

## **NOTICE OF PREPARATION: DRAFT ENVIRONMENTAL IMPACT REPORT**

**DATE:** March 7, 2014

**TO:** Responsible and Trustee Agencies  
Other Interested Parties

**FROM:** Port San Luis Harbor District and State Coastal Conservancy

**PROJECT:** Port San Luis Harbor Terrace Development Plan

The Port San Luis Harbor District (District) will be the lead agency for the preparation of an environmental impact report (EIR) for the Port San Luis Harbor Terrace project (project). A description of the project is provided in the attached Initial Study.

The District needs to know the views of your agency relative to the scope and content of the analysis to be provided in the EIR. In accordance with the time limits prescribed by State law, your response must be sent at the earliest date possible but not later than 30 days after receipt of this notice (**5:00 pm April 7, 2014**). Please provide us the following information:

1. **NAME OF CONTACT PERSON.** (Please include address, e-mail, and telephone number)
2. **PERMIT(S) or APPROVAL(S) AUTHORITY.** Please provide a summary description of these and send a copy of the relevant sections of legislation, regulatory guidance, etc.
3. **ENVIRONMENTAL INFORMATION.** What environmental information must be addressed in the EIR to enable your agency to use this documentation as a basis for your permit issuance or approval?
4. **PERMIT STIPULATIONS/CONDITIONS.** Please provide a list and description of standard stipulations (conditions) that your agency will apply to features of this project. Are there other conditions that have a high likelihood of application to a permit or approval for this project? If so, please list and describe.
5. **ALTERNATIVES.** What alternatives does your agency recommend be analyzed in the EIR?
6. **REASONABLY FORESEEABLE PROJECTS, PROGRAMS, or PLANS.** Please name any future projects, programs, or plans that you think may have an overlapping influence with the project as proposed.
7. **RELEVANT INFORMATION.** Please provide references for any available, appropriate documentation you believe may be useful to the District in preparing the EIR. Reference to and/or inclusion of such documents in an electronic format would be appreciated.
8. **FURTHER COMMENTS.** Please provide any further comments or information that will help the District to scope the document and determine the appropriate level of environmental assessment.

Please send your comments to:

Port San Luis Harbor District  
c/o Shawna Scott, Project Manager  
SWCA Environmental Consultants  
1422 Monterey Street, C200  
San Luis Obispo, CA 93401

A public scoping meeting has been scheduled for March 19, 2014, at 2:00 pm at the District's public meeting space at the Coastal Gateway Building, 3900 Avila Beach Drive, Avila Beach, California 93424. All interested parties are invited to attend. If you have any questions regarding the project or this notice, please call me at 805.543.7095, extension 6811, or email me at [sscott@swca.com](mailto:sscott@swca.com).

Sincerely,

A handwritten signature in blue ink that reads "Shawna Scott". The signature is written in a cursive, flowing style.

Shawna Scott  
Project Manager  
(on behalf of the District)

*Reference: California Administrative Code, Title 14, Section 15082*

**Attachments**

Initial Study and Preliminary Project Description



# Initial Study Summary Environmental Checklist

PORT SAN LUIS HARBOR DISTRICT

3950 Avila Beach Drive ~ P.O. Box 249  
Avila Beach, CA 93424  
805.595.5400

## Project Title: Port San Luis Harbor Terrace Development Plan

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources

- Geology and Soils
- Hazards/Hazardous Materials
- Noise
- Population/Housing
- Public Services/Utilities

- Recreation
- Transportation/Circulation
- Wastewater
- Water /Hydrology
- Land Use

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Lead Agency finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Shawna Scott on behalf of the Harbor District

March 3, 2014

Prepared by (Print)

Signature

Date

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## **PROJECT ENVIRONMENTAL ANALYSIS**

The Port San Luis Harbor District (District), as the lead agency in this project, is entering into environmental review as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The initial study provides a preliminary evaluation of the potential impacts that could arise from construction and occupancy of the proposed project based on current information (Exhibit A). The District has prepared this initial study to determine if the project would have a significant effect on the environment. This document, along with other information in the record, enables the District to decide whether to prepare an environmental impact report (EIR), or a negative declaration (ND), and informs the scope of the subsequent environmental document.

The project is subject to land use approval by the County of San Luis Obispo (County). This document is intended to provide information in support of the land use application pending with the County (DRC2013-00044).

Persons, agencies, or organizations interested in obtaining more information regarding this project should contact Steve McGrath, Harbor Manager, 3950 Avila Beach Drive, Avila Beach, CA 93424, or call (805) 595-5414.

## **A. PROJECT DESCRIPTION**

The project is a proposal by the Port San Luis Harbor District (District) and the State Coastal Conservancy (Conservancy) for a Development Plan (Plan) for the Harbor Terrace site. The Plan is currently being developed; initiation of the initial study at this juncture is to help determine the scope and contents of the environmental document, allow the environmental review and scoping process to inform the Plan and alternatives development, and maximize opportunities for self-mitigation and alternatives analysis. The level of specificity of the project description and evaluation is commensurate with the level of project detail available at the time this initial study was prepared.

Harbor Terrace is an approximately 32-acre portion of the District's landholdings associated with Port San Luis (Port). District property is generally bound by Pacific Gas and Electric (PG&E) property on the north, the Pacific Ocean on the west, Avila Beach Drive and the Pacific Ocean on the south, and private undeveloped property on the east. The project is located on the north side of Avila Beach Drive, east of the intersection of Avila Beach Drive and Diablo Canyon Road, approximately 1 mile west of the community of Avila Beach, in the San Luis Bay (Coastal) planning area (refer to Exhibit B).

The Harbor Terrace project shall comply with the San Luis Bay Coastal Area Plan Local Coastal Plan (LCP) so as to not require an amendment to this plan. In compliance with the LCP, the project program will include a mix of tent sites; tent cabins, bungalows, inns, or yurts; full service recreational vehicle (RV) camp sites; other related amenities such as a food and beverage retail store and/or an eating and drinking establishment; parking; and storage facilities to serve the Port. The project will improve upon existing circulation, revegetate portions of the site with native habitat, and employ engineering solutions that meet or exceed new County of San Luis Obispo (County) and Regional Water Quality Control Board (RWQCB) stormwater regulations.

The following is a summary of existing goals and policies which apply to the site, and the manner in which the proposed project complies. More detail regarding policy consistency will become available as the project develops. The EIR will contain a full evaluation of the project's consistency with applicable plans and policies.

## **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 (Adopted/Certified in 1988 and Revised August 2009) for the Harbor Terrace Planning Sub-Area (see page 8-20):

*Development Intent:* 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 District operations.

*Harbor Users:* The Harbor Terrace project must provide space to accommodate current and future 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 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.

*Prescribed Uses:* 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 (e.g., 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-District properties. This restriction does not preclude trailhead connections.

## **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:

1. 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.
2. 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 units 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.
3. 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 1 year of the opening of the hotel/motel and/or commercial retail development.
4. Purpose of Commercial Uses: All commercial uses must serve coastal-dependent uses, coastal-related uses, and/or provide visitor-serving uses.
5. 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.
6. Special Events: Specialized programs and temporary events are subject to land use approval consistent with the LCP. Outdoor events conducted on the site shall be planned and staged so that noise generated by the event, attendees, and traffic is minimized. Temporary events shall not interfere with harbor operations and boating and fishing activities.

*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:

1. 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.
2. Commercial Use Height Limitations: Limiting commercial retail facilities/structures and the harbor office/shop to two-stories with a maximum height of 25 feet.

3. Hotel Use Height Limitations: Limiting hotel motel units (yurts, cabins, inns, casitas, bungalows) to single-story with a maximum height of 15 feet.
4. Camping Use Location: Limiting the use of Assessor's Parcel Number (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, picnic table, fire ring, and water spigot.
5. 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 where appropriate in order to soften the visual prominence of the new development and to restore the visual qualities of the site.
6. 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 where appropriate, and shall be designed to minimize the visual impact of all development on the site as viewed from public viewing areas, piers, beaches, and the ocean. Alteration of natural landforms is to be minimized and any areas of cut/grading shall immediately be re-seeded using a native seed mix.
7. 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.
8. 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).
9. 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:

1. Revegetation: The revegetation of all newly cut slopes with native species of local stock where appropriate.
2. 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.
3. Habitat Disturbance: Designing grading and construction activities to avoid disturbance of habitat (e.g., coastal scrub habitat) and minimize the removal of oak trees.
4. 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.
5. Guest Education: Providing information to future guests regarding nature-viewing opportunities.
6. Designated Habitat Areas: The provision of designated areas for pets so that native habitat areas are avoided.
7. 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.
8. Stormwater Management: Minimize impervious surfaces and install post development Best Management Practices (BMPs) to capture, infiltrate, and/or treat stormwater runoff. The objective of drainage improvements shall be to avoid any increase in the quantity and intensity of stormwater runoff exiting the site. Post construction BMPs shall be designed with adequate capacity to accommodate, at a minimum, the 85<sup>th</sup> percentile 24-hour runoff event.
9. 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.

10. 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.
11. 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 Office (SHPO) and the local Chumash tribe. Archaeological field surveys shall be conducted prior to project construction activities. In accordance with Section 23.05.140 of the County Coastal Zone Land Use Ordinance (CZLUO), all construction activities shall cease should resources be identified during construction. In such an event, construction activities shall not re-commence until measures protecting and/or mitigating impacts to archaeological resources have been developed and approved by the Planning Director, Environmental Coordinator, SHPO, and 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.

**Access.** Access to the site will likely utilize existing vehicular entries from Avila Beach Drive. The site design will incorporate measures to provide safe pedestrian access onsite and coordinate access to the beach and other Port facilities.

**Total area of paving and structures.** The total area of all paving and structures is unknown at this time. The project aims to implement Low Impact Development strategies that will allow the project to meet or exceed intent and requirements of new County stormwater regulations. The project will minimize impervious surfaces and utilize post development BMPs to capture infiltrate, and/or treat stormwater runoff.

**Total area of grading or removal of ground cover.** The total area subject to grading or removal of ground cover is unknown at this time. 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.

**Number of trees to be removed.** The number of trees to be removed is unknown at this time. The project will include 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.

**Height and Type of tallest structure.** The commercial retail structures and the harbor office/shop will not exceed two stories with a maximum height of 25 feet.

**Setbacks.** No part of a recreational vehicle is to be located closer than 25 feet to any street property line, and no closer than 30 feet to any interior property line. No RV or tent is to be located closer than 10 feet to any other RV or tent.

**Timing.** Development plan approval is anticipated in 2015. The potential construction timeline is currently under development.

**ASSESSOR PARCEL NUMBER(S):** 076-172-002 and 076-172-010

The Port San Luis Harbor District also acquired from Eureka Energy Company: portion of APN 076-171-018,-021, and 076-172-019,-022. Subsequent to recording of public lot, a new APN will be assigned to the property.

## **B. EXISTING SETTING**

**PLANNING AREA:** San Luis Bay, Coastal

**TOPOGRAPHY:** Steeply sloping, variable

**LAND USE CATEGORY:** Public Facility

**VEGETATION:** Mixed, ruderal, grassland, coastal scrub, ornamental and native trees

**COMBINING DESIGNATION(S):**

Archaeologically Sensitive (AS), Coastal Appealable Zone (CAZ), Coastal Special Community CSC, Geologically Sensitive (GS), Local Coastal Plan (LCP), Sensitive Resource Area (SRA)

**PARCEL SIZE:** Approximately 32 acres

**EXISTING USES:** The project property is a significantly graded, terraced site with some paved circulation on the lower portion of the site. Current uses and existing structures include a former District office building and boat, gear and other storage areas serving the Port.

### **SURROUNDING LAND USE CATEGORIES AND USES:**

**North:** Agriculture, undeveloped

**East:** Agriculture, undeveloped

**South:** Road infrastructure and public beach

**West:** Agriculture, Public Utility, undeveloped

## **C. ENVIRONMENTAL ANALYSIS**

The following checklist identifies those issue areas considered “potentially significant” and which warrant further analysis in a subsequent environmental document. The checklist also identifies those issues which are considered less than significant or not applicable, and for which no further analysis is required.

# PORT SAN LUIS HARBOR DISTRICT INITIAL STUDY CHECKLIST

## 1. AESTHETICS

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<b>Will the project:</b>				
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site is located in a prominent location in view of coastal roadways, beaches, and areas of significant public recreational use. The existing visual character of the site is defined by large benched terraces, gravel roadways, storage areas, and variable coverage with vegetation within the site. Surrounding uses include open space, road infrastructure, access control structures at Diablo Canyon, roadside RV camping, and other facilities associated with the Port.

**Impact.** The project will introduce substantive new development, and potentially alter landforms, in a prominent coastal location. Much of the site is exposed to public view. The project will alter visual character, and may create glare or additional sources of light.

**Conclusion.** The Environmental Impact Report (EIR) will include a detailed visual analysis of the impacts of the project, in accordance with Harbor Terrace Planning Area Standard 10(c)(9). The analysis will address compatibility, impacts to scenic views, alterations in visual character, lighting, and alterations of landforms.

## 2. AGRICULTURAL and FORESTRY RESOURCES

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<b>Will the project:</b>				
a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 2. AGRICULTURAL and FORESTRY RESOURCES

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

**Will the project:**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) <i>Impair agricultural use of other property or result in conversion to other uses?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) <i>Conflict with existing zoning for agricultural use, or Williamson Act program?</i>   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) <i>Other: <u>Convert or impair use of timberland</u></i>                                | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Setting.** Project Elements. The following area-specific elements relate to the property’s importance for agricultural production:

Land Use Category: Public Facilities

Historic/Existing Commercial Crops: None

State Classification: Not prime or important farmland

In Agricultural Preserve? No

Under Williamson Act contract? No

**Impact.** The project is located proximate to agricultural uses, where grazing is the dominant practice. No agricultural activities occur on the property. No significant impacts to agricultural resources are anticipated. The project will not convert prime farmland, conflict with existing zoning or agricultural use, and will not extend infrastructure or other development in a manner which could lead to additional farmland conversion. The project will not convert or impair use of timberland.

**Conclusion.** Based on the location, land use category, and existing condition of the project site, no potentially significant impacts are identified, and no additional substantial analysis appears to be necessary.

## 3. AIR QUALITY

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

**Will the project:**

- |   |                                     |                          |                                     |                          |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) <i>Create or subject individuals to objectionable odors?</i>   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) <i>Be inconsistent with the District’s Clean Air Plan?</i>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

### 3. AIR QUALITY

**Will the project:**

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
e) <i>Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### GREENHOUSE GASES

f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The San Luis Obispo County Air Pollution Control District (SLOAPCD) has developed and updated their California Environmental Quality Act (CEQA) Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by SLOAPCD).

**Greenhouse Gas (GHG) Emissions** are said to result in an increase in the earth’s average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth’s climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the GHG emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing GHG emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., Senate Bill [SB] 97, GHG Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the SLOAPCD approved thresholds for GHG emission impacts, and these thresholds have been incorporated the SLOAPCD’s CEQA Air Quality Handbook.

**Impact.** The project will result in the disturbance across much of the 32-acre property. This will result in the creation of construction dust and diesel particulate emissions, as well as short- and long-term

vehicle emissions during construction and use of the project site. These emissions may contribute to GHG emissions in the region and shall be evaluated for consistency with applicable plans.

**Conclusion.** The EIR will include modeling and evaluation of project-related emissions during both construction and operation, including GHGs. The EIR will include an evaluation of the project’s consistency with applicable plans.

**4. BIOLOGICAL RESOURCES**

***Will the project:***

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species* or their habitats?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity, or quality of native or other important vegetation?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish &amp; Wildlife or U.S. Fish &amp; Wildlife Service?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened, or endangered, as described in this section.

**Setting.** On-site vegetation is a mix of ruderal, or disturbed areas, interspersed with non-native grassland, ornamental and native trees, and coastal scrub. A blue line coastal stream runs along the western border of the site between the site and Diablo Canyon Road. Additional drainages are located around the site’s periphery. Oak woodlands occur in stands generally outside the project boundary. Sensitive species are known or suspected to occur in the vicinity.

**Impact.** The potential for sensitive resources to occur on-site is mixed; in ruderal, denuded areas, vegetation and habitat is limited to absent. In areas of coastal scrub, trees, and grassland, potential for occurrence of nesting birds or sensitive species increases. Furthermore, use of the site for camping and other recreational uses may have indirect effects at the site’s fringes, where additional areas may be subject to use by pedestrians and pets.

**Conclusion.** The EIR will evaluate impacts to biological resources. Seasonal botanical surveys will provide more seasonal information regarding potential for sensitive plant species. The EIR will identify impacts related to sensitive species, habitat, wetland/riparian features, wildlife movements, and consistency with plans, including the LCP and Coastal Act.

## 5. CULTURAL RESOURCES

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb archaeological resources?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historical resources?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site is located in an area of relatively high archaeological sensitivity, with known significant archaeological sites in the area. The project site has been largely altered through extensive fill and grading over time; based on information presented in the 2003 Port Master Plan EIR, the potential for intact resources on-site is low, primarily due to substantial prior alteration.

**Impact.** A Phase I Survey and records search was prepared for the area encompassed by the Port San Luis Master Plan in 1996. No known resources have been mapped within the project site; however, sensitive resources are known to occur in the vicinity.

**Conclusion.** The EIR will address impacts related to potential cultural resources on-site and in the vicinity, based on existing literature. Native American representatives will be contacted during environmental scoping.

## 6. GEOLOGY AND SOILS

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone," or other known fault zones*?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 6. GEOLOGY AND SOILS

### Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
e) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Per Division of Mines and Geology Special Publication #42

**Setting.** The site consists of a series of benched terraces; topography varies from level to in excess of 20 percent. The project site is within a Geologic Study Area and is subject to the preparation of a geological report per the County's CZLUO, Section 23.07.084(c), to evaluate the area's geological stability. A geotechnical report is underway. The site does not support mining activity, and the immediate area is not known to contain valuable mineral resources.

**Impact.** The project will include disturbance over much of the 32-acre site, including potential alteration of landforms and terraces. Geotechnical studies are underway to evaluate risks related to geologic and seismic hazards, including evaluation of a potential fault trace.

**Conclusion.** The EIR will include the findings of the geotechnical studies, and evaluate impacts related to geologic and seismic hazards.

## 7. HAZARDS & HAZARDOUS MATERIALS

### Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**7. HAZARDS & HAZARDOUS MATERIALS**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site is not listed on current hazardous materials site lists compiled according to the Section 65962.5 of the Government Code.<sup>a</sup> However, risks related to hazardous materials may be present, associated with prior use of the site as fuel and oil storage. The project is within a 'high' or 'very high' severity risk area for fire. The project is not within the Airport Review area. The project is within an area defined by the California Department of Forestry and Fire Protection (CAL FIRE) as a "state responsibility" area.

**Impact.** The project does not propose the long-term use of hazardous materials, or the generation of hazardous wastes. The project will, however, entail development of a site with evidence of prior hazardous materials use, and will pose temporary risks related to hazardous materials release during construction. The development of the site may present a significant fire safety risk. The project may conflict with regional emergency response or evacuation plan. The project is not within an Airport Review area and will not pose safety hazards related to airport operations.

<sup>a</sup> SWCA review of List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database, found at <http://www.calepa.ca.gov/sitecleanup/corteselist/> and California Environmental Protection Agency (CalEPA) Department of Toxic Substances Control (DTSC) Geotracker Database. Available at: <https://geotracker.waterboards.ca.gov>. Accessed 2.27.2017

**Conclusion.** The EIR will evaluate impacts related to hazards, including potential disturbance of an area of known prior contamination, impacts related to evacuation/emergency response, and impacts related to fire hazard. The project is not located in an area subject to Airport Review. The project will not generate or use hazardous materials long term; however, any potential for public exposure or soil/water contamination as a result of accidental spills or fuel/oil leaks will be addressed in the analysis.

**8. NOISE**

***Will the project:***

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate permanent increases in the ambient noise levels in the project vicinity?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Cause a temporary or periodic increase in ambient noise in the project vicinity?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose people to severe noise or vibration?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project is located in an area of variable noise levels, associated with periods of higher recreational use and associated vehicle traffic, as well as periods of high traffic and the Diablo Canyon entrance.

**Impact.** Construction of the project will temporarily increase noise levels in the project vicinity, including areas occupied by recreational uses. Occupancy of the project may periodically increase noise levels associated with vehicle traffic. Occupants of the project may be exposed to noise from Avila Beach Drive, among other sources. The project is not located within an Airport Review area, and will not expose populations to airport-related noise.

**Conclusion.** The EIR will address temporary and permanent noise impacts related to the project.

## 9. POPULATION/HOUSING

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
--	-------------------------	--------------------------------	----------------------	----------------

*Will the project:*

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) <i>Create the need for substantial new housing in the area?</i>  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) <i>Other:</i> _____  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

**Setting.** The project is located within District property; existing development consists of port-related facilities, including parking, piers, restaurants, meeting space, recreational vehicle camping, and marine storage. The project site formerly included several mobile homes and recreational vehicles; closure of the mobile home park was completed in Fall 2013. Remaining structures are currently proceeding through the surplus sale process.

**Impact.** The project consists of camping, recreational vehicle parking, and limited supportive services. The project does not constitute substantial growth. The project would not substantially increase homes or business square footage in the area, or extend infrastructure, such that additional effects may occur. The project does not displace housing or people. The project would not generate substantial new need for housing; the dominant population using the site would be transient (recreational); additional employment opportunities would be limited to facility operation, likely generating less than 15 full-time employment opportunities. This minor amount of employment growth is not considered substantial.

**Conclusion.** No significant population and housing impacts are anticipated. The project consists of recreational facilities and limited supportive services. The project does not displace housing or people, does not create the need for substantial new housing, and does not construct substantial homes or businesses or otherwise extend infrastructure such that additional growth may occur. Impacts are considered less than significant and no further analysis is likely required.

## 10. PUBLIC SERVICES/ UTILITIES

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
--	-------------------------	--------------------------------	----------------------	----------------

*Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

- |                            |                                     |                          |                          |                          |
|----------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) <i>Fire protection?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|----------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

## 10. PUBLIC SERVICES/ UTILITIES

Potentially Significant    Impact can & will be mitigated    Insignificant Impact    Not Applicable

*Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

b) Police protection (e.g., Sheriff, CHP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Roads?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Solid Wastes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project area is served by the following public services/facilities:

Police: County Sheriff

Location: Los Osos

Fire: CAL FIRE (formerly CDF)

Hazard Severity: High

Response Time: 5-10 minutes

School District: Lucia Mar Unified School District

Solid waste generated on-site is disposed of at Cold Canyon Landfill, south of the city of San Luis Obispo. The County maintains roads in the area; roads on-site would be subject to maintenance by the District.

**Impact.** The project will not generate additional school-age population. The project would increase development and transient (tourist) populations in areas subject to fire and police protection. The project may increase use of local roads, requiring additional maintenance. The adequacy of emergency access will require evaluation. The project will generate additional solid waste, requiring disposal.

**Conclusion.** The EIR will include evaluation of impacts related to fire and police protection, as well as roads and solid waste disposal. The project will not generate additional school-age population; therefore, no further evaluation of this topic is required.

## 11. RECREATION

Potentially Significant    Impact can & will be mitigated    Insignificant Impact    Not Applicable

*Will the project:*

a) Increase the use or demand for parks or other recreation opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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## 11. RECREATION

**Will the project:**

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site is proximate to, or identified as integral to, existing or planned trail systems. The proposed project is located in a recreational area, subject to relatively heavy use. Existing facilities include trails, beaches and beach access, boating, fishing, bicycling, and camping.

**Impact.** The proposed project will expand recreational opportunities in the area. The project will introduce additional tourist population by expanding recreational opportunities. The project is proximate to the beach, and may impact access patterns to existing trails and beach areas.

**Conclusion.** The EIR will evaluate impacts related to recreational facilities, including coastal access and use/demand.

## 12. TRANSPORTATION/ CIRCULATION

**Will the project:**

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Level of Service" on public roadway(s)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g., LOS, mass transit, etc.)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Conflict with an applicable congestion management program?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 12. TRANSPORTATION/ CIRCULATION

Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
-------------------------	--------------------------------	----------------------	----------------

**Will the project:**

- |   |                                     |                          |                          |                                     |
|---|-------------------------------------|--------------------------|--------------------------|-------------------------------------|
| g) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>   | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) <i>Other:</i> _____  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

**Setting.** Primary access to the project site is provided via Avila Beach Drive, from either an unnamed access road on the west, or Babe Lane on the east.

**Impact.** The project will introduce new camping, RV parking, and supportive services in an area with a constrained circulation system. Impacts of recreational traffic will be of particular concern during holiday and summer weekend periods. The project area includes existing or planned bicycle and pedestrian systems; construction and operation of the project may temporarily or permanently impact such facilities. The project may also create periods of congestion at the intersection of Diablo Canyon Road, Avila Beach Drive, and the project entrance. The project will not result in changes in air traffic patterns; the nearest airport is in the city of San Luis Obispo, and development on-site will not impact air traffic patterns in the area.

**Conclusion.** The EIR will include an evaluation of impacts marked as potentially significant above; the project will not impact air traffic patterns and no further analysis of this issue is required.

## 13. WASTEWATER

Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
-------------------------	--------------------------------	----------------------	----------------

**Will the project:**

- |   |                                     |                          |                                     |                                     |
|---|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>             | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) <i>Adversely affect community wastewater service provider?</i>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) <i>Other:</i> _____  | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |

**Setting.** Wastewater service is provided via an existing agreement with Avila Beach Community Services District. The Harbor District is responsible for installation and maintenance of collection

infrastructure on its property. The District currently uses approximately 7% of its allotment at the treatment plant.

**Impacts.** The project will introduce new camping, recreational vehicle, and supportive services on the Harbor Terrace site. The project will not introduce uses which will impair the Community Services District’s abilities to appropriately treat and dispose of wastewater. Wastewater from the project will be properly collected and treated, and will not affect the quality of surrounding waters.

**Conclusion.** The EIR will include an evaluation of the projected wastewater generation associated with the project, and a determination as to whether sufficient capacity exists. Potential impacts related to waste discharge requirements, and effects of wastewater on surface or groundwater quality are considered less than significant or not applicable and no further evaluation is needed.

## 14. WATER & HYDROLOGY

### *Will the project:*

#### **QUALITY**

a) *Violate any water quality standards?*





b) *Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?*





c) *Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?*





d) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?*





e) *Change rates of soil absorption, or amount or direction of surface runoff?*





f) *Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?*





g) *Involve activities within the 100-year flood zone?*





#### **QUANTITY**

h) *Change the quantity or movement of available surface or ground water?*





i) *Adversely affect community water service provider?*

## 14. WATER & HYDROLOGY

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
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### Will the project:

j) *Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?*





k) *Other:* \_\_\_\_\_





**Setting.** The project site consists of a benched terrace north of Avila Beach Drive. Existing surface water features include a blue line coastal stream, located at the western edge of the property near Diablo Canyon Road. On-site drainage is primarily surface sheet flow, which is informally routed across the site via a number of surface pipes and roadways. The project site is within or directly adjacent to a known tsunami hazard zone. Water supply is provided via an existing 100-acre-foot per year entitlement via County Service Area 12, which distributes water from Lopez Reservoir.

**Impact – Water Quality/Hydrology.** The development of the site will result in alterations in runoff and infiltration patterns on-site, potentially affecting nearby drainages, roadways, and the beach. Potential effects of site development and occupancy include, but are not limited to: alterations in quality or quantity of runoff water, increased sedimentation/erosion, increased potential for flooding, and alterations in infiltration potential or patterns. The occupancy of the site may also increase potential risks associated with tsunami and wave runup. Preliminary water supplies appear sufficient to serve the project; however, further documentation is warranted.

**Conclusion.** The EIR will evaluate impacts related to water and hydrology, including potential coastal hazards.

## 15. LAND USE

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
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### Will the project:

a) *Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?*





b) *Be potentially inconsistent with any habitat or community conservation plan?*





c) *Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?*

**15. LAND USE**

Inconsistent      Potentially Inconsistent      Consistent      Not Applicable

*Will the project:*

- d) *Be potentially incompatible with surrounding land uses?*
- e) *Other:* \_\_\_\_\_

**Setting/Impact.** Surrounding uses are identified on Page 2 of the Initial Study. Development proposals on the Harbor Terrace site are subject to a number of local planning documents and ordinances, including, but not limited to, the Port San Luis Harbor District Master Plan (2003), the County’s San Luis Bay Area Plan – Coastal, and Coastal Plan Policies, as well as several sections of the County Code. The project is located in the Coastal Zone and shall be evaluated for consistency with Coastal Act policies. The project site is not within an area subject to a habitat or community conservation plan.

**Conclusion.** The EIR will evaluate consistency with surrounding land uses, and local, state, and federal plans, as applicable, including the Coastal Act.

**16. MANDATORY FINDINGS OF SIGNIFICANCE**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

- a) *Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*
- b) *Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)*

**16. MANDATORY FINDINGS OF SIGNIFICANCE**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

*c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Discussion.** The project, as outlined in this Initial Study, may have one or more significant effects on the environment, including impacts related to biological resources, cultural resources, and impacts which may adversely affect humans. Therefore, an EIR is being prepared for the project. The EIR analysis will include evaluation of cumulative impacts.

## **Exhibit A – Initial Study References and Agency Contacts**

The following checked (“”) reference materials have been or will be used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department or at the offices of the Port San Luis Harbor District.

### County documents

- Coastal Plan Policies
- Framework for Planning (Coastal/Inland)
- General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
  - Agriculture Element
  - Conservation & Open Space Element
  - Economic Element
  - Housing Element
  - Noise Element
  - Parks & Recreation Element/Project List
  - Safety Element
- Land Use Ordinance (Inland/Coastal)
- Building and Construction Ordinance
- Public Facilities Fee Ordinance
- Real Property Division Ordinance
- Affordable Housing Fund
- Airport Land Use Plan
- Energy Wise Plan
- San Luis Bay Area Plan

- Design Plan
- Avila Specific Plan
- Annual Resource Summary Report
- Avila Circulation Study

### Other documents

- Clean Air Plan/APCD Handbook
- Regional Transportation Plan
- Uniform Fire Code
- Water Quality Control Plan (Central Coast Basin – Region 3)
- Archaeological Resources Map
- Area of Critical Concerns Map
- Special Biological Importance Map
- CA Natural Species Diversity Database
- Fire Hazard Severity Map
- Flood Hazard Maps
- Natural Resources Conservation Service Soil Survey for SLO County
- GIS mapping layers (e.g., habitat, streams, contours, etc.)
- Other: Port San Luis Harbor District Master Plan and EIR (2003)

# Exhibit B – Project Maps



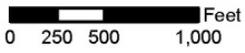




**Legend**

 Project Area

Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, GeoMapping, AeroGRID, IGN, IGP, and the GIS User Community



**Project Location Map**  
Harbor Terrace Campground





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Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

Notice of Preparation

March 7, 2014

To: Reviewing Agencies  
Re: Port San Luis Harbor Terrace Development Plan  
SCH# 2014031024

Attached for your review and comment is the Notice of Preparation (NOP) for the Port San Luis Harbor Terrace Development Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Shawna Scott**  
**San Luis Harbor District, Port of**  
**c/o SWCA Environmental Consultants**  
**1422 Monterey Street, C200**  
**San Luis Obispo, CA 93401**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

A handwritten signature in cursive script, appearing to read "Scott Morgan".

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2014031024  
**Project Title** Port San Luis Harbor Terrace Development Plan  
**Lead Agency** San Luis Harbor District, Port of

---

**Type** NOP Notice of Preparation  
**Description** Development Plan for the Harbor Terrace Site. Harbor Terrace is an ~32-acer portion of the District's landholdings associated with Port San Luis (Port).  
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 District operations.

---

**Lead Agency Contact**

**Name** Shawna Scott  
**Agency** San Luis Harbor District, Port of  
**Phone** 805 543-7095 x6811 **Fax**  
**email** sscott@swca.com  
**Address** c/o SWCA Environmental Consultants  
1422 Monterey Street, C200  
**City** San Luis Obispo **State** CA **Zip** 93401

---

**Project Location**

**County** San Luis Obispo  
**City**  
**Region**  
**Cross Streets**  
**Lat / Long**  
**Parcel No.**  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways**  
**Airports**  
**Railways**  
**Waterways**  
**Schools**  
**Land Use**

---

**Project Issues** Aesthetic/Visual; Air Quality; Biological Resources; Archaeologic-Historic; Geologic/Seismic; Toxic/Hazardous; Noise; Public Services; Recreation/Parks; Traffic/Circulation; Other Issues; Water Quality; Water Supply

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**Reviewing Agencies** Department of Boating and Waterways; California Coastal Commission; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 4; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Caltrans, District 5; Air Resources Board; Department of Toxic Substances Control; Resources Agency; Regional Water Quality Control Board, Region 3

---

**Date Received** 03/07/2014 **Start of Review** 03/07/2014 **End of Review** 04/07/2014

sources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Nicole Wong
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Tanya Trujillo
- Dept. of Conservation  
Elizabeth Carpenter
- California Energy Commission  
Eric Knight
- Cal Fire  
Dan Foster
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons
- Dept of Parks & Recreation  
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery  
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- Dept. of Water Resources Resources Agency  
Nadell Gayou

- Fish & Wildlife Region 1E  
Laurie Harnsberger
- Fish & Wildlife Region 2  
Jeff Drongesen
- Fish & Wildlife Region 3  
Charles Armor
- Fish & Wildlife Region 4  
Julie Vance
- Fish & Wildlife Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- Fish & Wildlife Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M  
Heidi Sickler  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M  
George Isaac  
Marine Region

Other Departments

- Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture
- Depart. of General Services  
Public School Construction
- Dept. of General Services  
Anna Garbeff  
Environmental Services Section
- Dept. of Public Health  
Jeffery Worth  
Dept. of Health/Drinking Water
- Delta Stewardship Council  
Kevan Samsam

Independent Commissions, Boards

- Delta Protection Commission  
Michael Machado
- Cal EMA (Emergency Management Agency)  
Dennis Castrillo

Fish and Game

- Depart. of Fish & Wildlife  
Scott Flint  
Environmental Services Division
- Fish & Wildlife Region 1  
Donald Koch

- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Leo Wong
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning  
Terri Pencovic
- California Highway Patrol  
Suzann Ikeuchi  
Office of Special Projects
- Housing & Community Development  
CEQA Coordinator  
Housing Policy Division

Dept. of Transportation

- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Gary Arnold
- Caltrans, District 4  
Erik Alm
- Caltrans, District 5  
David Murray
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Dianna Watson

- Caltrans, District 8  
Dan Kopulsky
- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Maureen El Harake

Cal EPA

Air Resources Board

- All Projects  
CEQA Coordinator
- Transportation Projects  
Nesamani Kalandiyur
- Industrial Projects  
Mike Tollstrup
- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board  
Phil Crader  
Division of Water Rights
- Dept. of Toxic Substances Control  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)

- Other \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_  
Conservancy



ENVIRONMENTAL CONSULTANTS

Sound Science. Creative Solutions.

San Luis Obispo Office  
1422 Monterey Street, Suite C200  
San Luis Obispo, CA 93401  
Tel 805.543.7095 Fax 805.543.2367  
www.swca.com

2014031024

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MAR 07 2014

STATE CLEARINGHOUSE

## NOTICE OF PREPARATION: DRAFT ENVIRONMENTAL IMPACT REPORT

**DATE:** March 7, 2014  
**TO:** Responsible and Trustee Agencies  
Other Interested Parties  
**FROM:** Port San Luis Harbor District and State Coastal Conservancy  
**PROJECT:** Port San Luis Harbor Terrace Development Plan

The Port San Luis Harbor District (District) will be the lead agency for the preparation of an environmental impact report (EIR) for the Port San Luis Harbor Terrace project (project). A description of the project is provided in the attached Initial Study.

The District needs to know the views of your agency relative to the scope and content of the analysis to be provided in the EIR. In accordance with the time limits prescribed by State law, your response must be sent at the earliest date possible but not later than 30 days after receipt of this notice (5:00 pm April 7, 2014). Please provide us the following information:

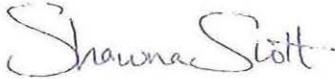
1. **NAME OF CONTACT PERSON.** (Please include address, e-mail, and telephone number)
2. **PERMIT(S) or APPROVAL(S) AUTHORITY.** Please provide a summary description of these and send a copy of the relevant sections of legislation, regulatory guidance, etc.
3. **ENVIRONMENTAL INFORMATION.** What environmental information must be addressed in the EIR to enable your agency to use this documentation as a basis for your permit issuance or approval?
4. **PERMIT STIPULATIONS/CONDITIONS.** Please provide a list and description of standard stipulations (conditions) that your agency will apply to features of this project. Are there other conditions that have a high likelihood of application to a permit or approval for this project? If so, please list and describe.
5. **ALTERNATIVES.** What alternatives does your agency recommend be analyzed in the EIR?
6. **REASONABLY FORESEEABLE PROJECTS, PROGRAMS, or PLANS.** Please name any future projects, programs, or plans that you think may have an overlapping influence with the project as proposed.
7. **RELEVANT INFORMATION.** Please provide references for any available, appropriate documentation you believe may be useful to the District in preparing the EIR. Reference to and/or inclusion of such documents in an electronic format would be appreciated.
8. **FURTHER COMMENTS.** Please provide any further comments or information that will help the District to scope the document and determine the appropriate level of environmental assessment.

Please send your comments to:

Port San Luis Harbor District  
c/o Shawna Scott, Project Manager  
SWCA Environmental Consultants  
1422 Monterey Street, C200  
San Luis Obispo, CA 93401

A public scoping meeting has been scheduled for March 19, 2014, at 2:00 pm at the District's public meeting space at the Coastal Gateway Building, 3900 Avila Beach Drive, Avila Beach, California 93424. All interested parties are invited to attend. If you have any questions regarding the project or this notice, please call me at 805.543.7095, extension 6811, or email me at [sscott@swca.com](mailto:sscott@swca.com).

Sincerely,



Shawna Scott  
Project Manager  
(on behalf of the District)

*Reference: California Administrative Code, Title 14, Section 15082*

**Attachments**

Initial Study and Preliminary Project Description

2014031024



# Initial Study Summary Environmental Checklist

PORT SAN LUIS HARBOR DISTRICT

3950 Avila Beach Drive ~ P.O. Box 249  
Avila Beach, CA 93424  
805.595.5400

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MAR 07 2014

Project Title: Port San Luis Harbor Terrace Development Plan

STATE CLEARING HOUSE

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input checked="" type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Wastewater
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water /Hydrology
<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Lead Agency finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Shawna Scott on behalf of the Harbor District

March 3, 2014

Prepared by (Print)

Signature

Date

## **PROJECT ENVIRONMENTAL ANALYSIS**

The Port San Luis Harbor District (District), as the lead agency in this project, is entering into environmental review as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The initial study provides a preliminary evaluation of the potential impacts that could arise from construction and occupancy of the proposed project based on current information (Exhibit A). The District has prepared this initial study to determine if the project would have a significant effect on the environment. This document, along with other information in the record, enables the District to decide whether to prepare an environmental impact report (EIR), or a negative declaration (ND), and informs the scope of the subsequent environmental document.

The project is subject to land use approval by the County of San Luis Obispo (County). This document is intended to provide information in support of the land use application pending with the County (DRC2013-00044).

Persons, agencies, or organizations interested in obtaining more information regarding this project should contact Steve McGrath, Harbor Manager, 3950 Avila Beach Drive, Avila Beach, CA 93424, or call (805) 595-5414.

### **A. PROJECT DESCRIPTION**

The project is a proposal by the Port San Luis Harbor District (District) and the State Coastal Conservancy (Conservancy) for a **Development Plan (Plan) for the Harbor Terrace site**. The Plan is currently being developed; initiation of the initial study at this juncture is to help determine the scope and contents of the environmental document, allow the environmental review and scoping process to inform the Plan and alternatives development, and maximize opportunities for self-mitigation and alternatives analysis. The level of specificity of the project description and evaluation is commensurate with the level of project detail available at the time this initial study was prepared.

Harbor Terrace is an approximately **32-acre portion of the District's landholdings associated with Port San Luis (Port)**. District property is generally bound by Pacific Gas and Electric (PG&E) property on the north, the Pacific Ocean on the west, Avila Beach Drive and the Pacific Ocean on the south, and private undeveloped property on the east. The project is located on the north side of Avila Beach Drive, east of the intersection of Avila Beach Drive and Diablo Canyon Road, approximately 1 mile west of the community of Avila Beach, in the San Luis Bay (Coastal) planning area (refer to Exhibit B).

The Harbor Terrace project shall comply with the San Luis Bay Coastal Area Plan Local Coastal Plan (LCP) so as to not require an amendment to this plan. In compliance with the LCP, the project program will include a mix of tent sites; tent cabins, bungalows, inns, or yurts; full service recreational vehicle (RV) camp sites; other related amenities such as a food and beverage retail store and/or an eating and drinking establishment; parking; and storage facilities to serve the Port. The project will improve upon existing circulation, revegetate portions of the site with native habitat, and employ engineering solutions that meet or exceed new County of San Luis Obispo (County) and Regional Water Quality Control Board (RWQCB) stormwater regulations.

The following is a summary of existing goals and policies which apply to the site, and the manner in which the proposed project complies. More detail regarding policy consistency will become available as the project develops. The EIR will contain a full evaluation of the project's consistency with applicable plans and policies.

### **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 (Adopted/Certified in 1988 and Revised August 2009) for the Harbor Terrace Planning Sub-Area (see page 8-20):

*Development Intent:* 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 District operations.

*Harbor Users:* The Harbor Terrace project must provide space to accommodate current and future 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 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.

*Prescribed Uses:* 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 (e.g., 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-District properties. This restriction does not preclude trailhead connections.

### **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:

1. 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.
2. 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 units 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.
3. 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 1 year of the opening of the hotel/motel and/or commercial retail development.
4. Purpose of Commercial Uses: All commercial uses must serve coastal-dependent uses, coastal-related uses, and/or provide visitor-serving uses.
5. 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.
6. Special Events: Specialized programs and temporary events are subject to land use approval consistent with the LCP. Outdoor events conducted on the site shall be planned and staged so that noise generated by the event, attendees, and traffic is minimized. Temporary events shall not interfere with harbor operations and boating and fishing activities.

*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:

1. 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.
2. Commercial Use Height Limitations: Limiting commercial retail facilities/structures and the harbor office/shop to two-stories with a maximum height of 25 feet.

3. Hotel Use Height Limitations: Limiting hotel motel units (yurts, cabins, inns, casitas, bungalows) to single-story with a maximum height of 15 feet.
4. Camping Use Location: Limiting the use of Assessor's Parcel Number (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, picnic table, fire ring, and water spigot.
5. 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 where appropriate in order to soften the visual prominence of the new development and to restore the visual qualities of the site.
6. 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 where appropriate, and shall be designed to minimize the visual impact of all development on the site as viewed from public viewing areas, piers, beaches, and the ocean. Alteration of natural landforms is to be minimized and any areas of cut/grading shall immediately be re-seeded using a native seed mix.
7. 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.
8. 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).
9. 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:

1. Revegetation: The revegetation of all newly cut slopes with native species of local stock where appropriate.
2. 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.
3. Habitat Disturbance: Designing grading and construction activities to avoid disturbance of habitat (e.g., coastal scrub habitat) and minimize the removal of oak trees.
4. 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.
5. Guest Education: Providing information to future guests regarding nature-viewing opportunities.
6. Designated Habitat Areas: The provision of designated areas for pets so that native habitat areas are avoided.
7. 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.
8. Stormwater Management: Minimize impervious surfaces and install post development Best Management Practices (BMPs) to capture, infiltrate, and/or treat stormwater runoff. The objective of drainage improvements shall be to avoid any increase in the quantity and intensity of stormwater runoff exiting the site. Post construction BMPs shall be designed with adequate capacity to accommodate, at a minimum, the 85<sup>th</sup> percentile 24-hour runoff event.
9. 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.

10. 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.
11. 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 Office (SHPO) and the local Chumash tribe. Archaeological field surveys shall be conducted prior to project construction activities. In accordance with Section 23.05.140 of the County Coastal Zone Land Use Ordinance (CZLUO), all construction activities shall cease should resources be identified during construction. In such an event, construction activities shall not re-commence until measures protecting and/or mitigating impacts to archaeological resources have been developed and approved by the Planning Director, Environmental Coordinator, SHPO, and 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.

**Access.** Access to the site will likely utilize existing vehicular entries from Avila Beach Drive. The site design will incorporate measures to provide safe pedestrian access onsite and coordinate access to the beach and other Port facilities.

**Total area of paving and structures.** The total area of all paving and structures is unknown at this time. The project aims to implement Low Impact Development strategies that will allow the project to meet or exceed intent and requirements of new County stormwater regulations. The project will minimize impervious surfaces and utilize post development BMPs to capture infiltrate, and/or treat stormwater runoff.

**Total area of grading or removal of ground cover.** The total area subject to grading or removal of ground cover is unknown at this time. 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.

**Number of trees to be removed.** The number of trees to be removed is unknown at this time. The project will include 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.

**Height and Type of tallest structure.** The commercial retail structures and the harbor office/shop will not exceed two stories with a maximum height of 25 feet.

**Setbacks.** No part of a recreational vehicle is to be located closer than 25 feet to any street property line, and no closer than 30 feet to any interior property line. No RV or tent is to be located closer than 10 feet to any other RV or tent.

**Timing.** Development plan approval is anticipated in 2015. The potential construction timeline is currently under development.

**ASSESSOR PARCEL NUMBER(S):** 076-172-002 and 076-172-010

The Port San Luis Harbor District also acquired from Eureka Energy Company: portion of APN 076-171-018,-021, and 076-172-019,-022. Subsequent to recording of public lot, a new APN will be assigned to the property.

## **B. EXISTING SETTING**

**PLANNING AREA:** San Luis Bay, Coastal

**TOPOGRAPHY:** Steeply sloping, variable

**LAND USE CATEGORY:** Public Facility

**VEGETATION:** Mixed, ruderal, grassland, coastal scrub, ornamental and native trees

**COMBINING DESIGNATION(S):**

Archaeologically Sensitive (AS), Coastal Appealable Zone (CAZ), Coastal Special Community CSC, Geologically Sensitive (GS), Local Coastal Plan (LCP), Sensitive Resource Area (SRA)

**PARCEL SIZE:** Approximately 32 acres

**EXISTING USES:** The project property is a significantly graded, terraced site with some paved circulation on the lower portion of the site. Current uses and existing structures include a former District office building and boat, gear and other storage areas serving the Port.

### **SURROUNDING LAND USE CATEGORIES AND USES:**

**North:** Agriculture, undeveloped

**East:** Agriculture, undeveloped

**South:** Road infrastructure and public beach

**West:** Agriculture, Public Utility, undeveloped

## **C. ENVIRONMENTAL ANALYSIS**

The following checklist identifies those issue areas considered "potentially significant" and which warrant further analysis in a subsequent environmental document. The checklist also identifies those issues which are considered less than significant or not applicable, and for which no further analysis is required.

## PORT SAN LUIS HARBOR DISTRICT INITIAL STUDY CHECKLIST

### 1. AESTHETICS

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site is located in a prominent location in view of coastal roadways, beaches, and areas of significant public recreational use. The existing visual character of the site is defined by large benched terraces, gravel roadways, storage areas, and variable coverage with vegetation within the site. Surrounding uses include open space, road infrastructure, access control structures at Diablo Canyon, roadside RV camping, and other facilities associated with the Port.

**Impact.** The project will introduce substantive new development, and potentially alter landforms, in a prominent coastal location. Much of the site is exposed to public view. The project will alter visual character, and may create glare or additional sources of light.

**Conclusion.** The Environmental Impact Report (EIR) will include a detailed visual analysis of the impacts of the project, in accordance with Harbor Terrace Planning Area Standard 10(c)(9). The analysis will address compatibility, impacts to scenic views, alterations in visual character, lighting, and alterations of landforms.

### 2. AGRICULTURAL and FORESTRY RESOURCES

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**2. AGRICULTURAL and FORESTRY RESOURCES**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

- c) *Impair agricultural use of other property or result in conversion to other uses?*
- d) *Conflict with existing zoning for agricultural use, or Williamson Act program?*
- e) *Other: Convert or impair use of timberland*

**Setting.** Project Elements. The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Public Facilities

Historic/Existing Commercial Crops: None

State Classification: Not prime or important farmland

In Agricultural Preserve? No

Under Williamson Act contract? No

**Impact.** The project is located proximate to agricultural uses, where grazing is the dominant practice. No agricultural activities occur on the property. No significant impacts to agricultural resources are anticipated. The project will not convert prime farmland, conflict with existing zoning or agricultural use, and will not extend infrastructure or other development in a manner which could lead to additional farmland conversion. The project will not convert or impair use of timberland.

**Conclusion.** Based on the location, land use category, and existing condition of the project site, no potentially significant impacts are identified, and no additional substantial analysis appears to be necessary.

**3. AIR QUALITY**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

- a) *Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?*
- b) *Expose any sensitive receptor to substantial air pollutant concentrations?*
- c) *Create or subject individuals to objectionable odors?*
- d) *Be inconsistent with the District's Clean Air Plan?*

### 3. AIR QUALITY

*Will the project:*

e) *Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?*

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

#### GREENHOUSE GASES

f) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

g) *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

h) *Other:* \_\_\_\_\_

**Setting.** The San Luis Obispo County Air Pollution Control District (SLOAPCD) has developed and updated their California Environmental Quality Act (CEQA) Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by SLOAPCD).

**Greenhouse Gas (GHG) Emissions** are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the GHG emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing GHG emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., Senate Bill [SB] 97, GHG Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the SLOAPCD approved thresholds for GHG emission impacts, and these thresholds have been incorporated the SLOAPCD's CEQA Air Quality Handbook.

**Impact.** The project will result in the disturbance across much of the 32-acre property. This will result in the creation of construction dust and diesel particulate emissions, as well as short- and long-term

vehicle emissions during construction and use of the project site. These emissions may contribute to GHG emissions in the region and shall be evaluated for consistency with applicable plans.

**Conclusion.** The EIR will include modeling and evaluation of project-related emissions during both construction and operation, including GHGs. The EIR will include an evaluation of the project's consistency with applicable plans.

**4. BIOLOGICAL RESOURCES**

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species* or their habitats?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity, or quality of native or other important vegetation?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish &amp; Wildlife or U.S. Fish &amp; Wildlife Service?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened, or endangered, as described in this section.

**Setting.** On-site vegetation is a mix of ruderal, or disturbed areas, interspersed with non-native grassland, ornamental and native trees, and coastal scrub. A blue line coastal stream runs along the western border of the site between the site and Diablo Canyon Road. Additional drainages are located around the site's periphery. Oak woodlands occur in stands generally outside the project boundary. Sensitive species are known or suspected to occur in the vicinity.

**Impact.** The potential for sensitive resources to occur on-site is mixed; in ruderal, denuded areas, vegetation and habitat is limited to absent. In areas of coastal scrub, trees, and grassland, potential for occurrence of nesting birds or sensitive species increases. Furthermore, use of the site for camping and other recreational uses may have indirect effects at the site's fringes, where additional areas may be subject to use by pedestrians and pets.

**Conclusion.** The EIR will evaluate impacts to biological resources. Seasonal botanical surveys will provide more seasonal information regarding potential for sensitive plant species. The EIR will identify impacts related to sensitive species, habitat, wetland/riparian features, wildlife movements, and consistency with plans, including the LCP and Coastal Act.

## 5. CULTURAL RESOURCES

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb archaeological resources?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historical resources?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site is located in an area of relatively high archaeological sensitivity, with known significant archaeological sites in the area. The project site has been largely altered through extensive fill and grading over time; based on information presented in the 2003 Port Master Plan EIR, the potential for intact resources on-site is low, primarily due to substantial prior alteration.

**Impact.** A Phase I Survey and records search was prepared for the area encompassed by the Port San Luis Master Plan in 1996. No known resources have been mapped within the project site; however, sensitive resources are known to occur in the vicinity.

**Conclusion.** The EIR will address impacts related to potential cultural resources on-site and in the vicinity, based on existing literature. Native American representatives will be contacted during environmental scoping.

## 6. GEOLOGY AND SOILS

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone," or other known fault zones*?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 6. GEOLOGY AND SOILS

### Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
e) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Per Division of Mines and Geology Special Publication #42

**Setting.** The site consists of a series of benched terraces; topography varies from level to in excess of 20 percent. The project site is within a Geologic Study Area and is subject to the preparation of a geological report per the County's CZLUO, Section 23.07.084(c), to evaluate the area's geological stability. A geotechnical report is underway. The site does not support mining activity, and the immediate area is not known to contain valuable mineral resources.

**Impact.** The project will include disturbance over much of the 32-acre site, including potential alteration of landforms and terraces. Geotechnical studies are underway to evaluate risks related to geologic and seismic hazards, including evaluation of a potential fault trace.

**Conclusion.** The EIR will include the findings of the geotechnical studies, and evaluate impacts related to geologic and seismic hazards.

## 7. HAZARDS & HAZARDOUS MATERIALS

### Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**7. HAZARDS & HAZARDOUS MATERIALS**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

**Will the project:**

d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site is not listed on current hazardous materials site lists compiled according to the Section 65962.5 of the Government Code.<sup>a</sup> However, risks related to hazardous materials may be present, associated with prior use of the site as fuel and oil storage. The project is within a 'high' or 'very high' severity risk area for fire. The project is not within the Airport Review area. The project is within an area defined by the California Department of Forestry and Fire Protection (CAL FIRE) as a "state responsibility" area.

**Impact.** The project does not propose the long-term use of hazardous materials, or the generation of hazardous wastes. The project will, however, entail development of a site with evidence of prior hazardous materials use, and will pose temporary risks related to hazardous materials release during construction. The development of the site may present a significant fire safety risk. The project may conflict with regional emergency response or evacuation plan. The project is not within an Airport Review area and will not pose safety hazards related to airport operations.

<sup>a</sup> SWCA review of List of Leaking Underground Storage Tank Sites by County and Fiscal Year from Water Board GeoTracker database, found at <http://www.calcpa.ca.gov/sitecleanup/corteselist/> and California Environmental Protection Agency (CalEPA) Department of Toxic Substances Control (DTSC) Geotracker Database. Available at: <https://geotracker.waterboards.ca.gov>. Accessed 2.27.2017

**Conclusion.** The EIR will evaluate impacts related to hazards, including potential disturbance of an area of known prior contamination, impacts related to evacuation/emergency response, and impacts related to fire hazard. The project is not located in an area subject to Airport Review. The project will not generate or use hazardous materials long term; however, any potential for public exposure or soil/water contamination as a result of accidental spills or fuel/oil leaks will be addressed in the analysis.

**8. NOISE**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate permanent increases in the ambient noise levels in the project vicinity?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Cause a temporary or periodic increase in ambient noise in the project vicinity?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose people to severe noise or vibration?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project is located in an area of variable noise levels, associated with periods of higher recreational use and associated vehicle traffic, as well as periods of high traffic and the Diablo Canyon entrance.

**Impact.** Construction of the project will temporarily increase noise levels in the project vicinity, including areas occupied by recreational uses. Occupancy of the project may periodically increase noise levels associated with vehicle traffic. Occupants of the project may be exposed to noise from Avila Beach Drive, among other sources. The project is not located within an Airport Review area, and will not expose populations to airport-related noise.

**Conclusion.** The EIR will address temporary and permanent noise impacts related to the project.

**9. POPULATION/HOUSING**

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project is located within District property; existing development consists of port-related facilities, including parking, piers, restaurants, meeting space, recreational vehicle camping, and marine storage. The project site formerly included several mobile homes and recreational vehicles; closure of the mobile home park was completed in Fall 2013. Remaining structures are currently proceeding through the surplus sale process.

**Impact.** The project consists of camping, recreational vehicle parking, and limited supportive services. The project does not constitute substantial growth. The project would not substantially increase homes or business square footage in the area, or extend infrastructure, such that additional effects may occur. The project does not displace housing or people. The project would not generate substantial new need for housing; the dominant population using the site would be transient (recreational); additional employment opportunities would be limited to facility operation, likely generating less than 15 full-time employment opportunities. This minor amount of employment growth is not considered substantial.

**Conclusion.** No significant population and housing impacts are anticipated. The project consists of recreational facilities and limited supportive services. The project does not displace housing or people, does not create the need for substantial new housing, and does not construct substantial homes or businesses or otherwise extend infrastructure such that additional growth may occur. Impacts are considered less than significant and no further analysis is likely required.

**10. PUBLIC SERVICES/ UTILITIES**

*Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**10. PUBLIC SERVICES/  
UTILITIES**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:*

b) Police protection (e.g., Sheriff, CHP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Roads?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Solid Wastes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project area is served by the following public services/facilities:

Police: County Sheriff

Location: Los Osos

Fire: CAL FIRE (formerly CDF)

Hazard Severity: High

Response Time: 5-10 minutes

School District: Lucia Mar Unified School District

Solid waste generated on-site is disposed of at Cold Canyon Landfill, south of the city of San Luis Obispo. The County maintains roads in the area; roads on-site would be subject to maintenance by the District.

**Impact.** The project will not generate additional school-age population. The project would increase development and transient (tourist) populations in areas subject to fire and police protection. The project may increase use of local roads, requiring additional maintenance. The adequacy of emergency access will require evaluation. The project will generate additional solid waste, requiring disposal.

**Conclusion.** The EIR will include evaluation of impacts related to fire and police protection, as well as roads and solid waste disposal. The project will not generate additional school-age population; therefore, no further evaluation of this topic is required.

**11. RECREATION**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

a) Increase the use or demand for parks or other recreation opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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## 11. RECREATION

### Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site is proximate to, or identified as integral to, existing or planned trail systems. The proposed project is located in a recreational area, subject to relatively heavy use. Existing facilities include trails, beaches and beach access, boating, fishing, bicycling, and camping.

**Impact.** The proposed project will expand recreational opportunities in the area. The project will introduce additional tourist population by expanding recreational opportunities. The project is proximate to the beach, and may impact access patterns to existing trails and beach areas.

**Conclusion.** The EIR will evaluate impacts related to recreational facilities, including coastal access and use/demand.

## 12. TRANSPORTATION/ CIRCULATION

### Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Level of Service" on public roadway(s)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g., LOS, mass transit, etc.)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Conflict with an applicable congestion management program?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 12. TRANSPORTATION/ CIRCULATION

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
g) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** Primary access to the project site is provided via Avila Beach Drive, from either an unnamed access road on the west, or Babe Lane on the east.

**Impact.** The project will introduce new camping, RV parking, and supportive services in an area with a constrained circulation system. Impacts of recreational traffic will be of particular concern during holiday and summer weekend periods. The project area includes existing or planned bicycle and pedestrian systems; construction and operation of the project may temporarily or permanently impact such facilities. The project may also create periods of congestion at the intersection of Diablo Canyon Road, Avila Beach Drive, and the project entrance. The project will not result in changes in air traffic patterns; the nearest airport is in the city of San Luis Obispo, and development on-site will not impact air traffic patterns in the area.

**Conclusion.** The EIR will include an evaluation of impacts marked as potentially significant above; the project will not impact air traffic patterns and no further analysis of this issue is required.

## 13. WASTEWATER

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** Wastewater service is provided via an existing agreement with Avila Beach Community Services District. The Harbor District is responsible for installation and maintenance of collection

infrastructure on its property. The District currently uses approximately 7% of its allotment at the treatment plant.

**Impacts.** The project will introduce new camping, recreational vehicle, and supportive services on the Harbor Terrace site. The project will not introduce uses which will impair the Community Services District's abilities to appropriately treat and dispose of wastewater. Wastewater from the project will be properly collected and treated, and will not affect the quality of surrounding waters.

**Conclusion.** The EIR will include an evaluation of the projected wastewater generation associated with the project, and a determination as to whether sufficient capacity exists. Potential impacts related to waste discharge requirements, and effects of wastewater on surface or groundwater quality are considered less than significant or not applicable and no further evaluation is needed.

#### 14. WATER & HYDROLOGY

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<b>QUALITY</b>				
a) <i>Violate any water quality standards?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>QUANTITY</b>				
h) <i>Change the quantity or movement of available surface or ground water?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) <i>Adversely affect community water service provider?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### 14. WATER & HYDROLOGY

*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
j) <i>Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Setting.** The project site consists of a benched terrace north of Avila Beach Drive. Existing surface water features include a blue line coastal stream, located at the western edge of the property near Diablo Canyon Road. On-site drainage is primarily surface sheet flow, which is informally routed across the site via a number of surface pipes and roadways. The project site is within or directly adjacent to a known tsunami hazard zone. Water supply is provided via an existing 100-acre-foot per year entitlement via County Service Area 12, which distributes water from Lopez Reservoir.

**Impact – Water Quality/Hydrology.** The development of the site will result in alterations in runoff and infiltration patterns on-site, potentially affecting nearby drainages, roadways, and the beach. Potential effects of site development and occupancy include, but are not limited to: alterations in quality or quantity of runoff water, increased sedimentation/erosion, increased potential for flooding, and alterations in infiltration potential or patterns. The occupancy of the site may also increase potential risks associated with tsunami and wave runup. Preliminary water supplies appear sufficient to serve the project; however, further documentation is warranted.

**Conclusion.** The EIR will evaluate impacts related to water and hydrology, including potential coastal hazards.

#### 15. LAND USE

*Will the project:*

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**15. LAND USE**

Inconsistent      Potentially Inconsistent      Consistent      Not Applicable

*Will the project:*

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| d) <i>Be potentially incompatible with surrounding land uses?</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) <i>Other:</i> _____  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |

**Setting/Impact.** Surrounding uses are identified on Page 2 of the Initial Study. Development proposals on the Harbor Terrace site are subject to a number of local planning documents and ordinances, including, but not limited to, the Port San Luis Harbor District Master Plan (2003), the County's San Luis Bay Area Plan – Coastal, and Coastal Plan Policies, as well as several sections of the County Code. The project is located in the Coastal Zone and shall be evaluated for consistency with Coastal Act policies. The project site is not within an area subject to a habitat or community conservation plan.

**Conclusion.** The EIR will evaluate consistency with surrounding land uses, and local, state, and federal plans, as applicable, including the Coastal Act.

**16. MANDATORY FINDINGS OF SIGNIFICANCE**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

- |  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) <i>Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) <i>Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)</i>  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**16. MANDATORY FINDINGS OF SIGNIFICANCE**

Potentially Significant      Impact can & will be mitigated      Insignificant Impact      Not Applicable

*Will the project:*

*c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

**Discussion.** The project, as outlined in this Initial Study, may have one or more significant effects on the environment, including impacts related to biological resources, cultural resources, and impacts which may adversely affect humans. Therefore, an EIR is being prepared for the project. The EIR analysis will include evaluation of cumulative impacts.

## Exhibit A – Initial Study References and Agency Contacts

The following checked (“☒”) reference materials have been or will be used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department or at the offices of the Port San Luis Harbor District.

### County documents

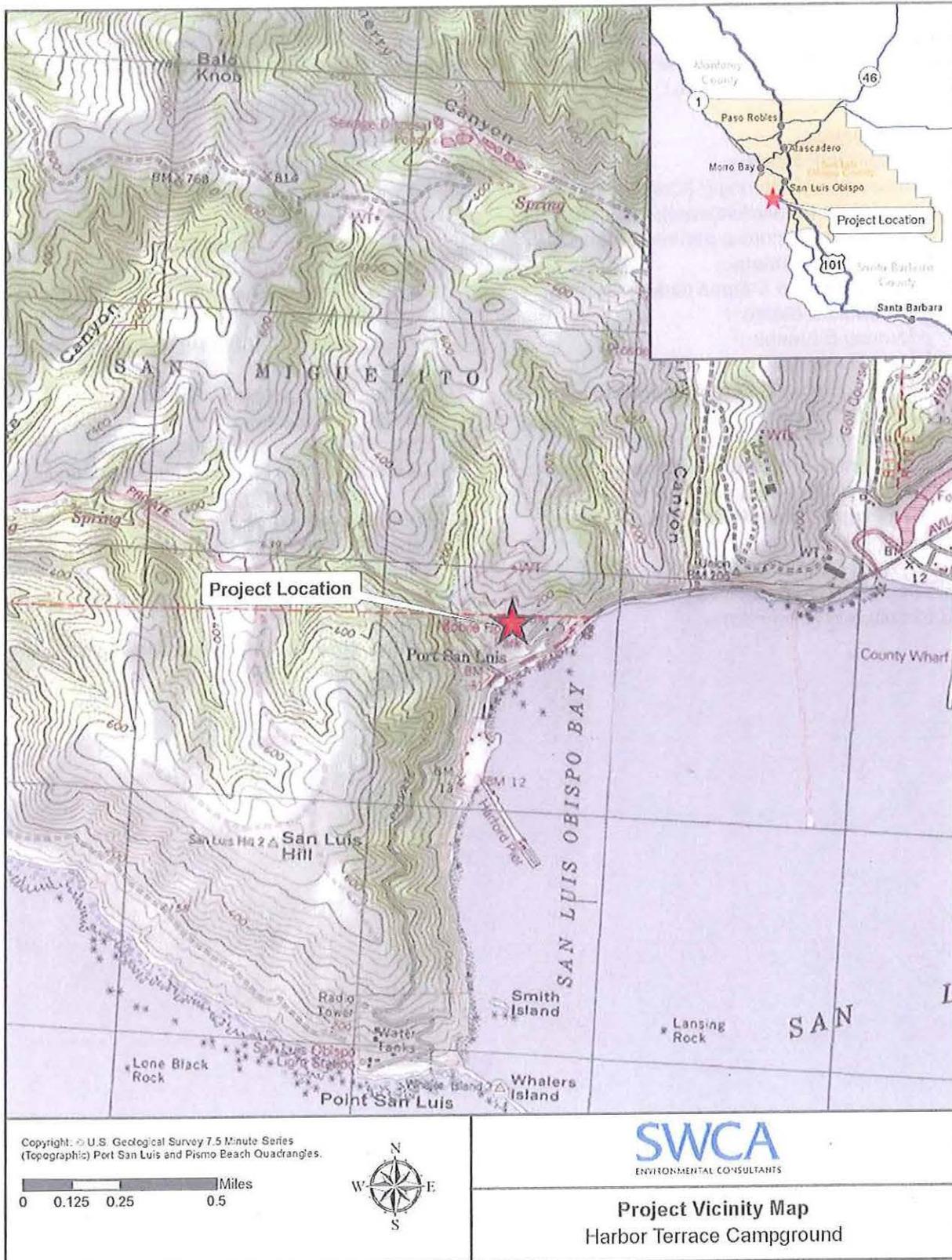
- Coastal Plan Policies
- Framework for Planning (Coastal/Inland)
- General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
  - Agriculture Element
  - Conservation & Open Space Element
  - Economic Element
  - Housing Element
  - Noise Element
  - Parks & Recreation Element/Project List
  - Safety Element
- Land Use Ordinance (Inland/Coastal)
- Building and Construction Ordinance
- Public Facilities Fee Ordinance
- Real Property Division Ordinance
- Affordable Housing Fund
- Airport Land Use Plan
- Energy Wise Plan
- San Luis Bay Area Plan

- Design Plan
- Avila Specific Plan
- Annual Resource Summary Report
- Avila Circulation Study

### Other documents

- Clean Air Plan/APCD Handbook
- Regional Transportation Plan
- Uniform Fire Code
- Water Quality Control Plan (Central Coast Basin – Region 3)
- Archaeological Resources Map
- Area of Critical Concerns Map
- Special Biological Importance Map
- CA Natural Species Diversity Database
- Fire Hazard Severity Map
- Flood Hazard Maps
- Natural Resources Conservation Service Soil Survey for SLO County
- GIS mapping layers (e.g., habitat, streams, contours, etc.)
- Other: Port San Luis Harbor District Master Plan and EIR (2003)

## Exhibit B – Project Maps



Copyright: © U.S. Geological Survey 7.5 Minute Series (Topographic) Port San Luis and Pismo Beach Quadrangles.

0 0.125 0.25 0.5 Miles



**SWCA**  
ENVIRONMENTAL CONSULTANTS

**Project Vicinity Map**  
Harbor Terrace Campground







## AVILA BEACH COMMUNITY SERVICES DISTRICT

Post Office Box 309, Avila Beach, CA 93424  
Office and Meeting Room - 191 San Miguel Street, Avila Beach  
Telephone (805) 595-2664 FAX (805) 595-7623  
E-Mail [Avilacsd@gmail.com](mailto:Avilacsd@gmail.com)

March 12, 2014

Port San Luis Harbor District  
c/o Shawna Scott, Project Manager  
SWCA Environmental Consultants  
122 Monterey Street, C200  
San Luis Obispo, CA 93401

Subject: Port San Luis Harbor Terrace Development Plan

Thank you for your recent communication relating to the preparation of an environmental impact report (EIR) for the Port San Luis Harbor Terrace Development.

Representatives for the District include:

Board President, Peter Kelley  
General Manager, Kathryn Richardson  
District Engineer, John Wallace

Contact Information is as follows:

Avila Beach CSD  
P.O. Box 309,  
Avila Beach CA 93424  
805 595-2664  
E-mail [Avilacsd@aol.com](mailto:Avilacsd@aol.com)

The Avila Beach CSD shares a Wastewater Treatment Facility with Port San Luis Harbor District, and as such, any wastewater being generated by this project will need to meet the requirements as identified in the agreement between our agencies.

If you are in need of any further information please contact our District at your earliest convenience.

Sincerely,

  
Kathy Richardson  
General Manager

RECEIVED MAR 19 2014

U.S. Department of Homeland Security  
FEMA Region IX  
1111 Broadway, Suite 1200  
Oakland, CA. 94607-4052



FEMA

March 13, 2014

Shawna Scott, Project Manager  
Port San Luis Harbor District  
SWCA Environmental Consultants  
1422 Monterey Street, C200  
San Luis Obispo, California 93401

Dear Ms. Scott:

This is in response to your request for comments regarding Notice of Preparation: Draft Environmental Impact Report for Port San Luis Harbor Terrace Development Plan.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of San Luis Obispo (Community Number 060304), Maps revised November 16, 2012. Please note that the County of San Luis Obispo, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

Shawna Scott, Project Manager

Page 2

March 13, 2014

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The San Luis Obispo County floodplain manager can be reached by calling Tim Tomlinson, Floodplain Manager, at (805) 781-5271.

If you have any questions or concerns, please do not hesitate to call Jane Hopkins of the Mitigation staff at (510) 627-7183.

Sincerely,



Gregor Blackburn, CFM, Branch Chief  
Floodplain Management and Insurance Branch

cc:

Tim Tomlinson, Floodplain Manager, San Luis Obispo County

Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,  
Southern District

Jane Hopkins, NFIP Planner, DHS/FEMA Region IX

Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

## Shawna Scott

---

**From:** Steve McGrath <stevem@portsanluis.com>  
**Sent:** Sunday, March 16, 2014 12:30 PM  
**To:** Shawna Scott; Brian Harrington; John Baucke ; Lisa Wise; Menka Sethi; Tim Duff (tduff@scc.ca.gov)  
**Subject:** FW: AVAC Land Use Committee: Harbor Terrace

FYI

*Steve McGrath  
Harbor Manager  
PSLHD*

----- Forwarded message -----

**From:** Sherri Danoff <[sherri39@charter.net](mailto:sherri39@charter.net)>  
**Date:** Sun, Mar 16, 2014 at 12:57 AM  
**Subject:** AVAC Land Use Committee: Harbor Terrace  
**To:** [annemb@sbcglobal.net](mailto:annemb@sbcglobal.net), Bob Pusanik <[pusanik@charter.net](mailto:pusanik@charter.net)>, Denise Allen <[dchristyallen@gmail.com](mailto:dchristyallen@gmail.com)>, Jan Taylor <[jktaylorredd@yahoo.com](mailto:jktaylorredd@yahoo.com)>  
**Cc:** [runhartig@gmail.com](mailto:runhartig@gmail.com), Saul Goldberg <[slosaul@gmail.com](mailto:slosaul@gmail.com)>, [Kdbitt@aol.com](mailto:Kdbitt@aol.com), [mmatakovavila@gmail.com](mailto:mmatakovavila@gmail.com)

On March 19, 2:00 p.m. is the EIR Scoping Meeting. This is the opportunity to express what should be evaluated in the EIR. AVAC's main issue is circulation safety.

The traffic study needs to include golf course event traffic, Diablo traffic, traffic during the Friday farmer's market, potential traffic for Avila Point and also Bellevue related traffic and pedestrians. Because the number of RV spaces will be substantially increased, a means of informing RV drivers when there are no spaces is important to prevent unnecessary RV trips beyond Ontario Road. Absence of a North-South emergency route becomes more significant with the addition of people and vehicles.

Note that evaluation of pedestrian crossings from the beach to Harbor Terrace could be important to AVAC for a somewhat convoluted reason. This is because should a 5 miles per hour speed reduction be warranted on Avila Beach Drive between the signal at First Street and the Harbor, it would legitimize SLBE street-legal golf carts using portion of that stretch to reach Avila Beach.

PLEASE, LET ME KNOW IF YOU CAN REPRESENT AVAC's ONGOING CIRCULATION SAFETY CONCERNS which are underlined above?

AVAC members can/should provide their personal inputs at the meeting. Too, hopefully AVAC concerns about accurate cumulative traffic information and discouraging RVs into Avila when spaces are not available

can also be provided. PLEASE, LET ME KNOW IF YOU CAN REPRESENT AVAC'S ESTABLISHED POSITIONS.

Thanks,

Sherri



**CAL FIRE**  
**San Luis Obispo**  
**County Fire Department**

635 N. Santa Rosa • San Luis Obispo, CA 93405  
Phone: 805-543-4244 • Fax: 805-543-4248  
[www.calfireslo.org](http://www.calfireslo.org)



*Robert Lewin, Fire Chief*

## **Notice of Preparation Port San Luis Harbor Terrace Development Plan**

SWCA Environmental Consultants  
1422 Monterey Street Suite C200  
San Luis Obispo, CA 93401

Rob Fitzroy Coastal team  
San Luis Obispo County Department of Planning and Building

### **Project Summary**

Port San Luis Harbor District and the state Coastal Conservancy propose to develop 32 acres proposing a mix of tent sites, tent cabins, bungalows, inn, yurts, and full service recreational RV camp sites; other related amenities food and beverage retail store, eating and drinking establishments, parking and storage to the Port.

The project is located within a HIGH fire hazard severity zone with a minimum 5-10 minute response time from the nearest County Fire Station. Station #62 on Sparrow Ln Avila Beach. The project and applicant shall comply with the 2013 California Fire Code (CFC), the 2013 California Building Code (CBC), and the Public Resources Code (PRC) any other applicable fire laws.

### **OPERATIONAL REQUIREMENTS**

#### **Special Concerns**

This project will bring additional vehicle and visitor traffic to the end of a one way access road serving the community of Avila Beach. Numerous other attractions in Avila such as Diablo, Beach, Piers, Event Centers numerous hotels and commercial businesses routinely slow and/or stop vehicular traffic slowing emergency response vehicles into or out of the downtown area. Secondary egress must be coordinated with other development in the valley to mitigate this reduction in emergency response time and evacuation time for residents and visitors. The cumulative effects of large scale special events, increased commercial operations on a one way access road to the community of Avila Beach will further challenge CAL FIRE/County Fire's ability to provide emergency services to visitors and residents.

#### **Public Assemblage and Events**

Prior to Fire Department Review, proposed event area must first complete all requirements pursuant to Title 22, the San Luis Obispo County Land Use Ordinance. This includes receiving any necessary land use permit approval and issuance of construction and Conditional Use Permit requirements.

A fire safety review is required to ensure public safety in a place of assembly, or any other place where people congregate, including but not limited to; amusement buildings, carnivals and fairs, exhibits and trade shows, open burning, flames and torches, candles, places of assembly, temporary membranes structures and tents, pyrotechnics and special effects, live audiences and any event with public attendance over 250. The fire code official shall have the authority to order the development of, or prescribe a plan for, the provision of an approved level of public safety.

A written plan must be submitted to the fire code official 30 days prior to the event. Written submittal requirements will be in accordance with Section 404 Fire Safety and evacuation plans. A field inspection verifying compliance of fire and life safety conditions must be conducted prior to public occupancy of the event. If modifications or additions to the event areas are made, an updated permit & inspection must be completed. Local Ordinance and California Fire Code (CFC) section 105.

Any time a tent, canopy or membrane structure in excess of 400 square feet is erected; it must be placed and utilized in accordance with California Fire Code – Chapter 24. The applicant shall be required to notify County Fire a minimum of 48-hours in advance of any tent or membrane structure being placed on site. Submittal requirements can be found on line at [www.calfireslo.org](http://www.calfireslo.org)

### **Fire Safety and Evacuation Plans**

Applicant shall provide a written Fire Safety plan whose contents shall be in accordance with sections California Fire Code Chapter 4 Emergency Planning and Preparedness. Employee training, record keeping, hazard communication and drills will also comply with this chapter. The written plan will include at a minimum the detail outlined in sections 404.3.1 (Evacuations Plans) and 404.3.2 (Fire Safety Plans).

**Fire evacuation plans.** Fire evacuation plans shall include the following:

1. Emergency egress or escape routes and whether evacuation of the building is to be complete or, where approved, by selected floors or areas only.
2. Procedures for employees who must remain to operate critical equipment before evacuating.
3. Procedures for assisted rescue for persons unable to use the general means of egress unassisted.
4. Procedures for accounting for employees and occupants after evacuation has been completed.
5. Identification and assignment of personnel responsible for rescue or emergency medical aid.
6. The preferred and any alternative means of notifying occupants of a fire or emergency.
7. The preferred and any alternative means of reporting fires and other emergencies to the fire department or designated emergency response organization.
8. Identification and assignment of personnel who can be contacted for further information or explanation of duties under the plan.
9. A description of the emergency voice/alarm communication system alert tone and preprogrammed voice messages, where provided.

**Fire safety plans.** Fire safety plans shall include the following:

1. The procedure for reporting a fire or other emergency.
2. The life safety strategy and procedures for notifying, relocating or evacuating occupants/event attendees, including occupants who need assistance.

### **Ignition Resistant Construction**

Your project is located within a wildland fire hazard severity zone and must comply with California Fire and Building Code Chapter 7A Ignition resistant Construction in Wildland Urban Interface areas. The construction type shall be designed to withstand a wildfire. The roof type will have to be consistent with the requirements of Chapter 15 - Section 1505. Tents and any membrane structures proposed as permanent structures are not permitted in commercial operations.

### **Stairway Access to Roof**

New buildings two or more stories above grade plane, except those with a roof slope greater than four units vertical in 12 units horizontal (33.3-percent slope), shall be provided with a stairway to the roof or other access to the roof for emergency personnel approved by the fire code official. Stairway access to the roof shall be in accordance with Section 1009. Such stairway or other approved access shall be marked at street and floor levels with a sign indicating that the stairway or access continues to the roof. Where roofs are used for roof gardens or for other purposes, stairways shall be provided as required for such occupancy classification.

### **Building Height and Area**

Class III standpipe systems shall be installed throughout buildings where the floor level of the highest story is located more than 30 feet (9144 mm) above the lowest level of the fire department vehicle access, or where the floor level of the lowest story is located more than 30 feet (9144 mm) below the highest level of fire department vehicle access and in any parking structure.

A building that is greater than 20,000 square feet (1.858 m<sup>2</sup>) of floor area and greater than 18 feet (5.49 m) in height shall have a dry or wet standpipe system with a 2 ½ inch (64 mm) outlet at the roof near the roof access. Location of the outlet and the fire department connection to the standpipe shall be labeled and approved by the fire code official.

### **Address Requirements**

New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Where required by the fire code official, address numbers shall be approved in additional approved locations to facilitate emergency response. Address numbers shall be Arabic numerals or alphabet letters. Numbers shall be a minimum of Commercial 8 inches, and Industrial 10 inches high with a minimum stroke width of 0.5 inch (12.7mm).

#### **Address Directories**

When required by the fire code official, complexes with multiple buildings (campgrounds and hiking trails) may be required to provide directories, premises maps and directional signs. The scale, design and location of directory signs shall be approved by the fire code official and may be required to be illuminated.

### **Solar Photovoltaic systems**

Solar systems shall be installed in accordance with sections 605.11.1-605.11.4. Marking is required on interior and exterior Direct Current (DC) conduit, enclosures, raceways, cable assemblies, junction boxes, combiner boxes and disconnects.

3. Site plans indicating the following:
  - 3.1. The occupancy assembly point.
  - 3.2. The locations of fire hydrants.
  - 3.3. The normal routes of fire department vehicle access.
4. Floor plans identifying the locations of the following:
  - 4.1. Exits.
  - 4.2. Primary evacuation routes.
  - 4.3. Secondary evacuation routes.
  - 4.4. Accessible egress routes.
  - 4.5. Areas of refuge.
  - 4.6. Exterior areas for assisted rescue.
  - 4.7. Manual fire alarm boxes.
  - 4.8. Portable fire extinguishers.
  - 4.9. Occupant-use hose stations.
  - 4.10. Fire alarm annunciators and controls.
5. A list of major fire hazards associated with the normal use and occupancy of the premises, including maintenance and housekeeping procedures.
6. Identification and assignment of personnel responsible for maintenance of systems and equipment installed to prevent or control fires.
7. Identification and assignment of personnel responsible for maintenance, housekeeping and controlling fuel hazard sources.

## **Building Construction requirements and Vegetation Management**

### **Vegetation Management**

A written Wildland Fire/Vegetation Management Plan must be developed and approved by CAL FIRE prior to development.

### Screening and Environmental Considerations

Landscaping and vegetation shall be in accordance with San Luis Obispo County Planning and building "screening requirements". CAL FIRE requires that landscaping selections do not readily transmit fire.

Fire resistant landscaping located within 100 feet of site improvements (structures or fire water tanks) shall be in accordance with CFC, Public Resources Code 4291 and Title 19 Division 1 described as "vegetation that are well-pruned and maintained so as to effectively manage fuels and not form a means of rapidly transmitting fire from other nearby vegetation to a structure or from a structure to other nearby vegetation. The intensity of fuels management may vary within the 100-foot perimeter of the structure, the most intense being within the first 30 feet around the structure. Consistent with fuels management objectives, steps should be taken to minimize erosion. For the purposes of this paragraph, "fuel" means any combustible material, including petroleum-based products and wildland fuels. [www.calfireslo.org](http://www.calfireslo.org) website has several links with recommended planning tools for landscape and fuels management plans.

Solar components shall be located as close to the hip, ridge, or valley or directly possible to an outside wall to reduce trip hazards and maximize ventilation opportunities.

Roof access points shall be located in areas that do not require the placement of ground ladders over openings such as windows, doors and must be located over strong points where access point does not conflict with overhead obstacles such as trees wires or signs.

There shall be a six (6) foot wide clear perimeter around the edges of the roof unless either axis of the building is 250 feet then 4 (4) foot clear perimeter is permitted. Smoke ventilation operations requires distance between arrays shall be eight foot or greater in width OR a four foot or greater pathway and bordering roof skylights, or smoke and heat vents OR a four (4) foot or greater and a bordering four foot by eight (8) foot "venting cutouts" every 20 feet on alternating sides of the pathway.

### **Secondary egress**

***In accordance with CFC Section 503.1.2, County Fire is requiring the applicant to provide an additional (secondary) access point.***

***Pedestrian hiking paths and gates must provide strategically located emergency vehicle access. (Removable bollards and Knox switches to restrict routine vehicle traffic is acceptable) Additionally, hiking paths must post mile markers; post the names of trail intersections, parking areas, picnic and rest areas, to ensure timely location and access of requests for emergency assistance.***

### **Commercial Access Road(s)**

#### **Grade and Design**

The grade for all roads, streets, private lands and driveways shall not exceed 16 percent unless approved by fire code official. Design criteria shall be in accordance with San Luis Obispo County Public Works public improvement standards. Roads 12%-16% shall be a nonskid asphalt or concrete surface as specified in San Luis Obispo County public improvement Standards, specifications and drawings.

#### **Road Width and Signage**

- A commercial access road must be 24 feet wide.
- Parking is only allowed where an additional 8 feet of width is added for each side of the road that has parking.
- "No Parking - Fire Lane" signs will be required.
- Fire lanes shall be provided as set forth in the California Fire Code Section 503.
- Fire access shall be provided within 150 feet of the outside building(s) perimeter.
- Must be an all-weather non-skid paved surface.
- All roads must be able to support fire apparatus.
- Vertical clearance of 13'6" is required.
- Fuel modification of 10 feet on either side of roadway must be maintained.
- An approved traffic plan shall be provided to the fire code official.
- Interior commercial roads shall be named and provided with approved street signs.

- One way interior roads shall be labeled indicating direction of travel.

Emergency Access Knox Keys and/or Gate Switches

### **Structural Access Requirements**

All commercial buildings shall install a Knox key box for fire department emergency access – CFC Section 506.1. The box shall be installed prior to final inspection of the building. An order form is available from the Prevention Bureau, call for more information at (805) 543-4244.

### **Gate Access Requirements**

- Must be setback a minimum of 30 feet from the SLO County maintained road
- Must automatically open with no special knowledge.
- Must have a KNOX key box or switch for fire department access. Call the Prevention Bureau for an order form at (805) 543-4244.
- Gate shall have an approved means of emergency operation at all times. CFC 503.6
- Gate must be 2 feet wider than the road on each side.
  - Gates must have a turnaround located at each gate.

### **Exiting:**

All egress and exiting components shall comply with Chapter 10 of the 2013 California Fire Code.

### **Setbacks**

A 30-foot building setback from property line required for parcels 1 acre in size or larger. All setbacks are subject to San Luis Obispo County Department of Planning and Building approval.

### **Fire Sprinklers in Structures**

This project will require installing a commercial fire sprinkler system in all new buildings. The type of sprinklers required will depend upon the occupancy classification type of the structures and must comply with NFPA 13. The automatic fire extinguishing system shall comply with the National Fire Protection Association (NFPA) 13. The applicant will have to identify what Hazard Class the project is for review by the fire department (exp. Ordinary Hazard Class II), for each of the buildings in the project. Three sets of plans and calculations shall be submitted for functional review and approval to the County Fire Department. The contractor shall be licensed by the State of California, CFC. A licensed alarm company shall monitor the fire sprinkler and alarm system.

The automatic fire extinguishing system shall comply with the National Fire Protection Association (NFPA) 13, or other approved NFPA Standard depending on target hazard. (Clean agent or alternative option)

### **Sprinkler System Supervision and Alarms**

All valves controlling the water supply for automatic sprinkler systems, pumps, tanks, water levels, and temperatures, critical air pressures and water-flow switches on all sprinkler systems shall be electrically monitored for integrity and to ensure valves are locked in the open position, by a central station listed by Underwriters Laboratories for receiving fire alarms.

**Fire Protection Engineer required**

A Fire Protection Engineer shall review the proposed Fire Protection Systems for this project. Multiple fire protection and hazardous conditions systems are required for this project. A list of Fire Protection Engineers is available on our website at <http://www.calfireslo.org>.

Three sets of plans and calculations shall be submitted for functional review and approval to the County Fire Department. A licensed Fire Protection Engineer must design and submit all required drawings for CAL FIRE review. The contractor shall be licensed by the State of California, California Fire Code. A licensed alarm company shall monitor all fire protection and hazardous conditions systems.

**Private Water System Requirements**

Commercial fire suppression system water storage tanks must be steel and located a minimum of 20 feet from structures. NFPA Standard 22 Water tanks for private Fire Protection, NFPA Standard 24 Installation of Private Fire Service mains and their Appurtenances, NFPA Standard 25 Inspection, Testing and Maintenance of Water-Based Fire Protection Systems shall be utilized for this project.

The amount of emergency water required for fire suppression will be determined and approved by a registered licensed Fire Protection Engineer in cooperation with CAL FIRE/County Fire. Water required to be held in storage for domestic and/or landscaping purposes will be in addition to or separate from that required for fire suppression.

**PRESSURIZED System and Hydrant Specifications**

Plans shall be submitted to the County Fire Department for approval of the distribution system and hydrant locations. Fire hydrants shall have two, 2 ½ inch outlets with National Standard Fire threads and one 4 inch suction outlet with National Standard Fire threads and comply with County Standard W-1. Each hydrant shall be identified by a blue reflective dot located on a non-skid surface located just off of center on the fire hydrant side. Hydrants must be protected from vehicle impact with the use of curbing or bollards.

The fire department connections (FDC) supporting the required fire protection systems shall be located within 20 feet of a San Luis Obispo County Dept. of Public Works/County Fire standard fire hydrant and visible on fire engine approach to the building.

**NFPA 72 Alarm systems**

A centralized interlinked Fire Alarm System is required for this project. The alarm system shall terminate at a 24-hour monitoring point. Two sets of plans shall be submitted to CAL FIRE/San Luis Obispo County Fire for review and approval. California Fire Code Chapter 15 section 907. Fire alarm systems required by this chapter or by the California Building Code shall be monitored by an approved supervising station listed by Underwriters Laboratory for receiving fire alarms in

accordance with NFPA 72. The supervising station shall contact and notify the Fire Chief or their call receiving location immediately on notification of an alarm and prior to making contact with the protected premises.

Alarm system must be centralized and interlinked for the entire facility and include monitoring for all site alarm systems including; all on site Fire Protection Systems, and any and all hazardous materials, monitoring of hazardous materials, compressed gases, flammable and combustible liquids, liquefied petroleum gases, storage, delivery and processing areas.

A Fire Alarm System is required throughout the site for the various fire suppression systems and required hazardous conditions monitoring. The alarm system shall terminate at a 24-hour monitoring point. Two sets of plans shall be submitted to the County Fire Department for review and approval. California Fire Code Chapter 15 section 907.

### **Hazardous Materials Alarm(s)**

Approved monitoring method shall be provided to detect hazardous materials. An emergency alarm shall be provided if hazardous materials have a hazard ranking of 3 or 4 in accordance with NFPA 704 and exceed the maximum allowable quantity per control area. California Fire Code Chapter 27

### **Commercial Cooking Operations**

California Fire Code Section 904.11 states Commercial cooking equipment that produces grease laden vapors shall be provided with a Type I Hood, in accordance with the California Mechanical Code, and an automatic fire extinguishing system that is listed and labeled for its intended use as follows:

- 1) Wet chemical extinguishing system, complying with UL 300.
- 2) Carbon Dioxide extinguishing systems
- 3) Automatic Fire Sprinkler Systems

### **Hazardous Materials**

Prior to final, a Hazardous Materials Management Plan (HMMP) must be provided. Chemical storage/treatment and hazardous gases will require a Hazardous Materials Management Plan HMMP. In accordance with California Fire Code section 2701.5.1/Title 19 Division 2, Chapter 4/Health and Safety Code Chapter 6.95.

CAL FIRE requires a written plan addressing safeguards to minimize the risk of unwanted releases, fires or explosions involving hazardous materials. Additionally, the written plan shall include safeguards to minimize the consequences of an unsafe condition involving hazardous materials during normal operations and in the event of an abnormal condition.

Precautions for the safe storage, handling, or care of hazardous materials shall be in accordance with California Fire Code section 2703.9 and shall include a Fire Department liaison to aid the Fire Department in pre-planning for all aspects of emergency responses.

Rooms, buildings or areas used for the storage of liquid or solid hazardous materials shall be provided with spill control and secondary containment. California Fire Code Chapter 27.

### **California Fire Code Chapter 30 Compressed Gasses**

Containers, cylinders and tanks shall be secured and separated from hazardous conditions. Monitoring and detection shall be in accordance with section 3003.16.10.

### **California Fire Code Chapter 34 Flammable and Combustible Liquids**

Signage for identification and warning inherent hazard of flammable or combustible liquid shall be provided. Signs will be of durable material white lettering on a red background. Letters shall not be less than 3 inches in height and ½ inch in stroke. Piping shall be identified in accordance with ASME A13.1

Permanently installed or mounted tanks more than 100 gallons in capacity storing class I, II or III liquids shall bear a label and placard identifying the materials. Placards shall be in accordance with NFPA 704.

### **California Fire Code Chapter 38 Liquefied Petroleum Gases**

Minimum separation between LP-containers and buildings and public ways must comply with CFC table 3804.3. No Smoking signs must be posted within 25 feet of containers or point of transfer. Weeds, grass and brush, trash and other combustible material shall be kept a minimum of 10 feet from containers. Protection from vehicular damage shall be provided in accordance with section 312.

### **General Fire Precautions and Signage**

#### **Portable Fire Extinguishers**

Portable fire extinguishers shall be installed in all the occupancies in compliance with the California Fire Code section 906 and Title 19. The contractor shall be licensed by the State Fire Marshal.

#### **Combustible Waste Material**

Every building or portion of a building shall be maintained in a neat orderly manner, free from any condition that would create a fire or life hazard or a condition which would add to or contribute to the rapid spread of fire.

CCR Title 19 Division 1.

Refuse containers must not be stored within 5 feet of combustible walls, openings, or combustible roof eaves, unless the refuse container is protected by an automatic sprinkler system installed in accordance with California Fire Code section 903.

#### **Petroleum Tanks**

Fire Protection systems and safety precautions requirements shall be required in accordance with California Fire Code Chapter 34 Flammable and Combustible Liquids. Foam protection system shall be provided for above ground tanks California Fire Code section 34.04.2.9.1 in accordance

with NFPA Standard 11 Low expansion foam and combined agent systems, and NFPA Standard 15 Water Spray Fixed Systems NFPA Standard 30 Flammable and Combustible Liquids Code.

**Storage, Stockpiles and Enclosures**

Areas must meet all applicable California Fire Code requirements and be labeled with NFPA 704 required placarding.

**Electrical**

Electrical wiring and equipment shall be installed and maintained in accordance with California Fire Code section 605 and the California Electrical Code. Hazards and fire prevention concerns relational to Electrical equipment, wiring shall be abated as specified in the aforementioned Fire Code.

**Fire Safety during Construction**

Prior to construction, an operational water supply system and established access roads must be installed in accordance with CFC Section 501.4. During construction all applicable Public Resources Codes must be complied with to prevent a wildfire. These will include the use of spark arresters, adequate clearance around welding operations, smoking restrictions and having extinguishers on site. The Industrial Operations Fire Prevention Field Guide will assist the applicant.

Please contact me if you have any questions regarding this project.

Sincerely,



Laurie Donnelly  
Fire Marshal/Battalion Chief

Cc: Port San Luis Harbor District  
State Coastal Conservancy

## Shawna Scott

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**From:** anix@co.slo.ca.us  
**Sent:** Monday, April 07, 2014 5:10 PM  
**To:** Shawna Scott  
**Subject:** RE: San Luis Obispo Sheriff's Office response letter to the Port San Luis Harbor Terrace Development Plan EIR

It was my pleasure. I should have pointed out in my original email that I am the Commander for the Coast Patrol Division, which includes Port San Luis and Avila Beach. As this project moves along please let me know if I can be of any assistance, as it appears to be a very positive development for that community.

Regards,

Aaron Nix  
Commander  
Coast Patrol Division  
San Luis Obispo County Sheriff's Office  
2099 10th Street  
Los Osos, CA 93402  
(805) 781-4630

From: Shawna Scott <[sscott@swca.com](mailto:sscott@swca.com)>  
To: "[anix@co.slo.ca.us](mailto:anix@co.slo.ca.us)" <[anix@co.slo.ca.us](mailto:anix@co.slo.ca.us)>  
Date: 04/07/2014 04:51 PM  
Subject: RE: San Luis Obispo Sheriff's Office response letter to the Port San Luis Harbor Terrace Development Plan EIR

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Thank you, Aaron.

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**Shawna Scott**  
Planning Team Leader  
**SWCA Environmental Consultants**  
1422 Monterey Street Suite C200  
San Luis Obispo, CA 93401  
P 805.543.7095 x 6811 | C 805.748.3498

Visit Our Website: <http://www.swca.com>

**From:** [anix@co.slo.ca.us](mailto:anix@co.slo.ca.us) [<mailto:anix@co.slo.ca.us>]  
**Sent:** Monday, April 07, 2014 4:29 PM  
**To:** Shawna Scott  
**Subject:** San Luis Obispo Sheriff's Office response letter to the Port San Luis Harbor Terrace Development Plan EIR

Ms. Scott,

Attached please find the Sheriff's Office response letter to the Port San Luis Harbor Terrace Development Plan EIR. Please let me know if you would like any additional support documentation and I will provide it immediately.

Thank you, and please do not hesitate to call me with any questions.

Aaron Nix  
Commander  
Coast Patrol Division  
San Luis Obispo County Sheriff's Office  
2099 10th Street  
Los Osos, CA 93402  
(805) 781-4630

[Scanned @co.slo.ca.us]

[Scanned @co.slo.ca.us]



**Ian Parkinson**  
**Sheriff-Coroner**  
1585 Kansas Avenue  
San Luis Obispo, CA 93405

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April 4, 2014

**TO:** Port San Luis Harbor District  
Shawna Scott, Project Manager  
SWCA Environmental Consultants  
1422 Monterey Street, C200  
San Luis Obispo, CA 93401

**FROM:** San Luis Obispo County Sheriff's Office  
1585 Kansas Avenue  
San Luis Obispo, California 93405

**CONTACT:** Chief Deputy Rob Reid  
[rreid@co.slo.ca.us](mailto:rreid@co.slo.ca.us) 805-781-4540

**RE:** Port San Luis Harbor Terrace Development Plan

**PATROL AREA:** Coast  
**COMMUNITY:** Avila Beach/Port San Luis Harbor Areas

Law enforcement needs for the unincorporated area of San Luis Obispo County are served by the Sheriff's Office. San Luis Obispo County encompasses 3615 Sq. miles of which sixty-six miles are incorporated (City) and served by police departments.

The Coast Patrol Station, which is responsible for the area of the project, is located at 2099 10<sup>th</sup> Street in Los Osos, serving an area of 900 square miles. The Coast Station personnel provide service to San Simeon/Hearst Castle area, Cambria, Harmony, Cayucos, Los Osos/Baywood Park, rural San Luis Obispo, and Avila Beach/Port San Luis. Current average response times generally range from 12 to 49 minutes with longer response times to the more rural outlying areas of the service jurisdiction.

The California Highway Patrol (CHP) is primarily responsible for traffic-related calls along highways and streets in the unincorporated areas of the County. Unlike the Sheriff's Office, they will not investigate, take action, or respond to crimes in progress in residential, commercial, or industrial areas. They may respond upon request as back-up to the Sheriff's Office response, if available; however, the CHP does not normally provide police protection services. Their primary role is traffic enforcement.

Emergency response times for the Coast Station are dependent on where the patrol vehicles are in relation to a call, as well as the nature of the calls. Currently, the Sheriff's Office is understaffed, and with the cumulative impact of approved development and an increase in public access, response times most likely will increase. In other words; the project area does pose an impact on Sheriff's Office patrol and related resources.

As San Luis Obispo County grows, the Sheriff's Office must anticipate public safety needs. Funds required for operating and staffing expenses for the Sheriff's Office are derived from the General Fund, and is a budgetary matter to be determined by the Board of Supervisors on an annual basis. The Sheriff's Office, like other County services, i.e., fire and engineering, must petition funding for new personnel positions. Each project creates a law enforcement impact that should be addressed upon approval.

Any enterprise has the potential to generate the need for public safety response, and therefore impact Sheriff's Office resources. Because of the on-going budgetary issues, and the ratio of deputy to population, a beneficial approach to any new/improved project, would be to incorporate the principles and practices of "Crime Prevention Through Environmental Design" (CPTED) while in the planning stages of the project.

The following suggestions incorporate CPTED practices:

- After hour's access points to the project areas should be protected with adequate security, however, admission is also necessary for emergency personnel, therefore, combinations to locks/lockboxes should be provided to Sheriff's Office Dispatch.
- Visible signage with hours of operation and any type of regulations should be strategically placed throughout the park/recreation areas and properly maintained.
- Proper illumination is paramount inside structures, exterior doors, designated parking areas, entry and walkways. Not only is adequate lighting essential to deter property crime, but it is also vital for personal safety. Lights should be on timers, and a manual override is recommended in case of a greater need for light. Adequate exterior / interior lighting is a great deterrent to a would-be assailant, vandal or burglar.
- Key control for employees is essential, with accurate information indicating who has access to which areas of any structures or access points.

During the Construction/Implementation Phase of the Project:

- The construction site(s) should be temporarily fenced off, with signage indicating that the area is off limits to the general public.
- All construction equipment should be secured at the site after hours, with a complete recorded inventory kept on file.
- Adequate lighting of the construction area should be implemented.

Regarding the Design of the Project:

- Special care should be taken to avoid creating “hiding places” in alcoves or entry areas.
- A clear view of the exterior of any structures from the interior, and vice versa, would create an opportunity for several sets of eyes to observe any suspicious activity in either area.
- Sufficient lighting should be installed on the exterior and interior of any structures.
- All exterior doors should meet all safety requirements, should be solid core, and have adequate locks.

At such time as development occurs on this project, the builders are encouraged to contact the Sheriff’s Department Crime Prevention Unit at (805) 781-4483, for assistance and to learn additional strategies that will make them less likely to be a target of criminal activity.



Air Pollution Control District  
San Luis Obispo County

April 7, 2014

Port San Luis Harbor District  
c/o Shawna Scott, Project Manager  
1422 Monterey St, C200  
San Luis Obispo, CA 93401

**SUBJECT:** APCD Comments Regarding the Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) addressing the preparation of the Port San Luis Harbor District Terrace project

Dear Ms. Scott,

Thank you for including the San Luis Obispo (SLO) County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) addressing the preparation of the Port San Luis Harbor District Terrace project.

The project is a proposal by the Port San Luis Harbor District (District) and the State Coastal Conservancy (Conservancy) for a Development Plan (Plan) for the Harbor Terrace Site. The Plan is currently being developed. Initiation of the initial study at this juncture is to help determine the scope and contents of the environmental document, allow the environmental review and scoping process to inform the Plan and alternatives development and maximize opportunities for self-mitigation and alternatives analysis. The level of specificity of the project description and evaluation is commensurate with the level of project detail available at the time the initial study was prepared.

Harbor Terrace is an approximately 32-acre portion of the District's landholding's associated with Port San Luis (Port). The project shall comply with the San Luis Bay Coastal Area Plan Local Coastal Plan (LCP) so as not to require an amendment to the LCP. In compliance with the LCP, the project program will include a mix of tent sites, tent cabins, bungalows, inns or yurts, full service recreational vehicle (RV) camp sites and other related amenities such as a food and beverage retail store and/or an eating and drinking establishment, parking and storage facilities to serve the Port. The project will improve upon existing circulation, re-vegetate portions of the site with native habitat and employ engineering solutions that meet or exceed new County of San Luis Obispo (County) and Regional Water Quality Board (RWQCB) storm water regulations. More detail will become

available as the project develops. The EIR will contain a full evaluation of the project's consistency with applicable plans and policies.

*The following are APCD comments that are pertinent to this project.*

APCD Contact Person:

Gary Arcemont  
Air Pollution Control District  
3433 Roberto Court  
San Luis Obispo, CA 93401  
(805) 781-5912

1. Permit(s) or Approval(s) Authority:

Permits for Equipment

Based on the information provided, the APCD is unsure of the types of equipment that may be used as part of this project. Portable equipment may require statewide registration or an APCD permit. Additionally, future developments may require APCD permits and/or applicants may need to apply for an Authority to Construct. Please contact our Engineering Division at (805) 781-5912 for more information on APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the APCD's 2012 CEQA Handbook.

- Portable generators and equipment with engines that are 50 hp or greater; and
- Internal combustion engines.

**To minimize potential delays, prior to the start of the project, please contact the APCD Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.**

2. Environmental Information:

The potential air quality impacts should be assessed in the Environmental Impact Report (EIR). This analysis should address both short-term and long-term emissions impacts (including traditional air pollutants and greenhouse gas emissions) and include the following information:

- a) A description of existing air quality and emissions in the impact area, including the attainment status of SLO County relative to State and Federal air quality standards and any existing regulatory restrictions to development. The most recent Clean Air Plan should be consulted for applicable information.
- b) A complete emission analysis should be performed on all relevant emission sources, using emission factors from the EPA document AP-42 "Compilation of Air Pollutant Emission Factors", the latest approved version of CalEEMod, EMFAC, OFF-ROAD or other approved emission calculator tools. Documentation of emission factors and all assumptions (i.e. construction

impacts, operational impacts, vehicle trip length, vehicle and equipment emission factors, etc.) should be provided in an appendix to the EIR. The quantitative analysis should address criteria pollutants, greenhouse gases, toxics, diesel particulate matter and fugitive dust. The analysis should also address the removal of trees and native vegetation and impacts to existing carbon sequestration.

- c) The EIR should include a range of feasible alternatives to the proposed project that could effectively minimize air quality impacts. A thorough emissions analysis should be conducted for each of the proposed alternatives identified. The EIR author should contact the SLO County APCD if additional information and guidance is required. All calculations and assumptions used should be fully documented in an appendix to the EIR.
- d) Assembly Bill 32, the California Global Warming Solution Act of 2006 and California Governor Schwarzenegger Executive Order S-3-05 (June 1, 2005), both require reductions of greenhouse gases (GHG) in the State of California. The Governor has recognized mitigation efforts will be necessary to reduce greenhouse gas emissions. In order to address these issues, greenhouse gas emissions should be evaluated in the EIR, and appropriate mitigation efforts identified.
- e) A cumulative impact analysis should be performed to evaluate the combined air quality impacts of this project and impacts from existing and proposed future projects in the area.
- f) The data analyses should address local and regional impacts with respect to maintaining applicable air quality standards.
- g) Any temporary impacts, such as fugitive dust and combustion emissions from the use of heavy equipment and grading activities, should be quantified and mitigation measures proposed.
- h) Mitigation measures to reduce or avoid significant air quality impacts should be recommended. The EIR should address any proposed mitigation measures and describe feasible mitigation measures to reduce air quality impacts.
- i) Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2012 CEQA Handbook, Technical Appendix 4.4). The project referral indicated that there will be ground disturbance. The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), therefore the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, **prior to any ground disturbance activities, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the APCD.** If NOA is found at the site the applicant must 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 APCD. If NOA is not present, an exemption request must be filed

with the Air District. More information on NOA can be found at <http://www.slocleanair.org/business/asbestos.php>.

- j) Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (pipes or insulation). **If building(s) are removed or renovated; or utility pipelines are scheduled for removal or relocation, this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include, but are not limited to: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact the APCD Enforcement Division at (805) 781-5912 for further information.

3. Permit Stipulations/Conditions:

It is recommended that you refer to the "2012 CEQA Air Quality Handbook" (the Handbook). If you do not have a copy, it can be accessed on the APCD web page ([www.slocleanair.org](http://www.slocleanair.org)) in the Business Assistance section, listed under Regulations, or a hardcopy can be requested by contacting the APCD. The Handbook provides information on mitigating emissions, which should be discussed in the Draft EIR.

4. Alternatives:

Any alternatives described in the Draft EIR should involve the same level of air quality analysis as described in section 2 above.

5. Reasonably Foreseeable Projects, Programs, or Plans:

The 2012 version of the APCD's CEQA Air Quality Handbook provides guidance for preparing the EIR.

6. Relevant Information:

The 2012 version of the APCD's CEQA Air Quality Handbook should be referenced in the EIR for determining the significance of impacts and level of mitigation recommended.

7. Further Comments:

**Construction and Operational Phase Impacts**

Estimate the construction and operational phase impacts of this project in the EIR. The air quality assessment should include all associated construction activities and pollutants identified in the 2012 version of the APCD's CEQA Air Quality Handbook.

### Sensitive Receptors

Page 11 of the project referral indicates "The project will result in the disturbance across much of the 32-acre property. This will result in the creation of construction dust and diesel particulate emissions..." The EIR should include an evaluation of the project air quality impact on any nearby sensitive receptors and the impacts of diesel trucks routed in the vicinity of sensitive receptors. See the APCD 2012 CEQA Handbook for guidance.

### San Luis Obispo Car Free Program

Vehicle emissions are often the largest source of emissions from the operational phase of development. This project has the potential to increase the amount of vehicle trips to our County and appropriate mitigation measures must be considered. San Luis Obispo (SLO) Car Free is a program to encourage car-free transportation to and around San Luis Obispo County. SLO Car Free provides tools to travelers on the pleasures and availability of traveling to our area without their cars, or by parking their cars once they arrive. By pledging to travel to, or around SLO County without a car, visitors receive special incentives from participating hotels, restaurants, transportation services and attractions. In addition, businesses who join SLO Car Free as a participating business receive free advertisement on their website, highlighting the businesses efforts to encourage "green" tourism to San Luis Obispo County. The facility may be promoted through several social media networks and at the numerous events that SLO Car Free participates in each year.

The SLO Car Free website (SLOCarFree.org) is a hub for information and web-links on transportation, lodging, attractions and other visitor needs. Visitors can use the website to find out what they can do in SLO County and how they can do it without a car. **To mitigate the potential vehicle trips to the proposed facility, the APCD recommends participation in the SLO Car Free Program. To get signed up for SLO Car Free, please contact Meghan Field in the APCD Planning Division at 805-781-5912.**

Thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,



Gary Arcemont  
Air Quality Specialist

GJA/arr

cc: Tim Fuhs, Enforcement Division, APCD  
Karen Brooks, Enforcement Division, APCD  
Gary Willey, Engineering Division, APCD  
Rob Fitzroy, SLO County Dept. of Planning and Building

Attachments: Naturally Occurring Asbestos – Construction & Grading Project Exemption Request Form, Construction & Grading Project Form



SAN LUIS OBISPO COUNTY

## DEPARTMENT OF PLANNING AND BUILDING

Promoting the Wise Use of Land – Helping to Build Great Communities

April 7, 2014

Port San Luis Harbor District  
c/o Shawna Scott, Project Manager  
1422 Monterey St, C200  
San Luis Obispo, CA 93401

**Subject: Notice of Preparation (NOP) for the Draft Environmental Impact Report for the Port San Luis Harbor District Terrace project**

Ms. Scott,

Thank you for including the Department of Planning and Building in the environmental review process. We have completed our review of the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the Port San Luis Harbor District Terrace project and offer the following comments.

1. Contact Person: Rob Fitzroy, 805-781-5179, [rfitzroy@co.slo.ca.us](mailto:rfitzroy@co.slo.ca.us)
2. The County is responsible for issuance of the Coastal Development Permit (CDP) necessary for the project.
3. Please evaluate all applicable coastal development policies as identified in the Coastal Zone Land Use Ordinance and the San Luis Bay Area Plan - Coastal. These two documents are available on the County's website at [sloplanning.org](http://sloplanning.org).
4. Please evaluate visual impacts relative to the Coastal Zone Land Use Ordinance and applicable policies and provide visual simulations as necessary.
5. The cumulative impact analysis should include major projects that may be approved in the foreseeable future as listed in the San Luis Bay Estates Master Plan. Please contact the County for the most up-to-date list.

The Department looks forward to reviewing and commenting on the EIR.

Thank you,

Rob Fitzroy  
SLO County Planning & Building Department  
(805)781-5179  
[rfitzroy@co.slo.ca.us](mailto:rfitzroy@co.slo.ca.us)  
[www.sloplanning.org](http://www.sloplanning.org)

