existing cut slopes; and appropriate mitigations for all of these issues. If the fill is found to be inadequate for the support of proposed improvements or unstable, mitigation measures shall include, but not be limited to, regrading, including removal of existing materials and replacement with structural fill. For fill placed on slopes, this would likely entail excavation of	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	keyways, benches, and installation of drains. Use of geogrid reinforcing may be appropriate. Structural mitigation is another potential solution. Depending upon the characteristics of the fill, retaining structures founded in underlying competent material may be applicable to specific situations. Types of appropriate retaining structures could include post and lagging walls, possibly anchored; gravity walls, mechanically stabilized earth walls, or cantilevered walls augmented with tie-back anchors. In the commercial area, drainage measures beneath and surrounding the pool shall be incorporated into its design. **GEO/mm-9** Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a geotechnical engineering report prepared by a qualified geotechnical engineer. The report shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall address the impact of grading of steep slopes, including the potential for instability of natural and proposed slopes and shall provide recommendations for appropriate grading programs, including criteria for maximum slope heights and angles. Where buildings are to be constructed on steep slopes, development of suitable foundation systems and criteria for their design shall be included in the report. Potential mitigation measures shall include, but not be limited to removal of additional material and extending grading operations beyond the slope area to temporarily or permanently reduce slope gradients, use of geogrid reinforcement, or temporary shoring. Types of foundations appropriate for building construction on steep slopes may include driven piles, drilled caissons, or conventional foundations extended to bear in competent material. Implement Port Master Plan Final Program EIR mitigation measures G-1, G-2, G-5, G-6, G-7, and G-8.	
GEO Impact 6 Construction of the proposed project on expansive soils could result in damage to structures and paved features, resulting in	**GEO/mm-10** Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a geotechnical engineering report prepared by a qualified geotechnical engineer. The report shall	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
a potentially significant impact.	conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall include assessment of the expansive properties of the soil, and provide recommendations for mitigation. Appropriate mitigation shall include, but not be limited to, such measures as deeper footings in combination with preserving or augmenting the soil moisture, and use of a layer of nonexpansive material beneath slabs. There are a number of other options available, including caissons and grade beams, post-tensioned slab foundations, conventionally reinforced mat foundations, and deep nonexpansive pads. Deepening of curbs between pavement and bioswales, increasing the separation distance between pavement and bioswales, or other LID infiltration features may be recommended to reduce the potential for expansive soil damage. Implement Port Master Plan Final Program EIR mitigation measures G-1 and G-2.	
Greenhouse Gas Emissions and Climate Change		
GHG Impact 1 Construction and operation of the proposed project would generate GHG emissions exceeding SLOAPCD thresholds of significance, resulting in a potentially significant impact.	**GHG/mm-1** Upon application for construction permits, the Harbor District or their designee shall submit construction plans incorporating LEED certifiable construction measures and additional elements to reduce GHG emissions including, but not limited to, the following: a. Provide pedestrian-friendly features to make walking more convenient, comfortable, and safe, including appropriate signage and crosswalk(s). b. Provide good access to/from the development for pedestrians, bicyclists, and transit users. c. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools. d. Provide shade tree planting in parking areas to reduce evaporative emissions from parked vehicles. Design shall provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance, native, drought resistant trees. e. No wood burning appliances in the campground	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	manager residence, hotel/motel units, or cabins. f. Incorporate traffic calming modifications to project roads that reduce vehicle speeds and encourage pedestrian and bicycle travel. g. Provide onsite housing for employees (campground manager). h. Implement on-site circulation design elements in parking areas to reduce vehicle queuing and improve the pedestrian environment. i. Provide employee lockers and showers (one shower and five lockers for every 25 employees is recommended). j. If feasible, trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. If feasible, roof design shall include sufficient south-facing roof surface, based on structures size and use, to accommodate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used, if feasible. k. Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double-counted. l. Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in the summer. m. Utilize green building materials (materials that are resource efficient, recycled, and sustainable) and available locally, to the maximum extent feasible. n. Install high efficiency heating and cooling systems. o. Orient buildings to be aligned north/south to reduce energy used to cool buildings in the summer, to the maximum extent feasible. p. Design buildings to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south-facing windows (passive solar design), to the maximum extent feasible. q. Use high efficiency water gas or solar water heaters.	

Impacts	Mitigation Measures	Residual Impacts
	r. Utilize built-in energy efficient appliances where applicable. s. Utilize double-paned windows where applicable. t. Utilize low energy streetlights, where applicable. u. Utilize energy efficient interior lighting. v. Install door sweeps and weather stripping if more efficient doors and windows are not available. w. Install energy-reducing programmable thermostats, where applicable. x. Use roofing material with a solar reflectance value meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs, to the maximum extent feasible. Implementation of this measure shall avoid creation of glare visible from public roads and areas. y. Provide and require the use of battery powered or electric landscape maintenance equipment to the maximum extent feasible. z. Provide secure on-site bicycle storage, lockers, or racks. aa. Implement a "no idling" program for heavy-duty diesel vehicles, including signage and citations. **GHG/mm-2** Prior to issuance of construction permits from the County of San Luis Obispo, the Harbor District or their designee shall include building efficiency improvements with construction permit applications and/or secure SLOAPCD approved off-site reductions in GHG emissions to ensure that GHG emissions to not exceed the SLOAPCD thresholds. Off-site mitigation may include, but not be limited to, the following measures, as approved by the County of San Luis Obispo Environmental Coordinator and SLOAPCD: a. Payment of off-site mitigation fees, as approved by the SLOAPCD and the Carl Moyer grant program; b. Develop or improve park-and-ride lots; c. Retrofit existing homes in the project area with APCD-approved natural gas combustion devices; d. Retrofit existing homes in the project area with energy-efficient devices;	

Impacts	Mitigation Measures	Residual Impacts
	e. Retrofit existing businesses in the project area with energy-efficient devices; f. Construct satellite worksites; g. Fund a program to buy and scrap older, higher emission passenger and heavy-duty vehicles. h. Replace/repower transit buses; i. Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger or maintenance vehicles); j. Fund an electric lawn and garden equipment exchange program; k. Retrofit or repower heavy-duty construction equipment, or on-road vehicles; l. Install bicycle racks on transit buses; m. Purchase Verified Diesel Emission Control Strategies (VDECS) for local school buses, transit buses or construction fleets; n. Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for CNG, LPG, conductive and inductive electric vehicle charging, etc.); o. Fund expansion of existing transit services; p. Fund public transit bus shelters; q. Subsidize vanpool programs; r. Subsidize transportation alternative incentive programs; s. Contribute to funding of new bike lanes; t. Install bicycle storage facilities; and, ~~b.~~ u. Provide assistance in the implementation of projects that are identified in city or county Bicycle Master Plans.	
Hazards and Hazardous Materials		
HAZ Impact 1 During construction of the project, the use of heavy equipment may result in accidental spill or leakage of potentially hazardous materials (i.e., fuels, oil), resulting in a significant, short-term impact.	**HAZ/mm-1** Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a RWQCB-approved SWPPP. The SWPPP and final grading and construction plans shall identify equipment and materials staging areas, and include measures to contain and remediate accidental spills and leaks. During construction, equipment, staging, and storage areas shall be inspected daily. The SWPPP shall be implemented	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	during construction. Implement Port Master Plan Final Program EIR mitigation measures HAZ-1 and HAZ-3.	
HAZ Impact 2 Development of the Harbor Terrace site may result in the exposure of existing contaminants in the soil, resulting in a potentially significant impact.	Implement Port Master Plan Final Program EIR mitigation measures HAZ-2, HAZ-3, and HAZ-4.	Significant, but mitigable (Class II)
HAZ Impact 3 Construction and operation of the proposed project within a high fire hazard zone may increase the potential for wildfire, including use of equipment, vehicles, campsite fires within fire rings, and increased human presence at the urban/wildland interface. Implementation of the proposed project would place additional structures, life and property at risk for damage or destruction from wildland fires and/or structural fires. Potential impacts would be significant.	**HAZ/mm-2** Prior to issuance of grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall prepare and submit the following plans, which shall be reviewed and approved by CAL FIRE: a. Written Fire Safety Plan in compliance with California Fire Code Chapter 4 Emergency Planning and Preparedness; b. Building and construction plans incorporating fire prevention and suppression measures consistent with the complete California Fire and Building Code, California Fire and Building Code Chapter 7A Ignition Resistant Construction in Wildland Urban Interface Areas, National Fire Protection Association standards, the California Fire Code, and the California Electrical Code; c. Hazardous Materials Business Plan; d. Site access and addressing standards to the satisfaction of CAL FIRE; e. Operational fire water system, ~~F~~fire water storage tanks, and hydrants designed and located to the satisfaction of CAL FIRE; and, f. A fuel reduction/vegetation management plan to be implemented for the life of the project. **HAZ/mm-3** Prior to construction, an operational water system and established access roads shall be installed pursuant to California Fire Code Section 501.4. Use of spark arresters, provision of adequate clearance around welding operations, smoking restrictions, and onsite extinguishers are	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	required. Implement Port Master Plan Final Program EIR mitigation measures PS-8, PS-9, PS-10, and PS-11.	
Hydrology and Water Quality		
The 100-year flood zone extends across Avila Beach Drive. Based on estimates of sea level rise, and assuming 5.48 feet of sea level rise by the year 2100, coastal flooding in the future may reach the 30-foot elevation (base sea level) during a storm event. Increased wave action and storm surge may increase this level. Affected areas of the project site may include the access roads and lower parking areas. Exacerbated coastal erosion may compromise the commercial structure, swimming pool, and lower campsites. In the future, modifications to the site may be required to adapt to climate change and sea level rise, and may include removal of structures or features. Based on the lower elevations of the Port and community of Avila Beach, the effects would occur along the Avila coastline, and regional adaptation measures would be required for the region.	**HYD/mm-1** Prior to occupancy of the proposed project, the Harbor District or their designee shall develop a Sea Level Rise Adaptation Plan including, but not limited to, the Harbor District's (or their designee's) ongoing documentation of high tide elevation levels and coastal storms, the future removal of structures and features as a result of sea level rise and associated coastal hazards including erosion and slope stability, and indicators that the lower facility amenities may be compromised by sea level rise (i.e., wave action overtops and floods Avila Beach Drive and erodes the road cut adjacent to the project site). The initial plan, and subsequent revisions based on actual conditions, shall be submitted to the County of San Luis Obispo Environmental Coordinator for review and approval.	Less than significant (Class III)
Noise		
N Impact 1 Operation of the project may include personal use of portable generators, primarily associated with recreational vehicle (RV) use, which would generate noise levels potentially affected other visitors within the campground facility, and sensitive receptors within the beach area to the south, resulting in a potential noise nuisance.	**N/mm-1** The use of personal generators shall be prohibited within all recreational vehicle (RV), hotel, cabin, and car/tent campsites.	Significant, but mitigable (Class II)
N Impact 2 Noise associated with construction activities may adversely impact nearby noise-sensitive uses, resulting in a potentially significant impact.	Implement Port Master Plan Final Program EIR mitigation measures N-1, N-2, and N-3.	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
Transportation and Traffic		
Construction of the proposed project would result in the use of local roadways for the transport of equipment and materials to the project site. Due to the short-term nature of the construction period, the effects would be *less than significant* (Class III), and would therefore not require off-site road improvements. Prior to issuance of grading and construction permits, a Construction Traffic Mitigation Plan would be prepared, and would be implemented during the grading and construction phases.	**TR/mm-1** Prior to construction, the Harbor District or their designee shall prepare a Construction Traffic Mitigation Plan for review and approval by County Public Works. The Plan shall be implemented during construction, and shall include, but not be limited to, the following elements: a. Description of construction activities, including equipment lists and project schedule, including estimated start and end dates and working hours; b. Name of on-site construction manager; c. Identification of the work area, truck route(s), and staging areas in relation to cross streets, including all distances and dimensions; d. Traffic control plan, including: all temporary traffic control devices including signs and delineators; use of construction staff to manage or direct traffic; measures to reduce truck and equipment queuing on County streets; and safety measures for vehicles, pedestrians, bicyclists, and construction workers; e. Avoidance of peak traffic hours based on consultation with the County Public Works Department.	Less than significant (Class III)
TR Impact 1 Additional trips resulting from the proposed project may result in the need for a left-turn lane at either Babe Lane or the secondary access road. Secondary impacts may include additional ground disturbance, and potential impacts to air quality, water quality, and sensitive habitats including emission generation and sediment and pollutant discharge during construction. Mitigation measures identified in this EIR regarding these potential impacts would apply.	**TR/mm-2~~1~~** Prior to operation of the proposed project, the Harbor District or their designee shall prepare a Traffic Monitoring Plan for the review and approval of the County Public Works Department. The Monitoring Plan shall identify appropriate methodologies and timeframes for conducting onsite turning movement counts, determination of capacity and trip generation resulting from the proposed project, and identification of a threshold for implementation of a left turn lane if feasible. **TR/mm-3~~2~~** In the event a left-turn lane is required to be constructed, the Harbor District or their designee shall submit grading and construction plans for review and approval by County Public Works. The plan shall include the following measures and elements:	Significant, but mitigable (Class II)

Impacts	Mitigation Measures	Residual Impacts
	a. A Transportation Management Plan including measures to divert vehicle, bicyclist, and pedestrian traffic safely around the project area; b. Biological Resources Monitoring Plan including the presence of a qualified biological monitor during grading and construction activities and worker training; c. Cultural Resources Monitoring Plan including the presence of an archaeological monitor during initial ground disturbance and worker training; d. Erosion and Sedimentation Control Plan and SWPPP consistent with County Coastal Zone Land Use Ordinance and RWQCB standards and regulations.	
TR Impact 1 Existing vegetation near proposed primary and secondary access approaches may hinder safe viewing distances on Avila Beach Drive, resulting in a potentially significant impact.	**TR/mm-4~~3~~** For the life of the project, a clear sight triangle of at least 300 feet of stopping sight distance, and 440 feet of intersection sight distance shall be maintained at each access approach to Avila Beach Drive. This shall be achieved through long-term management of vegetation and limitations on parking on Avila Beach Drive.	Significant, but mitigable (Class II)

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