4.0 CONSISTENCY WITH LOCAL COASTAL PROGRAMS AND THE COASTAL ACT

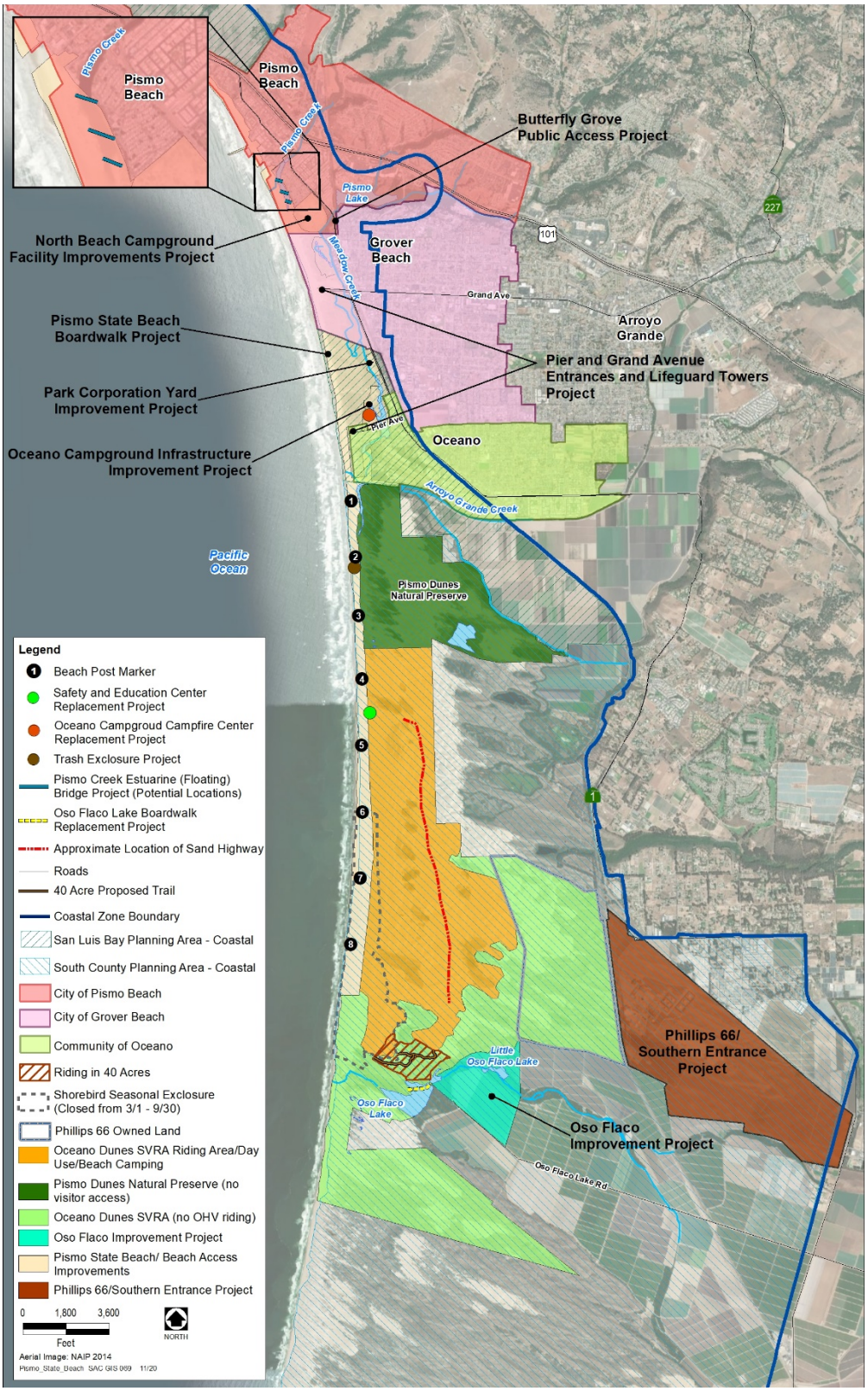
4.1 Introduction

This chapter evaluates the scope and implementation of PWP development projects and small development projects, and PWP operation and maintenance activities (as described in Chapter 3) for consistency with applicable policies of certified local coastal programs (LCPs) and the California Coastal Act (Coastal Act), as applicable.

The proposed PWP involves public access and recreation improvements on land owned by State Parks (also referred to as Department) located within the boundaries of the City of Pismo Beach, City of Grover Beach, and unincorporated San Luis Obispo County (County). Each of these local jurisdictions have an LCP that has been certified by the California Coastal Commission (CCC). In the case of County, the PWP projects and use areas fall within the County's Coastal Plan LCP and under three distinct elements of the certified LCP: the Oceano Specific Plan, San Luis Bay Coastal Area Plan, and South County Coastal Area Plan (see Figure 4-1 and Table 4-1). These certified LCPs provide the legal standard of review for all PWP development projects within the applicable LCP jurisdiction and operation and maintenance activities requiring a coastal development permit. For example, the North Beach Campground Facility Improvements Project and the Butterfly Grove Public Access Project are within the City of Pismo Beach Local Coastal Program area. Some PWP projects, such as the Pismo Creek Estuary Seasonal (Floating) Bridge Installation project, may be in an area of Coastal Commission permit jurisdiction, and therefore subject to review for consistency with applicable Coastal Act policies. In addition, given that all the PWP projects and operation and maintenance activities are located on land located between the first public road and the sea, the PWP must also be reviewed for consistency with the public access and recreation policies of Chapter 3 of the Coastal Act.

As detailed in the policy analysis below, the PWP projects and operation and maintenance activities have been planned and designed with consideration of all coastal resources that exist within the Park area. The PWP projects and operation and maintenance activities, as well as existing Park management programs, will protect and enhance coastal-priority uses including public access and recreation, and will avoid or minimize potential adverse impacts to all sensitive resources in the Park area consistent with the certified LCPs, including sensitive habitats and special-status species, significant coastal viewsheds, and areas of archaeological sensitivity. The PWP projects and operation and maintenance activities and Park programs will serve to implement many of the City and County LCP public access and recreation policies, consistent with the need to ensure public safety and ensure compatibility with adjacent communities. The PWP will be further evaluated pursuant to the Coastal Commission Public Works Plan certification process to ensure consistency with all coastal resource protection policies of the certified LCPs, along with the public access and recreation policies of the Coastal Act, prior to PWP approval and implementation of the PWP projects and operation and maintenance activities.

The following is a preliminary policy consistence analysis based on an initial review and determination of LCP and Coastal Act policies applicable to the proposed PWP and a broad assessment of the scope of projects, uses, and activities proposed. The policy consistency analysis will be updated and refined as local jurisdictions have an opportunity to provide guidance and input.



Source: San Luis Obispo GIS; CA State Parks; State of California

Figure 4-1. PWP Development Projects within Local Coastal Program and Plan Boundaries

The PWP development projects are spread out over multiple LCP jurisdictions (as shown in Figure 4-1). Some LCP plan areas overlap and some projects (e.g. Pismo State Beach (Grand Dunes) Boardwalk Project) overlap multiple jurisdictions; therefore, some projects are in more than one LCP jurisdiction. LCPs are applicable to the development projects within their jurisdiction. The San Luis Obispo County Coastal Plan LCP overlays the Oceano Specific Plan, San Luis Bay Area Plan, and South County Coastal Area Plan jurisdictions. Therefore, the projects listed under these area plan jurisdictions are also within the Coastal Plan jurisdiction (see Figure 4-1 and Table 4-1).

Table 4-1: PWP Development Projects within Local Coastal Program and Plans*

Local Coastal Program and Plans
City of Pismo Beach Local Coastal Program: • North Beach Campground Facility Improvements Project • Butterfly Grove Public Access Project • Pismo Creek Estuary Seasonal (Floating) Bridge Installation
City of Grover Beach Local Coastal Program: • Grand Avenue Entrance and Lifeguard Tower Project • Pismo State Beach Boardwalk Project (portion of the boardwalk)
San Luis Obispo County Local Coastal Program – Oceano Specific Plan Area: • Pier Avenue Entrance and Lifeguard Tower Project • Pismo State Beach Boardwalk Project (portion of the boardwalk)
San Luis Obispo County Local Coastal Program – San Luis Bay Coastal Plan Area: • Park Corporation Yard Improvement Project • Oceano Campground Infrastructure Improvement Project • Pismo State Beach Boardwalk Project (portion of the boardwalk) • Pier Avenue Entrance and Lifeguard Tower Project • Oceano Campground Campfire Center Replacement
San Luis Obispo County Local Coastal Program – South County Coastal Plan Area: • Oso Flaco Improvement Project • Phillips 66/Southern Entrance Project • Oso Flaco Boardwalk Replacement • Safety and Education Center Replacement • 40 Acre Riding Trail Installation • Trash Exclosure at Post 2/Beach Trash Management

* Some PWP project improvements would span areas where the Coastal Commission has retained permit jurisdiction as defined by tidelands, submerged lands, and lands subject to the public trust. Within these areas, PWP projects may be subject to separate coastal development permit requirements administered by the Coastal Commission, for which the standard of review is the Chapter 3 policies of the Coastal Act with the certified LCP providing guidance for that review.

4.2 Public Access and Recreation

4.2.1 Public Works Plan EIR Findings

4.2.1.1 Recreation

Pursuant to the PWP Environmental Impact Report (EIR), implementation of the all primary PWP development projects (North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Oceano Campground Infrastructure Improvement Project, Pismo State Beach Boardwalk, Park Corporation Yard Improvement Project, Oso Flaco Improvement Project, and Phillips 66/Southern Entrance Project) will provide a significant beneficial impact on recreation by improving public access, replacing aging infrastructure, and providing enhanced recreation opportunities. The small development projects (Pismo Creek Estuary Seasonal (Floating) Bridge, 40 Acre Riding Trail, Post 2 Trash Exclosure, and the Safety and Education Center, Oso Flaco Boardwalk, and Oceano Campground Campfire Center replacement projects) will also provide a significant benefit to the public through improved public access and waste management, replacement of aging infrastructure, an enhanced educational and safety facility.

PWP operation and maintenance activities would not involve substantial changes to recreation facilities. Minor building alterations or landscape changes could occur, as necessary, and only includes facilities that are consistent with existing facilities and do not expand the existing footprint above 10 percent. These minor changes are necessary for the upkeep of facilities and landscaping would not change the recreation opportunities provided at the Park and therefore would have no impact related to adverse effects on recreation resources. However, PWP proposed changes to existing Pismo State Beach and Oceano Dunes SVRA visitor use limits, an interim use limit until another carrying capacity study is conducted, would reduce use capacity limits to 500 street-legal vehicles for beach camping, 1,000 street-legal vehicles for beach day use, and 1,000 OHVs for day use, reduced from 1,000, 2,580, and 1,720 vehicles, respectively. Oceano Dunes SVRA operates under the existing daily vehicle limits established by CDP 4-82-300-A5, which was approved in 2001. The interim use limit would pose a significant and unavoidable impact to motorized public recreation and coastal access to Pismo State Beach and Oceano Dunes SVRA because it would severely reduce the number of visitors that can recreation in the Park at any time when compared to current conditions. The Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project include establishment of additional campsites that would offset some of the campsites lost through implementation of the interim use limits, these campsites are not on the beach. Beach camping is a unique use at the Oceano Dunes SVRA and is not available at other locations. Therefore, not mitigation options for the loss of beach camping exists, and the impact remains significant and unavoidable

Implementation of the PWP and PWP development projects would not directly or indirectly increase the local population by providing housing or otherwise contribute to population growth in the area by providing a significant amount of new jobs. Therefore, implementation of the PWP would not create an indirect demand for recreation at local parks or other local recreation facilities. Implementation of the PWP would also not increase recreation users in the area compared to baseline conditions, because the PWP includes reduced numbers for Pismo State Beach and Oceano Dunes SVRA vehicle camping and day use limits (see above).

Because all PWP projects, with the exception of the Phillips 66/Southern Entrance Project, which is only conceptual and contingent on State Parks site acquisition, are contained within State Parks property, implementation of the PWP and PWP development projects would not increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of any facility would occur or be accelerated. If the Phillips 66/Southern Entrance Project was to move forward, it would provide additional and enhanced recreation facilities in the area and a positive impact on recreation facilities would occur (see below LCP subsections and PWP Vol. III, EIR Chapter 19 "Recreation and Public Access" for more detailed information).

4.2.1.2 Public Services

As described in the PWP EIR, the PWP projects would not require the construction of new or expansion of existing fire service facilities or law enforcement or emergency medical services facilities, resulting in less than significant or no impacts, depending on the project, and there are no impacts related to increasing the population that would increase demand for schools, parks, or other public facilities. Additionally, there are no Park management activities that would result in new housing that would necessitate expansion of existing public service facilities. (see below LCP subsections and PWP Vol. III, EIR Chapter 18 "Public Services" for more detailed information).

4.2.1.3 Transportation

Pursuant to the PWP EIR, the PWP projects would result in a temporary increase in vehicle trips associated with construction activities. These trip generation levels would not result in increased congestion on or reduce the effectiveness of the local and regional transportation systems used to access the projects sites in the area. Mitigation Measure 20-1 has been recommended to minimize construction-related traffic impacts:

> **Mitigation Measure 20-1:** Prepare and Implement a Traffic Control Plan.
>
> Before construction begins, the State Parks and/or its construction contractor shall prepare and implement a traffic control plan to minimize construction-related traffic safety hazards on affected roadways and ensure adequate access for emergency responders. The lead agency and/or its contractor shall coordinate the development and implementation of this plan with agencies with jurisdiction over the affected routes (i.e., SLO County, City of Pismo Beach, and the City of Grover Beach), as appropriate. The traffic control plan shall, at a minimum:
>
> - Discuss work hours and haul routes, delineate work areas, and identify traffic control methods and plans for flagging.
> - Determine the need to require workers to park personal vehicles at an approved staging area and take only necessary project vehicles to the work sites.
> - Develop and implement a process for communicating with affected residents and landowners about the project before the start of construction. The public notice shall include posting notices and appropriate signage regarding construction activities. The written notification shall include the construction schedule, the

exact location and duration of activities on each roadway (e.g., which roads/lanes and access points/driveways will be blocked on which days and for how long), and contact information for questions and complaints.

- Notify the public regarding alternative routes that may be available to avoid delays by use of electronic message signs if/when traffic is disrupted on Highway 1 and any other public roads providing the traveling public, on all modes, with current construction information and the availability of alternate travel routes

- Plan schedules to show hours of operation to minimize congestion during peak hours and special events. Ensure that appropriate warning signs are posted in advance of construction activities, alerting bicyclists and pedestrians to any closures of nonmotorized facilities.

- Notify administrators of police and fire stations, ambulance service providers, and recreational facility managers regarding the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable. Maintain access for emergency vehicles in and/or adjacent to roadways affected by construction activities at all times.

- Require the repair and restoration of affected roadway rights-of-way to their original condition after construction is completed.

Implementing Mitigation Measure 20-1 would reduce the potentially significant construction impacts associated with traffic hazards to a less-than-significant level.

With respect to the analysis of vehicle miles traveled (VMT) required under Section 15064.3(b) of the California Environmental Quality Act (CEQA) Guidelines, the proposed projects would not result in any increase in operations compared to existing conditions, and therefore, would not change vehicular travel demand during project operations. Additionally, the duration and intensity of construction activities have limited potential to generate substantial additional VMT.

Since the projects would not result in changes in use, the proposed projects would not change traffic operations, increase congestion, or reduce the effectiveness of, the local and regional transportation system. During construction only, for the access points used to access the proposed sites, the proposed project would only result in up to one to two truck trips per day and during the peak hour, a maximum of five trips would be added to area roadways. Mitigation Measure 20-1 is imposed to help manage construction-related traffic. During project operations, no more staff than those under existing conditions would be required for project operations and maintenance. This impact would be less than significant. Additionally, PWP projects would include improvements to bicycle and pedestrian access, avoiding any conflict with local and regional land use and transportation plans. Therefore, impacts related to conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities are less than significant.

Section 4.9 contains information about transportation impacts related to air quality and information related to the transport of hazardous materials and emergency

access can be found in Section 4.8. (see below LCP subsections and PWP Vol. III, EIR Chapter 20 "Transportation and Traffic" for more detailed information)

4.2.1.4 Utilities and Service Systems

As described in the PWP EIR, impacts related to water, wastewater and solid waste services would be less than significant or there would be no impact depending on the project. Operations and maintenance activities of the PWP would not result in changes to Park visitation; therefore, there would be no increase in water supply demand, wastewater generation, or solid waste generation above exiting conditions.(see below LCP subsections and PWP Vol. III, EIR Chapter 21 "Utilities and Service System" and Chapter 12 "Hydrology and Water Quality" for more detailed information).

4.2.1.5 Noise

Pursuant to the PWP EIR, operation of the PWP projects at all of the project sites would be the same as existing conditions and would not increase the noise level in the project area above the existing noise environment. However, the Phillips 66/ Southern Entrance Project would involve additional construction. Construction would be temporary and is anticipated to occur several years into the future, not likely concurrently with other projects. There is not enough information available regarding anticipated construction requirements and future operations currently.

Simultaneous operation of project construction equipment could generate combined intermittent noise levels. The exterior noise levels at the nearest sensitive receptors, which are individuals or groups of individuals who would be potentially affected by increases in noise levels (both ambient and short-duration noise), attributable to project construction is potentially significant. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise. Other examples of sensitive receptors include schools, libraries, and nursing homes. Exterior noise levels nearest sensitive receptors during project construction would be reduced with the implementation of Mitigation Measure Noise-1, as follows:

> **Mitigation Measure Noise-1:** Implement Noise Control Measures
>
> The County, the City, and the general construction contractor shall implement the following measures to reduce construction-generated noise:
>
> - Project construction activities shall be limited to 7 a.m. to 7 p.m. Monday through Friday, and only in the city of Grover Beach from 8 a.m. to 5 p.m. on Saturdays and Sundays and holidays. No construction is allowed on Sunday and Saturday in the SLO County and the City of Pismo Beach.
>
> - Construction staging areas shall be located as far from noise-sensitive uses as feasible.
>
> - Construction equipment and vehicles shall be fitted with efficient, well-maintained mufflers that reduce equipment noise emission levels at the project site. Internal combustion-powered equipment shall be equipped with properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed

manufacturers' specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise.

- Portable and stationary site support equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from nearby noise-sensitive receptors.
- Impact tools shall have the working area/impact area shrouded or shielded, with intake and exhaust ports on power equipment muffled or suppressed. This may necessitate the use of temporary or portable, application-specific noise shields or barriers.
- Construction equipment shall not be idled for extended periods (e.g., 15 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors.
- A disturbance coordinator shall be designated by the general contractor, which will post contact information in a conspicuous location near the entrance of the subject construction sites so that it is visible to nearby receivers most likely to be disturbed. The coordinator shall manage complaints resulting from the construction noise. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project proponent to ensure compliance with applicable standards.

Implementing this measure would minimize noise levels on adjacent land uses by ensuring the associated equipment is properly maintained, operated only when necessary and within allowable hours, and by maximizing distance between construction staging areas and nearby uses. This will reduce the impact of temporary, short-term construction noise; however, it is not possible to demonstrate that implementing Mitigation Measure Noise-1 would avoid significant construction noise impacts in every case. There is no additional feasible mitigation. Therefore, the impact is considered significant and unavoidable

The vibration generated by equipment is not anticipated to be excessive or significant. Therefore, short-term construction of the project would not expose persons to or generate excessive ground-borne noise or vibration. For these reasons, this impact would be less than significant.

Noise is a localized occurrence and attenuates rapidly with distance. Therefore, only cumulative development projects in the direct vicinity of the project sites could add to anticipated project-generated stationary-source noise, thus resulting in cumulative noise impacts. Construction noise is temporary, with no associated long-term operations to add to the permanent noise environment as a cumulative impact. (see below LCP subsections and PWP Vol. III, EIR Chapter 16 "Noise" for more detailed information)

4.2.2 Public Works Plan Policies

Policy PAR-1: Maximum Public Access. Maximum public access to and along coastal and inland recreational resources in the Pismo State Beach and Oceano Dunes State Vehicular Recreation Area shall be protected and enhanced, consistent with public safety and protection of sensitive coastal resource.

Policy PAR-2: Recreational Resource Protection. The recreational resources within Pismo State Beach and the Oceano Dunes State Vehicular Recreation Area support a wide range of public access and recreational opportunities in unique settings for visitors of diverse backgrounds, interests, ages, and abilities. These existing and proposed recreational resources as identified in this PWP shall be protected, and where feasible, expanded or enhanced as a resource of regional, state and national importance.

Policy PAR-3: Permitted Uses and Facility Improvements. The existing and proposed park facility improvements and uses described in this PWP shall be considered permitted uses for the park areas subject to the PWP. Park improvements and uses located within or adjacent to areas mapped as ESHA shall be sited and designed to avoid significant disruption of habitat values within ESHA. Park facility improvements and/or repair and maintenance of existing facilities resulting in unavoidable impacts to ESHA shall be mitigated pursuant to PWP EIR Mitigation Measure 7-1, "Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat."

Policy PAR-4: Park Access Points. All access points to the Park will be controlled. Primary access for off-road vehicles into the dunes will continue to be provided via Grand Avenue and Pier Avenue. Should a southern access be established, existing access via Grand Avenue and Pier Avenue may be modified or eliminated in coordination with the City of Grover Beach and the County of San Luis Obispo/Oceano community.

4.2.3 City of Pismo Beach LCP

4.2.3.1 Circulation Element Principles

P-1 Balanced Transportation: The quality of life and economic vitality of Pismo Beach is dependent upon a safe and efficiently operating circulation system providing for pedestrians, bicycles, trucks, automobiles and public transportation. Specific aspects of this system include:

c. Pedestrian and Bicycle

   Pedestrian walkways and bicycle paths are important elements of the circulation system and shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile.

d. Visitor Parking and Traffic

   Some street parking and traffic for regional daily visitors is accepted within the known constraints that the demand for beach parking may often exceed the supply when the weather and beach conditions are attractive. Within this context, however, the volume and regularity of parking and traffic intrusions in the residential areas should be minimized where practical.

4.2.3.2 Noise Element Principles

P-20 Noise Levels: The City will take actions to ensure that residents and workers in the city and visitors to the city will not be subjected to excessive levels of noise. Further, the City will protect the long-term values of both public and private investment by preventing the deterioration of properties as a result of incompatible noise intrusion.

4.2.3.3 Parks, Recreation, & Access Element Principles

P-21 Parks and Recreation Are Necessary For a Park Healthy Environment and Quality of Life: The preservation and development of parks, recreation programs and coastal access facilities are considered vital to:

a. Making the city an enjoyable and beautiful place to live, work, play and visit.

b. Providing park and recreation amenities for residents and visitors.

c. Maintaining a balanced healthy environment and quality of life for residents and visitors.

d. Supporting the area's economy.

P-22 Public Shoreline Access: The continued development and maintenance of public access to the Pismo Beach coastline shall be considered an integral and critical part of the city's parks and recreation program.

4.2.3.4 Circulation Element Policies

C-10 Bikeways Plan: Bikeways shall be located and classified as shown in Figure C-4. To the extent possible, bikeways shall tie into state routes and routes of adjoining communities. Permitted land uses adjacent to bicycle routes are shown on Figure LU-2, land use map. Population density and settlement patterns adjacent to the bikeways are identified in the Land Use Element. Bicyclists may utilize other methods of transportation as identified in the other Circulation Element policies. Public review and comment on the City's bikeway plan occurred throughout the General Plan update process, in which a minimum of 4 public hearings were held.

C-11 Bikeways Encouraged: Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency and the County of San Luis Obispo regional transportation plan.

The City Shall install bicycle storage facilities in public areas such as the beach and in parks and in other public facilities to encourage bicycle use. Bicycle storage facilities shall be considered as a required condition of approval for new development applications for proposed commercial hotel and major residential projects. Bike lanes shall be located near restrooms, drinking water, public telephones and air for bicycle tires.

In the renovation and/or new construction of City Hall, the City shall consider the installation of lockers, showers and secure bicycle storage facilities.

4.2.3.5 Land Use Element Policies

LU-8 Open Space: Open space land use designations include public parks and private lands intended to remain in open space or private parks. Open space lands shall not be developed intensively with buildings or other structures.

Pismo Creek Planning Area L Background

The Pismo Creek Planning Area consists of a year-round mobile home park (236 spaces), three recreational vehicle parks with 996 spaces, the state Department of Parks and Recreations North Beach Campground with 103 campsites, and related RV storage and repair.

The area includes the sensitive wetlands habitat at the mouth of Pismo Creek, riparian vegetation alongside the creek; sand dunes along the beach front and a monarch butterfly habitat area.

The major beach accesses are through the Pismo Coast Village Trailer Park and the North Beach Campground. The accesses are open to general use but are not marked. Both the trailer park and campground have constructed access ways over the delicate dune vegetation to reduce unnecessary foot traffic through this sensitive area. The public campground and the semiprivate trailer parks have recreational facilities for use by guests only. The beach is open for public recreational use but there are no restrooms, parking lots, fire rings or recreation equipment available for free public use.

LU-L1 Concept: The Pismo Creek area shall be designated Resort Commercial, Mobile Home Park and Open Space with land uses oriented to visitor-serving activities.

LU-L2 Pismo Creek: The creek area should be preserved in its natural state with special attention given to preserving scenic, recreational and education resources. More specifically:

a. The City should protect and enhance the riparian woodland along Pismo Creek for the purpose of improving the scenic quality as well as its ecological value.

b. The City should recommend to a state agency that the property adjacent to Pismo Creek mouth and those portions of properties located within the creek channel be acquired for open space or recreational use.

c. Public trails shall be developed along the entire length of Pismo Creek adjacent to both the RV parks and behind the 7-11 store.

d. The 7-11 store should be encouraged to remodel in keeping with the creek/recreation atmosphere.

e. Benches, paved paths, and signs should be provided for Pismo Creek trail and for the North Beach day-use area as soon as the access to these areas is established.

4.2.3.6 Noise Element Policies

N-3 Location of New Development & Noise-Sensitive Land Uses: New development shall not be permitted where the noise level, due to existing stationary sources, exceeds the standards of Table N-3; or the noise levels from existing or projected transportation noise exceeds the standards of Table N-4, unless effective noise mitigation measures have been incorporated into the development to reduce noise exposure to acceptable levels.

4.2.3.7 Parks, Recreation & Access Element Policies

Park and Recreation Standards and Plans

PR-1 Opportunities For All Ages, Incomes, and Life Styles: To fully utilize the natural advantages of Pismo Beach's location and climate, park and recreational opportunities for residents and visitors shall be provided for all ages, incomes and lifestyles. This means that:

a. The beach shall be free to the public.

b. Some parking and/or public transportation access to the beach shall be free to the public.

c. Recreational needs of children, teens, adults, persons with disabilities, elderly, visitors and others shall be accommodated to the extent resources and feasibility permit.

d. City residents need mini-parks, neighborhood parks, community parks, activity centers, special use and all-purpose parks.

PR-2 Ocean and Beach are the Principal Resources: The ocean beach and its environment is, and should continue to be, the principal recreation and visitor-serving feature in Pismo Beach. Oceanfront land shall be used for recreational and recreation-related uses whenever feasible.

PR-3 Parks and Recreation Policy Plan: The city Park and Open Space Policy Plan shall be as shown in Figure PR-l, as summarized in Table PR-l, and as set forth in the policies of this Element. The plan shows the conceptual system of parks and open spaces but is not intended to preclude additional areas of open space or parks as found appropriate through environmental reviews, the development process, and annexations.

PR-5 Multi-Use Path System (Trails): A system of public paths as delineated on Figure PR-2 shall be developed to connect the various parks, scenic aspects and open space of the city. Ideally the paths should be located within designated greenbelt areas. However, in areas of the community that have already been developed, the system can include sidewalks and right-of-way shoulders of less traveled streets.

The system should be delineated with signs, uniform landscaping, and pavement. Every attempt shall be made to interconnect city trails with those being developed by adjacent cities and the county. Key trail connections are shown for future annexation areas. Motorized vehicles shall not be permitted on trails, except as used by handicapped persons.

Rest areas, picnic areas, view platforms and similar facilities shall be located along the path systems. The ridge path should provide for equestrian use.

Implementation

PR-6 Retention of All Existing Parks and Dedicated Open Space: Any proposed loss of parks or dedicated open space areas shall be replaced at a minimum with the equivalent quality of acreage or facilities lost.

PR-7 Regional Parks and Trails: The City shall cooperate with Arroyo Grande, Grover City, San Luis Obispo County, and the State of California in the development of regional parks and trails adjoining or included in the city limits of Pismo Beach.

PR-10 Recreation Programs: Recreation programs to meet the needs of citizens and visitors shall be developed. These needs should be continuously monitored and programs adjusted as necessary over time.

Specific Sites & Facilities

PR-18 Pismo State Beach: The City should request the state Department of Parks & Recreation to amend the General Development Plan for Pismo State Beach to include both a day-use facility and parking areas in the vacant portions of the state park, as well as a marked access trail from the parking area to the beach and from State Highway 1. As part of this action, the state should conduct an archaeological reconnaissance of this area.

Access Component

PR-28 Access Signs Required: Signs should be located at all access points and streets leading to access points to assist the public in recognizing and using major coastal access points. Such signs should be designed and located for easy recognition.

PR-29 Specific Access Points: Specific area access programs for implementation of the general goals and policies are given in Table PR-4. These programs are given by access point and by neighborhood planning area within the City. Figure PR-4 identifies the location of these access points; the access points are shown on the figure by the number that corresponds to the access point as described in Table PR-4. This information shall be used in conjunction with specific plans.

PR-31 Boardwalk: A pedestrian beachfront boardwalk shall be constructed between Pismo Creek and Main Street. A beach pathway shall continue to Harloe Street.

PR-32 Motor Driven Vehicles on Beach Prohibited: Motor driven vehicles shall be prohibited access to the beaches within the city except for these purposes:

1. When performing necessary maintenance or emergency activities.

2. When conducting promotional activities, providing that such activities are (1) on a short-term basis; (2) limited to the hard sandy beaches; (3) do not adversely impact marine or other coastal resources, including the habitat of the intertidal area; (4) do not interfere with pedestrian beach access and use; and (5) the area disrupted as a result of such use shall be returned to its pre-existing condition.

4.2.3.8 Public Works Plan Consistency

The PWP projects would continue to protect and preserve open space, consistent with the City of Pismo Beach Park and Open Space Policy Plan, and habitat values of Pismo State Beach, as the City's primary resource for recreational and recreation-related uses for enjoyment by both residents and visitors (LCP Policy PR-2). The proposed PWP projects would protect, maintain and enhance existing public recreational facilities within the Park and, as directed by the LCP, seeks to maximize every opportunity to support free shoreline access (LCP Policy PR-1) and enhanced recreational opportunities and facilities, such as pedestrian access and bike trails, vehicle parking, restrooms, and interpretive and wayfinding sign improvements.

The proposed PWP improvements supports LCP policies, including P-1(c), P-21, C-11, LU-8, PR-2, and PR-28, by including small-scale interpretative and Park facilities to support public access and passive recreational uses. For example, the proposed Butterfly Grove Public Access Project will improve visitor access and amenities, including development of a small visitor/concession kiosk with restrooms, new Americans with Disabilities (ADA) compliant pedestrian entrance and foot path from State Route (SR) 1 (also referred to as Highway (Hwy) 1) to the Butterfly Grove's visitor gathering area, including interpretive and wayfinding signage; enhanced bike trails; installation of new and additional bike parking racks; installation of new and improvements to existing interpretive and wayfinding signage within the Butterfly Grove and along SR 1; new vehicle parking area; and a new visitor drop off/loading zone in front of the new pedestrian entrance as generally shown on Figure 4-1 and State Parks Butterfly Grove Public Access Project preliminary design drawing included in Appendix A, and described in Chapter 3. The city's bike trail runs along SR 1/Dolliver Street, connecting to the Butterfly Grove Public Access Project's proposed enhanced bike path that runs along the North Beach Campground and the Butterfly Grove boundary (see LCP Policies C-10, C-11, PR-5 and PR-7).

The North Beach Campground Facility Improvements Project includes replacing the deteriorating entrance kiosk. The existing kiosk has experienced repeated seasonal flooding from the adjacent creek, resulting in damage to the structure and mold growth. The rapidly deteriorating kiosk causes an undue burden on maintenance staff and could eventually result in health and safety concerns if left untreated. The new kiosk will be constructed at a higher elevation with an improved design and function as generally shown on Figure 4-1 and State Parks North Beach Campground Facility Improvements Project preliminary design drawing included in Appendix A, and described in Chapter 3.

Another proposed PWP improvement includes installing a seasonal floating pedestrian bridge across the Pismo Creek Estuary to better support pedestrian access to the beach for visitors camping at the adjacent Pismo Coast RV Resort. Installing the bridge would reduce the pedestrian impact on Pismo Creek from pedestrians wishing to walk up the coast by reducing bank erosion and providing a safe and convenient alternative to walking through the mouth of the creek (see project description in Chapter 3). This project also supports LCP Policy LU-L2. These facilities should be located and designed to support recreational and shoreline access for various user groups.

State Parks also conducts existing pedestrian access maintenance at Pismo State Beach and other pedestrian access points in the Park. As identified in LCP Policy P-22, the continued development and maintenance of public access to the Pismo Beach coastline is considered an integral and critical part of the city's parks and recreation program.

Table PR-1 and Figure PR-1 of the Pismo Beach LCP summarizes the City's existing and proposed parks, recreation and related open space lands, and Table PR-4 and Figure PR-4 of the LCP define smaller planning area access programs intended to implement the general goals and policies of the LCP. State Parks North Beach Campground and Butterfly Grove are identified in the LCP's Pismo Creek planning area with specific recommended access improvements. The Pismo Creek planning area identifies the North Beach Campground and Butterfly Grove to be maintained as open space with land uses oriented to visitor-serving activities, with limited trail and signage improvements to provide better access to the beach and day use facilities. The LCP recommends improved day uses for the North Beach

Campground and recommends improved visitor parking for the Butterfly Grove (LCP Policy CO-7). The proposed PWP improvements will serve to implement the city's LCP goals for these public access and recreational amenities. The Butterfly Grove Public Access Project includes a new, 2-hour limit parking area with 12 to 16 vehicle parking stalls, including ADA compliant parking stalls and pervious surfacing. The North Beach Campground Facility Improvements Project includes replacing the deteriorating entrance kiosk with a new kiosk at a higher elevation to avoid damage from flooding. The new kiosk will have an improved design and function in order to improve working conditions for State Parks staff, allowing staff to better assist Park visitors, and ensuring continued and enhanced operation.

Consistent with LCP Policy P-21 and PR-10, various recreational, interpretive and educational programs offered by State Parks staff and volunteers will be enhanced throughout the Park to meet the needs of all residents and visitors. For example, State Parks runs an interpretive program at the Butterfly Grove, which has grown from its infancy with a small number of visitors and docents to a much larger program today. Attendance at the Butterfly Grove has grown from 8,000 in 1987-88 to over 80,000 in recent years. Volunteers and staff provide information and host interpretive talks daily through the butterfly roosting season. Seasonal docent-led talks and butterfly telescope viewing opportunities further enhance Butterfly Grove visits. These educational experiences augment Butterfly Grove visits and provide a special connection to nature for both residents and visitors. State Parks does not charge an entrance fee to visit the Butterfly Grove. State Parks also runs an educational program for visiting school groups in the Butterfly Grove (since 2009) and the enhanced visitor amenities will better accommodate these program events.

Other interpretive activities in the Park include an annual "Monarch Day," junior ranger programs, campfire programs, and a social media presence. State Parks also conducts additional programing in local schools and brings its outreach to community events and groups throughout the local area (e.g. Moose lodge groups, elder care homes). State Parks is in the process of preparing an Oceano Dunes District Interpretation Master Plan (IMP). The IMP takes a long-term approach to interpretation planning for the District. The Plan will update and expand upon the goals and guidelines for interpretation and education in the Pismo State Beach and Oceano Dunes SVRA General Plan. It provides greater background and context of Park resources; analyzes existing conditions for delivering interpretive messaging and programs; and provides direction for enhancing and expanding interpretation and community outreach to meet visitor needs.

The proposed Butterfly Grove improvements will also continue to protect and preserve the existing eucalyptus grove and butterfly habitat and includes several measures to enhance the habitat including planting new sterile eucalyptus trees to replace deteriorating trees, moving the pedestrian entrance to plant a vegetative buffer to further protect the grove, enhancing the native plant garden to provide additional nectar resources for the butterflies, and moving and undergrounding the existing overhead utility lines along SR 1, depending upon further coordination with applicable agencies.

See section 4.2.1 and 4.2.2 regarding recreation, transportation, and noise policies and EIR findings. Per the PWP EIR, the North Beach Campground Facility Improvements Project and the Butterfly Grove Public Access Project will provide significant beneficial impacts on recreation by improving public access and existing low-cost overnight

recreation facilities at the campground and replacing the non-compliant ADA facilities and amenities. The Pismo Creek Estuary Seasonal (Floating) Bridge would provide a significant benefit to the public through improved public access to the beach. The Butterfly Grove Public Access Project will provide new ADA accessible amenities and visitor services, a safe vehicle parking area specifically for Butterfly Grove visitors (LCP Policy PR-18), and a visitor drop-off/loading zone. The EIR transportation impact analysis results and new parking area also support LCP Principle P-1(d), and State Parks will continue to coordinate with applicable agencies (e.g. California Department of Transportation (Caltrans)), as needed, regarding improved access into and out of the Butterfly Grove at SR 1. Adequate public services are available, as applicable, to serve the Park projects, all of which constitute high-priority coastal-dependent, public access, and recreational uses. The projects structures (e.g. kiosks, restrooms) would be required to incorporate California Fire Code requirements and OSHA fire suppression standards that would reduce the risk of fires and therefore, would not substantially increase the demand for fire protection services. Additionally, there would be no increased demand for law enforcement and emergency medical services. Utilities will be underground, where feasible, and the North Beach Campground Facility Improvements Project and Butterfly Grove Public Access Project would result in only minor increases in water use and wastewater flow and would not increase waste generation. The floating bridge project would not result in any increases related to utilities and service systems.

The PWP development projects and operation and maintenance activities are consistent with the City of Pismo Beach Local Coastal Program policies related to public access and recreation.

4.2.4 City of Grover Beach LCP

4.2.4.1 Public Access and Recreation Component Policies

5.7 Recommendations

A. MAXIMUM ACCESS

Ensure that maximum public coastal access be provided through:

1. Policies

    a. No future development shall be permitted which obstructs access to the dunes, beach and shoreline from Highway 1 within the City limits. New development west of Highway 1 shall provide access to the dunes, beach and shoreline if adequate access does not already exist nearby.

    b. The City, in cooperation with the California Department of Parks and Recreation and other public agencies and private interests, shall utilize all opportunities to provide additional public access except if it is inconsistent with public safety or the protection of fragile coastal resources or if adequate access exists nearby.

    c. The provision of vehicular and pedestrian access to the beach from Grand Avenue shall be maintained.

    d. The City should work with property owners, resource conservation agencies, the State of California, the adjoining cities, and the County to establish an interconnected

system of trails connecting open space resources with surrounding neighborhoods.

2. Actions

   a. The California Department of Parks and Recreation shall provide off-beach, off-road public parking in the general vicinity of the existing restaurant and the existing golf course. This area should have about 160 public parking spaces.

   b. The boardwalk across the dunes to the hard beach from the parking lot shall be maintained for pedestrians. The boardwalk shall be located in an area away from vegetated dunes and shall be of a raised wood decking and piling type of construction to allow sand movement under the decking.

   c. A special pedestrian ramp in the vicinity north of the existing ramp entrance to the beach at Grand Avenue should be provided with the cooperation of the California Department of Parks and Recreation. This ramp should provide access for the disabled.

   d. With the cooperation of the State Department of Parks and Recreation at a future date a pedestrian pier may be constructed perpendicular to the coastline and as an extension of Grand Avenue. Said pedestrian pier should be approximately 25-30 feet wide and of sufficient length to allow fishing beyond the area where the waves break. Said pier shall be so constructed as to allow emergency and maintenance vehicles to pass under to gain access to the pedestrian beach. The proposed pier shall also be properly lighted for public safety. Any such pier shall not detract from coastal views to and along the shoreline from the beach. Structural elements of such a pier shall be open to the greatest degree feasible to minimally obstruct views. Lighting shall be directed to the pier deck and shall be contained within the footprint of the pier to the greatest degree feasible.

   e. A boardwalk across the dunes that links the picnic area at the beach to a proposed beach front promenade in Pismo Beach should be provided for pedestrians, only if it minimizes disruption to and does not interfere with the dunes ecosystem and lagoon. The boardwalk shall conform with Americans with Disabilities Act standards for accessibility, maintain a high degree of user visual contact with the beach and ocean, and maintain safety and security on public and private properties.

   f. The City should prepare and adopt a Trail Plan to achieve the intent of Policy 5.7.A.1.d. Trail connections to be considered include a trail along Meadow Creek to Pismo Marsh, and a trail along the railroad right-of-way to the City of Pismo Beach with appropriate links to the regional DeAnza Trail.

B. PROTECTION OF PUBLIC SAFETY

Ensure that public access to the beach and shoreline is consistent with the protection of public safety.

1. Policies

a. The City, in cooperation with the California Department of Parks and Recreation and other public agencies, shall adopt and enforce public safety regulations and vehicle regulations on the beach.

b. City, in cooperation with the California Department of Parks and Recreation and other public agencies, shall take any actions necessary to minimize conflict between vehicular and non-vehicular beach uses and to reduce public safety hazards created by such conflicts.

2. Actions

a. The area between Grand Avenue and the City's northerly City limits shall remain designated for pedestrian uses only, except for emergency, law enforcement, and maintenance vehicles. Also excepting the area between Grand Avenue and 400' to the north to provide an area for emergency turnaround if the beach ramp is blocked by disabled vehicles. And furthermore, this 400' may be used by handicapped persons for on-beach parking and subsequent access to the pedestrian beach area. Enforcement of these provisions shall be made through appropriate signage and routine police patrol.

b. Through the cooperation of the California Department of Parks and Recreation, the cities of Pismo Beach and Grover Beach, and the County of San Luis Obispo, a control station should be provided at existing and future public entrances to Pismo State Beach and the Oceano Dunes Recreational Vehicle Area to facilitate control of vehicular beach use and apprehension of violators of State and local laws.

D. RECREATIONAL SUPPORT FACILITIES

Ensure that adequate parking and other recreational support facilities are available to the public.

1. Policies

a. Public amenities, such as public parking, additional public restrooms, day-use picnic units (20 minimum), and beach fire rings (20 minimum) shall be provided by the State Department of Parks and Recreation prior to or concurrent with the development proposed for the Coastal Visitor Serving area between LeSage Drive and Grand Avenue. The proposed 20 fire rings shall be placed on the pedestrian beach at the eastern edge of the intertidal zone out of the dune area.

b. Development in the Coastal Visitor Serving zone adjacent to the environmentally sensitive habitat area which will be sited and designed to prevent impacts which would significantly degrade such areas, shall provide additional public parking for beach users. Exact number of spaces designated for public use shall be determined at the time of project review and depend upon project size and feasibility.

2. Actions

a. In cooperation with the California Department of Parks and Recreation additional trash receptacles shall be provided and maintained near the cul-de-sac of LeSage Drive

and on both sides of Grand Avenue near the ramp entrance. Trash receptacles should also be provided at intervals of 300 feet along the beach itself, particularly north of Grand Avenue. Trash should be collected at least weekly and daily during peak beach use periods.

b. Existing and future sanitation stations shall be well signed in the vicinity of the beach and on all coastal access routes. The provision of the existing public dumping station with sewer services by the San Luis Obispo County Sanitation District should be facilitated to make more hours of station service economically feasible.

c. The State Department of Parks and Recreation shall maintain an entrance facility to the Pismo Beach State Park. Said facility to be located on Grand Avenue right of way. The City shall make this R.O.W. available to the State Parks and Recreation either through easement or abandonment.

d. In cooperation with the California Department of Parks and Recreation, the parking lot and picnic area shall be landscaped with species that are drought tolerant and if feasible, with native species, and a water-conserving irrigation system installed. Landscaping shall be maintained in a healthy, growing condition, shall receive regular pruning, fertilizing, mowing, and trimming, and shall be kept free of weeds and debris. Any damaged, dead, or decaying plant material shall be replaced within thirty days from the date of damage.

E. PUBLIC VISITOR-SERVING AND RECREATION FACILITIES

Ensure the protection of lower cost visitor and recreational facilities.

1. Policies

a. Any fees charged in the future in connection with Pismo State Beach facilities within Grover Beach boundaries should be minimal and shall be related directly to the cost of providing specific services to beach users. Fees should not at any time be applied for access to or use of any part of the beach by either pedestrian visitors or vehicles.

b. Existing public recreational facilities should be preserved. The City in cooperation with the California Department of Parks and Recreation should pursue every opportunity to provide additional lower-cost recreational facilities.

2. Actions

a. The area presently occupied by the LeSage Riviera Golf Course shall remain designated for open-space, low intensity public visitor-serving and recreation facilities only.

b. With the cooperation of the California Department of Parks and Recreation, fire rings should be provided at intervals along the beach north of Grand Avenue near the foot of the dunes.

F. VISITOR-SERVING AND RECREATIONAL FACILITIES

Ensure that commercial visitor-serving and recreational uses are given priority over residential, general industrial and general commercial development on lands suitable for visitor-serving commercial, public recreational access, and beach-related uses.

G. RECREATIONAL DEMAND FOR PUBLIC SERVICES

Ensure that adequate public services are available for recreational and visitor serving, beach-related uses, now and in the future.

Policy: The City shall reserve a percentage of its water, sewer and street capacities for use by beach-related recreation and visitor-oriented developments and land uses.

H. PROMOTION OF VISITOR SERVING FACILITIES

Create an identity for the City that will enhance its image as a tourist destination.

Policies:

a. City will promote the City's tourist amenities including the Oceano Dunes State Vehicular Recreational Area, Pismo State Beach, monarch butterfly preserve, and Amtrak train service.

b. The City will establish entry monuments at major City entrances to identify Grover Beach, and provide signage directing visitors to coastal access locations, key amenities such as the train station and dune access.

4.2.4.2 Circulation Component Policies

6.7 Recommendations

Circulation

2. Action: In cooperation with the California Department of Transportation, Transportation Management Strategies recommended by the State for Grand Avenue should be implemented to reduce present and future conflicts between design capacity and peak use demand on this street.

4. Policy: To protect public access to the shoreline and reserve limited road capacity for coastal priority uses, development shall be required to identify and appropriately offset all circulation impacts, with preference given to mitigation measures designed to improve public recreational access and visitor-serving circulation.

5. Policy: All development shall be sited and designed to maximize public recreational access opportunities, including through providing meaningful and useful connections to and from roads, trails, and other such facilities and areas that provide access to and through the City's coastal zone and along the shoreline. Development shall accommodate all modes of circulation (including vehicular, pedestrian, bicycle, etc.) in a way that facilitates and enhances public recreational access to and along the shoreline.

6. Policy: In compliance with Section 30254 of the Coastal Act, proposed new development within the Coastal Zone that provides: services to coastal-dependent land uses; essential public services; basic industries vital to the economic health of the regions, state, or nation; public recreation; commercial recreation, and visitor-serving land uses, shall be given priority over other development in the Coastal Zone in the event that existing or planned public works facilities serving the Coastal Zone can accommodate only limited amounts of new development.

4.2.4.3 Public Works Plan Consistency

The PWP projects and programs would ensure that sustainable maximum public coastal access is provided and protected for the variety of user groups including pedestrians, equestrians and those accessing the OHV riding area to camp and recreate per Grover Beach LCP policies. State Parks currently supports LCP policies, including providing off-beach, off-road public parking at Grand Avenue; maintaining a pedestrian boardwalk and ramp entrance; and providing pedestrian and vehicular access to the beach. The PWP projects and programs would further protect, maintain and enhance existing public recreational facilities and add new recreational facilities that further the City's LCP policies to promote its tourist amenities, including Oceano Dunes SVRA, Pismo State Beach, including the Butterfly Grove (see LCP consistency analysis for Pismo Beach above), and improve waste management and safety within the Park.

As stated in the Grover Beach LCP Section 5.0, "Public Access and Recreation Component," Subsection 5.2.2 "Beach Access," there are two permanent entrance stations to the beach. Per a CDP 4-82-300 condition by the Coastal Commission, in 1994 State Parks prepared a Pismo State Beach and Oceano Dunes SVRA General Plan Amendment/EIR to identify the least environmentally damaging entrance corridor and staging area to the Pismo [Oceano] Dunes SVRA. The EIR was prepared in compliance with the provisions of the CEQA. Based on the findings of the EIR, it was determined that State Parks OHMVRD should continue to utilize both Grand Avenue and Pier Avenue as entrance points for the Oceano Dunes SVRA as they were the least damaging alternatives. Subsequently, the Grover Beach LCP was amended, changing the Oceano Dunes SVRA entrance stations at Grand Avenue and Pier Avenue from temporary to permanent entrance stations. The amended LCP was certified by the Coastal Commission.

Consistent with the Grover Beach LCP, the Grand Avenue Entrance and Lifeguard Tower Project would enhance vehicular access at Grand Avenue in Grover Beach that better supports Park operations and vehicular and pedestrian public access to the Park by replacing the existing outdated entrance station with a new kiosk. Per LCP Section 5.7, "Recommendations", Item A " Maximum Access," Item B, "Protection of Public Safety," and Item D, " Recreational Support Facilities," the State Department of Parks and Recreation shall maintain pedestrian and vehicle access, and vehicle entrance facility or "control station" to the Pismo State Beach on Grand Avenue right of way. Existing public recreational facilities will be preserved. There is no specific land use designation for the right of way in the LCP. Per LCP Policy, the City shall make this right of way available to the State Parks and Recreation either through easement or abandonment.

The new kiosk will be ADA compliant and include features such as a restroom, staff workspace, sliding window and public contact counter, regulatory signage, and ADA accessible walkways and parking adjacent to the kiosk, as generally shown in Figure 4-1 and the preliminary design drawings included in Appendix A, and described in Chapter 3. Improved design

and function will also allow Park staff to use current technology that improves operation efficiencies and to better assist Park visitors. Additionally, following direction of the Grover Beach LCP, the PWP projects seek to maximize every opportunity to provide additional free or low-cost recreational facilities (LCP Section 5.7, Item E "Public Visitor-Serving and Recreation Facilities") by implementing new walking/hiking, picnicking and nature viewing amenities with the Pismo State Beach Boardwalk Project, while also pursuing tent and RV camping improvements in adjacent coastal communities.

The new ADA compliant boardwalk will be in the city's coastal open space zone and open space/resource conservation land use area, providing free passive recreation opportunities and dune vegetation protection. The boardwalk will provide a substantial internal public access to the dunes, beach and shoreline, and for the public trail system within the Park and to adjacent neighborhoods (See LCP Section 5.7, Item A). The new elevated beach boardwalk would be an extension of the existing boardwalk at Grand Avenue, with views of the beach and ocean and a series of key beach access points, extending 1.1 miles downcoast and connecting to the Pier Avenue entrance in Oceano. The boardwalk will then run parallel with Strand Way in Oceano providing additional pedestrian access for Park visitors and local community neighborhood residents to Pismo State Beach. The new boardwalk will also have two small loops that extend inland providing an alternative to the main boardwalk with additional views of native dune vegetation. Access to and along the new boardwalk would include installation of wayfinding and informational signage at key points along the boardwalk. The boardwalk will also have bumpouts with picnic tables, benches, and group gathering areas; entry areas; and beach access points. The new boardwalk would be located and designed to maintain a sufficient distance between the boardwalk and the existing equestrian trail and would include a bridge over equestrian trails and the existing maintenance road to avoid potential conflicts between users. The boardwalk will also be aligned in a manner that requires removal of non-native plants while minimizing removal and impacts on native dune vegetation. The non-native plants will be replaced with native dune vegetation to encourage sand dune morphology and improve habitat value.

The area by the Pismo Beach (formerly LeSage Riviera) Golf Course, remains open-space, low intensity public visitor-serving and recreation facilities only. The proposed PWP improvements would continue to protect and preserve the Pismo State Beach area between Grand Avenue and the northerly City limits as a non-vehicular use area, except where specifically allowed per the LCP (See Section 5.7, Item B). South of Grand Avenue, public vehicular beach use would continue to be limited to street-legal vehicles along the established route to the Oceano Dunes SVRA beach camping and OHV riding area. This vehicular travel route is designated Coastal Vehicular Beach Zone (CVB) in the LCP. The CVB zone specifically applies to the area adjacent to the beach, generally south of the West Grand Avenue terminus. The CVB provides an area in which vehicular beach activities are allowed which will not significantly disrupt native vegetation or sensitive habitat areas. Additionally, the boardwalk will improve safety by providing segregation of recreational uses (LCP Section 5.7, Item B) and improved dune vegetation protection.

Proposed PWP programs include installing additional signage to supplement existing and ongoing Park enforcement and continuing staff and volunteer patrol programs for management of vehicular use and restrictions (LCP Section 5.7, Item B). State Parks provides ranger, lifeguard, and park aide patrols to enforce regulations, provide park

information, and greet visitors. Both Pismo State Beach and Oceano Dunes SVRA are subject to regular ranger and Park aide patrols throughout areas that are open to the public. Patrols are for public safety and vehicular rule enforcement. Patrols are conducted mainly via vehicles, such as pick-up trucks, all-terrain vehicles (ATVs), and recreational off-road vehicles (ROVs). Except for emergency responders, vehicles must always obey a 15-miles-per-hour (mph) speed limit while on the shoreline. Emergency response is also provided by State Parks public safety staff for incidents such as accidents, injuries, distressed vessels, search and rescue. State Parks further provides American Safety Institute (ASI) courses, including ATV and recreational utility vehicle (RUV) courses and education. Additionally, the new Grand Avenue Lifeguard Tower as generally shown in Figure 4-1 and the preliminary design drawing included in Appendix A, and described in Chapter 3, will be constructed on top of the existing restrooms near the entrance kiosk. The lifeguard tower will be constructed on top of the existing restroom building near the entrance kiosk, which will require improvements to the restrooms and to bring the building up to code. By building onto the existing restroom structure, the lifeguard tower will reach the required height for proper observations of the beachfront. The project will provide lifeguards with an elevated and unobstructed one-half mile view of Pismo State Beach. Currently, providing lifeguard coverage of Pismo State Beach requires the transport and installation of temporary observation towers. These towers are installed seasonally (for three to five months) during the busiest months of the year, from the end of May through August. During the off-season, the public still uses the beach, but there is no permanent observation facility for lifeguards. The permanent lifeguard tower will allow preventative and responsive aquatic public safety response. The structure will provide space for medical and first aid to Park visitors, an information center for visitors, ADA accessible restrooms, and an office for lifeguards to perform administrative functions.

State Parks currently provides and manages trash bins in the non-motorized portion of Pismo State Beach and in Oceano Dunes SVRA. Garbage pickup is occasionally also required along various creeks or other areas where trash collects, for which trash collection is completed on foot with handheld trash bags. Since May 2020, staff has been replacing existing open container trash cans with lids. Twenty (20) additional/replacement galvanized trash cans with lids have also been added. These new trash cans have been spread throughout the beach and day use areas. Proposed PWP programs include installation of additional receptacles and managing trash receptacles to improve efficiency and the visitor experience. Such actions would include providing wayfinding and informational signage at all staging and beach access and entry areas and exploring contracting for waste removal services. (See LCP Section 5.7, Item D).

The new and enhanced entrance station and trail (boardwalk) connections would improve overall mobility to Pismo State Beach and thereby assist with offsetting circulation impacts along Grand Avenue, while continuing to prioritize public recreational access to and along the shoreline. The new permanent lifeguard tower would also provide year-round safety enhancements and improved waste management will improve efficiency, visual value, and the visitor experience. All PWP projects will support LCP Section 5.7, Item H, “Promotion of Visitor Serving Facilities,” to create an identity for the City that will enhance its image as a tourist destination, by enhancing and adding tourist amenities within Pismo State Beach, including the Butterfly Grove, and the Oceano Dunes State Vehicular Recreational Area. As stated in the Grover Beach LCP, the drive-on beach camping is one of the beach’s most unique visitor attractions.

See section 4.2.1 and 4.2.2 regarding recreation, transportation, and noise policies and EIR findings. Pursuant to the PWP EIR, the Pier Avenue Entrance and Lifeguard Tower and the Pismo State Beach Boardwalk will provide significant beneficial impacts on recreation by improving public access and safety, replacing non-compliant ADA accessible facilities and amenities, and providing a new accessible amenity. The Pismo State Beach Boardwalk Project will also create a new pedestrian recreation opportunity in sensitive coastal areas that were previously closed to the public, while protecting dune vegetation. Adequate public services are available to serve the Park projects, as applicable, all of which constitute high-priority coastal-dependent, public access, and recreational uses. The projects structures (e.g. kiosks, restrooms, lifeguard tower) would be required to incorporate California Fire Code requirements and OSHA fire suppression standards that would reduce the risk of fires and therefore, would not substantially increase the demand for fire protection services. Additionally, there would be no increased demand for law enforcement and emergency medical services. The Grand Avenue Entrance and Lifeguard Tower project would result in only minor increases in water use and wastewater flow and would not increase waste generation. Utilities will be underground, where feasible. The Pismo State Beach Boardwalk project would not result in any increases related to utilities and service systems.

The PWP development projects and operations and maintenance activities are consistent with the City of Grover Beach Local Coastal Program policies related to public access and recreation.

4.2.5 San Luis Obispo County LCP

4.2.5.1 Coastal Plan Policies

Chapter 3 Recreation and Visitor-Serving Facilities

San Luis Bay/South County Planning Areas

Policies for Recreation and Visitor-Serving Facilities

Policy 1 Recreation Opportunities: Coastal recreational and visitor-serving facilities, especially lower-cost facilities, shall be protected, encouraged and where feasible provided by both public and private means. Removal or conversion of existing lower cost facilities and opportunities in areas designated with the "V" Visitor Serving Overlay in the LUE shall be prohibited unless the use will be replaced by a facility offering comparable visitor serving or recreational opportunities. Visitor-serving facilities include all lodging establishments included in the definition of Hotels, Motels in Chapter 7 of Framework for Planning of the Land Use Element and Local Coastal Plan; provided that hotels and motels which are condominium or planned development projects may be approved only where specifically identified as an allowable use by planning area standards of the Land Use Element and Local Coastal Plan. The new construction of non-visitor-serving or non-principally permitted uses shall only be permitted if it can be found that they would not prejudice the provision of adequate visitor-serving facilities to meet the foreseeable demand over the next 20 years. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.] [Amended 1992, Ord. 2544]

Policy 3 Low Cost Facilities: Larger visitor-serving projects shall make provisions for services which are geared to a range of costs, including low cost facilities. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 5 Coordination with Local Government - Priority for Development of State Park Holdings: The State Department of Parks and Recreation should give high priority to development of existing holdings unless undertaken for environmental protection only. Future acquisitions for park expansion should occur in conjunction with an approved development plan. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 6 County Review of State Park Plans: The State Department of Parks and Recreation shall submit a Master Plan for county approval before implementation of State Park General Development Plans. Subsequent site development plans will be reviewed and approved based on their consistency with the Master Plan and other applicable LCP regulations and sensitivity of planning for carrying capacity of the area and habitat protection. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 7 Low Cost Facilities within State Parks: The State Department of Parks and Recreation should provide lower cost recreation facilities such as overnight camping and youth hostels where possible. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

4.2.5.2 Oceano Specific Plan Policies

3 Vision, Goals, Core Values

Core Value: Noise, Access, & Traffic

8. Oceano has a quiet atmosphere; this should be protected in the future. One specific example of nuisance noise is excessive loud music blaring from vehicles. The Town should promote noise standards to help maintain the peaceful environment.

9. The Town's location, particularly with its proximity to the beach, is viewed as an important asset. However, vehicular access through the community is a growing concern. The Specific Plan will evaluate the existing and projected traffic levels to provide for improved circulation.

10. Truck routes (and truck parking) should be reviewed periodically to fit the changing dynamics of the community; to better control conflicts between trucks and other traffic; and to minimize impacts on residential areas.

11. In addition to automobile circulation, the Specific Plan should address other transportation modes. Of particular interest in Oceano are safe and convenient pedestrian connections, an expanded bicycle route system and additional transit opportunities. Increasing the frequency of buses, having longer hours, affordable fares and more convenient stops is desirable for the Town's existing transit system.

Core Values: Public Safety & Public Facilities

16. Citizens repeatedly cited law enforcement and fire services as important positive elements in Oceano. The Specific Plan should be sensitive to providing adequate facilities and staffing for public protection as the Town grows into the future.

17. Better street lighting, underground utilities, road maintenance, storm drainage, curbs, gutters, crosswalks, and sidewalks are needed in many parts of the community.

18. The Town can also foster this valued sense of community by providing places for social activities and interaction, through parks and recreational facilities, public open spaces and plazas, and by supporting community festivities and events.

19. The quality of life for all residents is critically important, but enhancing the opportunities for the community's children is key. The Specific Plan should help address the needs of Oceano's youth. Examples include coordinated Town/school district planning for schools and related educational facilities; providing for adequate parks and recreational programs; encouraging a wider variety of activities for youths; planning for safe and efficient transit.

20. The Specific Plan should support and enhance the Town's parks and recreational facilities and programs. Expanding the range of family-oriented recreational facilities will be important; many people would like to see, for example, a community swimming pool, boardwalk on the beach, and bike trails.

21. In the future, education and information access will be even more important. A library is valuable in these areas. The Town, school district and County should work towards ensuring that a library is accessible to Oceano's residents.

22. Conservation of natural resources including, but not limited to, the dunes, creeks, lagoon, and air resources.

23. Oceano has one of two entrances to the Oceano Dunes State Vehicular Recreation Area (SVRA) popular to off-road vehicle use of the dunes; the other entrance is north of Oceano in Grover Beach. Safety concerns have been raised over the presence of vehicles on the beach (and interaction with pedestrians). The future of vehicular use of the beach and potential for establishing a pedestrian-only portion of the beach should be addressed in the Specific Plan.

4 Strategies for Achieving Goals, Reinforcing Core Values

Commercial Development: Concept Plan for Pier Avenue

Goals for the Area

For the foreseeable future, this area will continue to be the gateway to the beach for vehicles. As long as that is the case, there will be large volumes of recreational vehicles on Pier Avenue. Pier Avenue should be developed with visitor serving uses and provide accommodations for tourists to the area. This area provides one of the few access points to this twenty plus mile stretch of beach on the central coast. Parking should be improved and expanded to allow for more pedestrian use of the beach. In addition, sidewalks and remote parking should be enhanced so it is easier to park farther away and walk to the beach. Future plans for expansion of parking lots north of Pier Avenue must recognize the existence of sensitive dune habitats in those locations. Parking lot expansions shall include measures to ensure protection of the dunes consistent with all LCP resource protection policies.

Many residents have worked for the creation of an aquarium in Oceano on or near Pier Avenue. The aquarium would provide visitor serving activities and a focus for this part of the community.

Much of the Pier Avenue area is located within airport safety zones. Approval of plans in these areas is subject to review by the Airport Land Use Commission. Guidelines for these safety zones may result in restrictions related to type and intensity of development.

Gateway

The intersection of Highway 1 and Pier Avenue should be landscaped to provide a "gateway" to the beach, letting the traveler know that this is the appropriate route to the beach.

Commercial Development

An opportunity should be provided for the entire area north of Pier Avenue by the beach to be developed into a coherent commercial area with shops, restaurants and perhaps a hotel. This plan anticipates the redevelopment of the RV park on the north side of Pier Avenue with commercial activities.

Pier Avenue Beach Access

Thousands of visitors travel Pier Avenue each year on their way to the beach and the State Off-Road Vehicular Recreational Area (SVRA). This traffic creates conflicts for pedestrians and residents. It brings noise and sand into the area. Oceano would support a study conducted by the County or state to evaluate the best ways to control this traffic and improve the quality of the area for tourists, residents, beach-going pedestrians, and recreational vehicles.

Circulation

Oceano is primarily a residential community that is cut by a major regional roadway, Highway 1. The bulk of the community's traffic is generated at the local residential road level and then flows to the arterials that connect to the adjacent highway. The roads and other transportation facilities within Oceano operate at relatively good service levels, except for congestion experienced during weekends, holidays and summer months on Pier Avenue at the entrance to the State Beach.

Pedestrian Connections to the Beach

Creek to Beach Trail

Getting to the beach on foot from the Downtown is daunting. The long way is up over the railroad bridge to Pier Avenue along a heavily traveled route. The short cut eventually gets you to the dike along Arroyo Grande Creek down to the beach in front of Strand. This way is the preferred approach for the community, but has several impediments. The traveler must cross Highway 1, cross the railroad tracks, walk along undefined road edges through an industrial packing plant, and navigate several turns before making it to the dike on the Arroyo Grande Creek. The Specific Plan proposes more defined access through signage and paving which will be usable by pedestrians, bicycles, and horses. Access could be developed in conjunction with the Juan Bautista de Anza Trail and the Arroyo Grande Creek trail (of which this would be a part) proposed in the County Trails Plan and shown in the graphic above. Access across airport property may require an easement. New access routes must be sited and designed to avoid impacts to coastal resources, such as coastal streams and riparian areas, wetlands, and dunes.

Strand Avenue & Pier Avenue

The County holds a 60-foot right of way (mapped as Strand Avenue) on the west side of the Oceano Beach tract (parallel to and west of the existing homes along Strand

Way). This area is currently inundated with wind-blown sand. According to personal accounts, the area was maintained through sand removal efforts until the early 1990s. Sand currently intrudes onto private property in the area. The community would like a walkway, similar to Pismo Beach, which offers safe passage for pedestrians and a means to control sand.

Alternative Transportation

Bicycling

Bicycling is a popular form of recreation, exercise, shopping and commuting. Bicycling can provide an alternative mode of transportation that is nonpolluting, efficient, inexpensive, and convenient for short trips and health promoting. Bicycle routes are currently limited to Highway One. Programs are recommended to bring bikeways to the beach and through the community. Development of trails proposed in the County Trails Plan will also extend bicycle service throughout the community.

5 Programs, Guidelines and Standards

Public Improvements

1. Annual Clean-up Programs, Education, Code Enforcement. Institute or continue the following:

    - Continue annual clean-up program for Oceano. Establish the program as a regular community event to foster pride in Oceano. Besides trash removal, house painting and landscaping programs should be developed.

    - Develop education program to broaden the activities for trash removal. Use the newspaper and regular mailings to inform citizens of opportunities for property enhancement.

    - Enforce property maintenance and nuisance regulations. Work with the County to monitor violations.

6. Sand Maintenance. Allow for the removal of sand from roadways and residences near the shore in areas where the use of appropriate native vegetative cover and/or other sand stabilization techniques have not been adequate to maximize access and recreation activities and protect dune habitats. Work with the Coastal Commission to develop the appropriate approach, establish agency responsibility and obtain the necessary permits.

Pier Avenue

21. Specific Design Components. Consistent with the coastal resource protection policies of the LCP, implement the following components illustrated in the conceptual plan for Pier Avenue:

    - Regularly spaced broad leaf evergreen street trees, unique street lighting, and casual themed street furniture which will all stand up to the elements (wind, sand, salt air)

    - Drop Off Zone for retail shoppers

- Pedestrian passages through commercial development on the north side of Pier Avenue to parking areas
- A pedestrian only boardwalk with vista points/lookout areas at street ends on Strand Avenue, a paper street with a 60 foot ROW to the west of the existing homes on Strand Way
- Shared parking lot on the north side of Pier Avenue, designed to minimize impacts on sensitive dune habitat
- Minimal points of access off of Pier Ave
- Landscaping – street trees and planters
- Mixed Use encouraged
- Public restrooms
- Review Airport Land Use Plan for consistency and ensure projects are consistent with airport safety requirements

Circulation

26. Pier Avenue Beach Access. Conduct a study to evaluate the best ways to control traffic on the western end of Pier Avenue and improve the quality of the area for tourists, residents and beach-going pedestrians.

Pedestrian Connections to the Beach.

28. Creek to Beach Trail. Improve the pedestrian crossing of Front Street near Beach Street. Improve pedestrian access through the packing shed industrial area. Provide signage to Arroyo Grande Creek trail. Maintain Arroyo Grande Creek trail to beach. Provide lagoon crossing that is sited and designed consistent with all LCP resource protection policies.

29. Strand Avenue & Pier Avenue Pedestrian Walk. Design, permit and construct a boardwalk or similar appurtenance along Strand Avenue right-of-way from Pier Avenue to the southern end of the residences. Add plantings to keep sand away from homes and roads.

4.2.5.3 San Luis Bay Area Plan Policies

Chapter 4: Circulation

A. ROADS

Pier Avenue, Roosevelt Drive - Improve to urban collector standards. Initiate a street tree program and provide bikeways along the Pier Avenue/Roosevelt Drive alignment from the beachfront to Highway 1.

B. OTHER TRANSPORTATION MODES

Bikeways

Several roadways in the county should be improved to include Class II bike lanes as part of future improvement projects. A Class II bike lane is located within the right-of-

way of the road at the edge of the vehicle lanes and the recommended width is 5 to 6 feet. On arterial highways bicycles should be separated as far as possible from motor vehicle traffic. Bike lanes as wide as 8 feet, or separated Class I bikeways, are needed on such roadways as: San Luis Bay Drive; Cave Landing Road from San Luis Bay Drive to Shell Beach Road at the Pismo Beach city limits; Shell Beach Road to Highway 1; and along Highway 1 from Pismo Beach through Oceano. Class II or III bikeways are recommended on: Price Canyon Road; Lopez Drive; Highway 227; Los Berros Road; and on Highway 1 from Oceano onto the Nipomo Mesa.

C. PLANNING AREA CIRCULATION PROGRAMS

Areawide

1. Bikeways. The county Engineering Department should work with the State Department of Transportation where necessary to develop Class I bikeways on San Luis Bay Drive, Cave Landing Road and along Highway 1 in Oceano, and Class II bikeways on Price Canyon Road, Lopez Drive, Highway 227, Los Berros Road, and Highway 1 from Oceano to the Nipomo Mesa.

2. Trails. In areas where there is interest in establishing equestrian trails, the county should work with equestrian groups, property owners, and agriculturalists to determine if rights-of-way may be secured to serve this need while respecting adjacent uses and ownership.

Chapter 6 Land Use

F. OCEANO URBAN AREA

Recreation

Pismo State Beach is immediately adjacent to the Oceano urban area and provides trailer and campsites located between the protective beach dunes and Oceano lagoon. It is so popular that it is filled to capacity year-round. The beach front environment provides for many activities, including swimming, surfing, sun-bathing, clamming, fishing, hiking and camping. Oceano is also one of the major gateways for dune buggy and beach driving, with Pier Avenue the major access route. Vehicle use of the beach and dunes has led to many conflicts between recreation users of the area. There is a need to prohibit camping on the beach and also to provide adequate sanitary facilities, including refuse and litter control.

G. PLANNING AREA LAND USE PROGRAMS

OCEANO URBAN AREA PROGRAMS

Recreation

4. Pismo State Park. The county should encourage the State to provide the following facilities and services in Pismo State Park:

    a. Expand and improve parking areas, establish restrooms and trash and litter disposal areas.

    b. Develop a coordinated program between the State and county to effectively supervise beach activities and to maintain the beach areas in a safe and sanitary condition.

c. Establish an RV sewage disposal station at a location satisfactory to the South County Sanitation District and the county Health Department.

4.2.5.4 South County Area Plan Policies

Chapter 6 Land Use

A. RURAL AREA LAND USE

Open Space

The area designated as Open Space within the Nipomo Dunes is identified for the preservation of the sensitive dune habitats. This area represents an important buffer zone to protect the vegetated back dunes and dune lakes. This buffer is necessary to protect the sensitive habitat from two adjacent uses: the off-road vehicular use to the west in the Pismo Beach State Vehicular Recreation Area; and the oil refinery operations to the east. Only passive recreational activities that are consistent with protection of the sensitive habitat will be permitted. (LCP)

Recreation

Most of the lands designated in the Recreation land use category are located in the dunes and wetlands adjacent to the coast. The ocean, beaches and dunes are the principal tourist attractions of the South County. (LCP)

The coastal dunes are proposed by the State Department of Parks and Recreation for an expansion of the Pismo State Park and State Vehicular Recreation Area. These two contiguous state park units encompass over 2,000 acres of beaches, wetlands, and sand dunes. Combined, the state beach and vehicular recreation areas are the major visitor attraction within the coastal zone with over three million visitors per year according to the State Department of Parks and Recreation. Providing a wide variety of recreation opportunities, the parks are famous for clamming and driving on the beach and recreational vehicle use within the Dunes. Existing facilities include a golf course and two developed campgrounds. A major staging area must be developed to serve as the primary access to the dunes for offroad vehicle users. Alternate camping areas, habitat buffers, and identified off-highway vehicle use areas must be addressed in revisions to the General Development Plan for this state park unit. Detailed standards by which the General Development Plan will be measured are found in the Planning Area Standards chapter. (LCP)

C. PLANNING AREA LAND USE PROGRAMS

Rural Area Programs

Recreation

4. Dune and Beach Access. The county should work with the State to provide for improved access corridors to the dunes and beach areas. (LCP)

5. Pismo Beach State Park - Expansion. The county should encourage continued expansion, improved management and development of Pismo Beach State Park to include Oso Flaco Lake, Little Oso Flaco Lake and Coreopsis Lake. (LCP**)**

Open Space: The following standards apply only to lands within the Open Space land use category in the rural portions of the planning area.

1. Limitation of Use. This area shall be maintained in its natural state to provide a buffer from the off-road vehicular area to the west and to afford protection to the refinery area to the east. Only authorized vehicles used for maintenance purposes are permitted, except for special off-road events which may be permitted if the lease between Union Oil and State Parks is renegotiated. (LCP)

Recreation: The following standards apply only to lands within the Recreation land use category in the rural portions of the planning area.

Pismo State Beach and State Vehicular Recreation Area. Standards 4 through 13 apply to the development of the Pismo State Beach and State Vehicular Recreation Areas. (LCP)

4. General Development Plan Revisions. The General Development Plan (GDP) shall be revised in accordance with the Local Coastal Plan. The plan should identify a variety of recreational opportunities with use areas separated where possible to minimize conflicts. Passive recreational uses and nature study uses should be provided for in the sensitive vegetated areas restricted from OHV use. (LCP)

   Approval of the GDP for inclusion into the County's LCP, or approval of a coastal development permit for a development within either Pismo Beach State Park or the Pismo Dunes State Vehicular Recreation Area, shall be subject to a finding that the State Department of Parks and Recreation is making a commitment for sufficient manpower to ensure resource protection, ordinance enforcement and access control in conformance with the conditions of Coastal Development Permit No. 4-82-30A. Should the terms and conditions of the coastal permit not be enforced or accomplished or should they not be sufficient to regulate the use in a manner consistent with the protection of resources, public health and safety and community values, then under the county's police powers, the imposition of an interim moratorium on ORV use may be necessary to protect resources while long-range planning, development of facilities and requisition of equipment and manpower is completed. (LCP)

5. Access Control. All access points to the park facility will be controlled. Primary access for off-road vehicles into the dunes will be as indicated in Coastal Development Permit No. 4-82-30A. (LCP)

6. Noise Control. Noise control measures shall be required for ORV use in proximity to natural preserve areas. (LCP)

7. Alternative Camping Areas. Alternative camping areas subject to the numerical limitations of Coastal Development Permit No. 4-82-30A may be appropriate in the dunes area and beach. These are dependent upon assurance that scattered sites will still allow for adequate environmental protection throughout the dunes. (LCP)

   Back dunes camping areas shall be identified at locations outside of the buffers. Adequate sanitary facilities shall be provided. These back dunes camping areas shall be for tent camping or camping from four-wheel drive vehicles that can gain access to them. With provision of adequate improved facilities, heavier units (which would have a

greater environmental impact when accessing the dunes) should make use of the designated staging area. For major events such as hill climbs and competitions, state parks may authorize special access from the Oso Flaco causeway where it can ensure that adequate habitat protection exists. (LCP)

Beach camping in conformance with the numerical limitations of Coastal Development Permit No. 4-82-30A shall be permitted where it can be established that: a) administration of the entire park unit would not be adversely affected, b) control of total users can be maintained within acceptable carrying enforcement/ capacity. The General Development Plan must identify area(s) for beach camping which would minimize conflicts with other users of the sandy beach. (It is estimated each campsite can accommodate from five to eight persons). Consistent with the provisions of Coastal Development Permit No. 4-82-30A, this limit can be adjusted either upward or downward based on monitoring of the impacts of this use. (LCP)

In addition, to the camping facilities for ORV users, the GDP must identify overnight and day use areas for non-ORV users, including hikers, horseback riding, etc. (LCP)

Peak OHV use on the six major weekends must be closely monitored to evaluate the impacts. Monitoring data shall be reviewed jointly by State Department of Parks and Recreation, the county, Department of Fish and Game and the Coastal Commission on an annual basis. Long-term reduction of the peak use may be necessary to ensure adequate resource protection. (LCP)

10. Administration of County Holdings. The county-owned land south of the dune preserve shall be administered through a memorandum of understanding between the county and the State Department of Parks and Recreation. Management of the facility has been assigned to the State. This shall be reexamined periodically to establish the most appropriate management capability. (LCP)

11. Cooperative Education Programs with ORV User Groups. The Department of Parks and Recreation shall continue and where needed expand the dune users education program. This may include distribution of maps at major access points, identifying user areas and natural buffer areas. Involvement by local and state ORV groups are essential supplements to ensuring proper dune use. (LCP)

13. Other Recreation Users. Non-ORV-dependent uses such as camping, hiking trails, and passive use areas shall be identified and developed. Equestrian centers shall be identified. Parking areas for this day use shall be incorporated. (LCP)

4.2.5.5 Public Works Plan Consistency

Implementation of the PWP and the PWP site-specific and small development projects are consistent with Coastal Plan Policies 1, 3, 5 and 7 related to the encouragement and protection of coastal recreational and visitor-serving facilities, including lower-cost facilities such as overnight camping, as described below. The Park's drive-on beach camping is one of the Park's most unique and low-cost visitor attractions.

Consistent with the Oceano Specific Plan, implementation of the PWP and proposed PWP projects and programs would further support the Oceano community goals for protection, maintenance and enhancement of Pismo State Beach and Oceano Dunes SVRA, open space and habitat value for use and enjoyment by both the community and visitors, and fostering a sense of community by providing places for family-oriented and social activities and interaction through parks and recreational facilities, including a new boardwalk. In addition, various recreational, interpretive and educational programs offered by State Parks staff and volunteers will continue to be offered throughout the Park to meet the needs of both community residents and visitors (Oceano Specific Plan Policies 18 through 20).

The Pier Avenue Entrance and Lifeguard Tower Project would better support Park operations and vehicular and pedestrian public access to the Park by replacing the existing outdated entrance station with a new kiosk. The kiosk will be identical to the proposed entrance kiosk at Grand Avenue. The new kiosk will be ADA compliant and include features such as a restroom, staff workspace, sliding window and public contact counter, regulatory signage, and ADA accessible walkways and parking adjacent to the kiosk, as generally shown in Figure 4-1 and the preliminary design drawings included in Appendix A, and described in Chapter 3. Improved design and function will also allow Park staff to use current technology that improves operation efficiencies and to better assist Park visitors.

As described in the Oceano Specific Plan, to minimize traffic impacts on the community and facilitate entry onto the beach and to the Oceano Dunes SVRA, including the off-highway vehicle (OHV) staging and riding area, State Parks funded over $1 million in improvements on Pier Avenue, which is a County-owned road. Past improvements have included widening to four lanes, installation of traffic signals, and beach entrance improvements. The proposed entrance station would further improve overall mobility to the Park and thereby assist with offsetting circulation impacts along Pier Avenue (see Oceano Specific Plan Section 4, “Strategies for Achieving Goals, Reinforcing Core Values,” “Circulation” and Policy 26 under Section 5, “Programs, Guidelines and Standards”), while continuing to prioritize public access to low-cost recreational opportunities along the shoreline. Additionally, State Parks has identified another potential vehicular access and OHV staging area for the southern portion of the Park, the Phillips 66/Southern Entrance and Oso Flaco Improvement Project.

Consistent with Oceano Specific Plan Policy 6, “Sand Maintenance,” and Policy 29, “Strand Avenue & Pier Avenue Pedestrian Walk” under Section 5, and “Strand Avenue & Pier Avenue”, under Section 4, State Parks conducts street sweeping along Pier Avenue and contracts with a private company that sweeps up to Air Park Way (about 1,000 feet inland). State Parks also provides in lieu fees to the County for sweeping the remainder of Pier Avenue and installs wind fencing to control natural sand drift from the beach onto public roads, parking areas, and other structures such as residences that front the southern portion of Pismo State Beach (see Chapter 3 Section 3.4.71).

Consistent with the Oceano Specific Plan Section 3, “Vision, Goals, Core Values,” Policy 16, State Parks public engagement and protection efforts includes the provision of rangers, lifeguards, and Park aide patrols to enforce regulations, provide Park information, and greet visitors within the Park. Emergency response is also provided by State Parks public safety staff, for incidents such as accidents, injuries, distressed vessels, search and rescue. State Parks

further provides American Safety Institute (ASI) courses, including ATV and recreational utility vehicle (RUV) courses and education. The proposed permanent lifeguard tower near the Pier Avenue entrance station will allow preventative and responsive aquatic public safety response. The structure will provide space for medical and first aid to Park visitors, an information center for visitors, ADA accessible restrooms, and an office for lifeguards to perform administrative functions. The lifeguard tower will be similar to the proposed Grand Avenue lifeguard tower in Grover Beach, and will provide the same features and visitor amenities as generally shown in Figure 4-1 and the preliminary design drawing included in Appendix A, and described in Chapter 3. The lifeguard tower will be constructed on top of the existing restroom building near the entrance kiosk, which will require making improvements to the restrooms and bringing the building up to code. The project will provide lifeguards with an elevated and unobstructed one-half mile view of beach. Currently, providing lifeguard coverage requires the transport and installation of temporary observation towers seasonally (for three to five months) during the busiest months of the year, from the end of May through August. During the off-season, the public still uses the beach, but there is no permanent observation facility for lifeguards.

The new ADA compliant Pismo State Beach Boardwalk, as generally shown in Figure 4-1 and the preliminary design drawing included in Appendix A and described in Chapter 3. will provide a substantial internal public access improvement for the public trail system within the Park and to adjacent neighborhoods (See Oceano Specific Plan Section 4, “Strand Avenue & Pier Avenue” and Section 5, Policy 29 “Strand Avenue & Pier Avenue Pedestrian Walk”). The new elevated beach boardwalk would be an extension of the existing boardwalk at Grand Avenue, with views of the beach and ocean and a series of key beach access points, extending 1.1 miles downcoast and connecting to the Pier Avenue entrance in Oceano. The boardwalk will then run parallel with Strand Way in Oceano providing additional pedestrian access for Park visitors and local community residents to Pismo State Beach. The new boardwalk will also have two small loops that extend inland providing an alternative to the main boardwalk with additional views of native dune vegetation. Access to and along the new boardwalk would include installation of wayfinding and informational signage at key points along the boardwalk. The boardwalk will also have bumpouts with spotting scopes, picnic tables, benches, group gathering areas, and trash receptacles; entry areas; and beach access points. The boardwalk will be aligned in a manner that requires removal of non-native plants while minimizing removal and impacts on native dune vegetation. The non-native plants will be replaced with native dune vegetation to encourage sand dune morphology and improve habitat value. Additionally, the boardwalk will improve safety by providing segregation of recreational uses, improved passage for pedestrians and dune vegetation protection, addressing Oceano Specific Plan Section 3, Policies 22 and 23 and San Luis Bay Area Plan Chapter 6, “Land Use, F. Oceano Urban Area.”

PWP projects would also enhance community efforts to provide a clean community and improved public safety in the area of Pier Avenue (Oceano Specific Plan Section 3, Policy 16 and San Luis Bay Area Plan Chapter 6, “Land Use G. Planning Area Land Use Programs”). Both Pismo State Beach and Oceano Dunes SVRA are subject to regular ranger and park aide patrols throughout areas that are open to the public. Patrols are for public safety and vehicular rule enforcement. Patrols are conducted mainly via vehicles, such as pick-up trucks, all-terrain vehicles (ATVs), and ROVs. Except for emergency responders, vehicles must always obey a 15-miles-per-hour (mph) speed limit while on the shoreline and in camping and

developed areas; no formal speed limit is in place in the dunes when away from occupied beach campsites. Proposed PWP programs include installing additional signage to supplement existing and ongoing Park enforcement and continuing staff and volunteer patrol programs for management of vehicular use and restrictions. The Park Corporation Yard Improvement Project, as generally shown in Figure 4-1 and the preliminary design drawing included in Appendix A, and described in Chapter 3, will accommodate Park staffing and operational needs and thereby support beach patrol and maintenance activities. The improvements also include an alternative staff access road which will link the Corporation Yard with the beach and allow for more efficient emergency response access.

State Parks currently provides and manages trash bins in Pismo State Beach and Oceano Dunes SVRA. Garbage pickup is occasionally also required along various creeks or other areas where trash collects, for which trash collection is completed on foot with handheld trash bags. Since May 2020, staff has been replacing existing open container trash cans with lids. Twenty (20) additional/replacement galvanized trash cans with lids have also been added. These new trash cans have been spread throughout the beach and day use areas. PWP programs include installation of additional receptacles and managing trash receptacles to improve efficiency and the visitor experience (See San Luis Bay Area Plan Chapter 6, "Land Use, F. Oceano Urban Area" and "G. Planning Area Land Use Programs") Such actions would include increasing waste receptacles and providing wayfinding and informational signage at all staging and beach access and entry areas and exploring contracting for waste removal services (also see Section 4.7.4.2 Oceano Specific Plan consistency analysis for coastal visual resources).

Additionally, the Oceano Dunes SVRA maintains an area at Post 2 where the Park stages large 20 cubic yard dumpsters for trash generated in the Park. State Parks is in the process of designing an enclosed dumpster area to be placed at Post 2 as generally shown on Figure 4-1 and described in Chapter 3. The exclosure may have four mesh or screened walls, a roof, door, and space for 4 dumpsters. The walls may be movable to allow for heavy equipment access to the dumpsters. Visitors would enter the building through a door. This design would allow for the wind to pass through, keep out wildlife, and catch wind-blown trash. The restroom building at Pier Avenue will also be improved through the Pier Avenue Lifeguard Tower Project and south of Arroyo Grande Creek, chemical and vault toilets are available for Oceano Dunes SVRA beach camping and day-use recreation areas.

An informational kiosk referred to as the Safety and Education Center exists on the beach between Posts 4 and 5, as generally shown on Figure 4-1 and described in Chapter 3. This existing facility is a metal lattice frame with educational signs. A solar powered call box is present as well. The kiosk may be replaced in the same location, or a more suitable nearby location, with a similar structure, and certain upgrades are desired to improve function, circulation and accessibility, and to provide additional site elements. Key functions of the site would include a destination space with site amenities; space for educational programs, signage and orientations; and meeting/gathering area for visitors, groups, and staff. Once upgraded, the site could serve as a potential event location and as an OHV rider stopping point before entering the sand highway in the OHV riding area. The site would not have water, sewer or electricity.

State Parks will also install the 40 Acre Riding Trail (see Figure 4-1 and the project description in Chapter 3). Starting in the 1980s, State Parks staff planted native dune vegetation at the southern end of the Park in a dune area to protect what was deemed vulnerable to sand movement into Oso Flaco Lake. The area is called the "40 Acres" site, was open to OHV activity prior to the project and is currently closed. Installation of a trail system would include planting vegetation to control sand movement. The project would restore motorized vehicle recreation opportunities to the area, while continuing to reduce the potential for sand movement at Oso Flaco Lake. The proposed OHV trail would be installed with protective fencing to clearly delineate the trail from sensitive habitat areas, and any planted dune vegetation removal conducted to install the trail would be appropriately mitigated within the Park.

Portions of the Park within the South County Area Plan are designated Recreation, Agriculture and Open Space pursuant to the County's LCP. With few exceptions, land areas included in the designated Oceano Dunes SVRA riding, day use and beach camping area are designated Recreation to reflect the historic and ongoing recreational uses of these areas. The proposed PWP would ensure that areas designated as Open Space within the Nipomo Dunes are protected and maintained as an important buffer zone to protect the vegetated back dunes and dune lakes.

The Oceano Campground is located on Pier Avenue and is adjacent to the Oceano Dunes District Visitor Center complex. The Oceano Campground Infrastructure Improvement Project will replace and re-arrange the existing recreation vehicle (RV) camping area to improve circulation and ease traffic, upgrade RV hookups (electricity, water, sewer), add Wi-Fi, and provide amenities to maximize the visitor experience (metal fire rings, accessible picnic tables, native trees and shrubs) as generally shown in Figure 4-1 and the preliminary design drawing included in Appendix A, and described in Chapter 3. Additionally, the Oceano Campground Campfire Center Replacement project would make improvements to the existing campfire center in the campground and install required ADA accessible features. The project would replace the existing stage, screen podium, and fire ring; install an accessible projector stand and podium; replace existing benches with accessible companion seating; install an accessible path of travel through the site and to the stage; update existing utilities including power, lighting, water and Wi-Fi; and add staff parking and improved signage.

As stated in the Oceano Specific Plan, the Town's location, with its proximity and one of few access points to the beach, is viewed as an important asset, and because of the volume of recreational vehicles on Pier Avenue traveling to the beach has planned for enhanced visitor-serving uses and improved public infrastructure. Pier Avenue development would include coherent commercial areas with shops, restaurants and hotels, expanded parking, enhanced sidewalks, and landscaping. Implementation of the PWP and PWP projects are consistent with the Oceano Specific Plan goals and policies by enhancing the County's unique tourist amenities, the Oceano Dunes SVRA and Pismo State Beach, including the Butterfly Grove (see Section 4.2.3 and 4.2.4 for Pismo Beach and Grover Beach area improvement projects), for current and future visitors and residents. State Parks will continue coordinating with the Oceano community, the County, and Caltrans to explore options to improve traffic flow to and for better connecting the Oceano community with the Park, including funding opportunities to improve streetscape and pedestrian facilities and trails to provide safe access for inland residents across Highway 1 to the beach (See Oceano Specific Plan Policies

9 and 11 under Section 3 and the "Commercial Development: Concept Plan for Pier Avenue" under Section 4 about goals for the area, Pier Avenue beach access, and circulation).

The Oso Flaco (Initial) Improvement Project would support increased recreational activities in the southern portion of Oceano Dunes SVRA as envisioned and authorized in the 1975 Pismo State Beach and Oceano Dunes SVRA General Plan. Both the initial and future project phases would expand non-motorized recreation opportunities and access. Additionally, the future project phase will provide OHV access to OHV riding area via a new southern entrance, a riding trail will extend from the camping area, over Oso Flaco Creek, through the adjacent field and into the back dunes to the OHV riding area. There are two location options currently being explored. One of the options uses a short section of property outside of current Park land. It should be noted that these routes are conceptual at this point and have not been studied in the field to a level that would allow site specific analysis. These options are included in the future Oso Flaco Improvement Project at a conceptual level only. Both options would require a more detailed opportunity and constraint analysis, siting, design, impact analysis, environmental compliance, and permitting.

The Project would develop a southern Park destination spot that enhances day-use and low-cost overnight camping options (primitive camping in the initial phase and developed campground in a future phase), and expands visitor amenities with a formal parking area, restrooms, larger shaded canopy seating area with picnic tables, barbeques, open field for educational games and activities, concession area, native plant habitat garden for educational purposes, and wayfinding and interpretive signage. The project will also include new pedestrian trails linking to the existing trail network, a bike loop, and extensive restored areas, including temporary open meadows (initial phase only) and upland restoration areas. Additionally, the project will provide new entrance kiosks, a Park support and general-purpose building, and a Park maintenance and operations facilities area for State Parks staff allowing the provision of 24/7 on-site Park operational support. (See the preliminary design and concept drawing included in Appendix A and detailed project description in Chapter 3). The project would mitigate for the reduction of campsites on the beach and pursue OHV access from the campground.

The existing boardwalk that extends over Oso Flaco Lake will likely need to be replaced at least once during the PWP term, replacing all or significant sections of the boardwalk (see Figure 4-1 and the project description in Chapter 3).

Additionally, the Phillips 66/Southern Entrance Project is in the conceptual planning phase as generally shown in Figure 4-1 and concept drawing included in Appendix A and described in Chapter 3. If the project were to be implemented, it would support increased recreational activities in the southern portion of Oceano Dunes SVRA as envisioned and authorized in the 1975 General Plan. These projects would have a significant beneficial impact on recreation by improving public access and providing new low cost overnight accommodations on the coast. If the property becomes available for acquisition, the PWP proposes new facilities be constructed there for District operations including camping, educational programs, OHV safety training, concessions, special events, visitor engagement, and additional OHV and non-motorized recreation. Benefits of project include mitigating the reduction of beach campsites; providing a dedicated OHV access and staging area into the SVRA;

redirecting OHV traffic crossing away from Arroyo Grande Creek; creating new OHV recreation opportunities; improving park operations facilities; creating new pedestrian and equestrian trails; enhancing habitat and resource protection; and, developing new science and cultural education opportunities. These larger visitor-serving projects shall make provisions for services which are geared to a range of costs, including low cost facilities (see Coastal Plan Policies 3 and 5).

Lastly, State Parks is consistent with the community's goal for enhancing opportunities for youth, including educational facilities and recreational programs State Parks provides educational amenities throughout the Park, including educational panels, audio tour locations, and multi-language materials, and enhances outreach efforts to underserved communities, including youth, tribal parties, and lower-income residents The Oceano Dunes District Interpretation Master Plan (IMP) serves as a road map that guides development of interpretive facilities, programs, and media at the Park. The IMP strives to celebrate and protect the cultural, natural, and recreational heritage of the Park, while addressing the needs and interests of Park visitors. Currently, the Oceano Dunes District's primary interpretive facility is the Oceano Dunes District Visitor Center located along Pier Avenue in Oceano. Exhibits highlight natural and cultural resources, as well as recreational activities. The Oceano Dunes Junior Lifeguard Program also provides quality water safety education. (also see Section 4.2.2 City of Pismo Beach LCP Consistency for additional State Parks education program information) State Parks youth and educational programs supports Oceano Specific Plan Policy 21 under Section 3.

See section 4.2.1 regarding recreation, transportation, and noise policies and EIR findings. Pursuant to the PWP EIR, the Pier Avenue Entrance and Lifeguard Tower Project, the Pismo State Beach Boardwalk Project, the Oceano Campground Infrastructure Improvement Project, the Oso Flaco Improvement Project, the Phillips 66/Southern Entrance Project, and the smaller development projects including the 40 Acre Riding Trail, Safety and Education Center replacement, Oso Flaco Boardwalk replacement, Oceano Campground campfire center replacement, and the trash exclosure and beach trash management will provide significant beneficial impacts on recreation. The projects will be adding and improving public access, day-use recreational amenities, and low-cost overnight recreation facilities; replacing non-compliant ADA facilities and amenities; improving safety and waste management; providing new and improved educational programs and facilities, as well as wayfinding and interpretive signage; and adding bike paths. The Corporation Yard will have a beneficial impact by re-routing the existing maintenance road (which currently runs through the Oceano Campground) to avoid impacts resulting from maintenance vehicles and heavy equipment traveling through the campground, and improve emergency response access to the beach.

Adequate public services are available, as applicable, to serve the Park projects, all of which constitute high-priority coastal-dependent, public access, and recreational uses. The projects structures (e.g. kiosks, restrooms, Park administrative buildings) would be required to incorporate California Fire Code requirements and OSHA fire suppression standards that would reduce the risk of fires and therefore, would not substantially increase the demand for fire protection services. Additionally, the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project interior circulation networks will be designed according to local and State standards to provide emergency access and all new facilities would be accessible using standard fire equipment. Incorporation of California Fire Code

requirements, OSHA fire suppression and emergency medical services standards, and compliance with California Public Resources Code fire safety regulations would reduce the dependence on San Luis Obispo County Fire Department equipment and personnel by reducing fire hazards.

Additionally, although there would be increased use of previously inaccessible areas of the Oceano Dunes SVRA related to the Oso Flaco Improvement Project, the Phillips 66/Southern Entrance Project, and the 40 Acre Riding Trail, PWP programs include enhancing enforcement, enhancing staff and volunteer patrol programs, and installing additional signage to assist with management of vehicular use and restrictions. Rangers and Park aide patrols would continue to patrol the Oceano Dunes SVRA and would continue to be supported by the San Luis Obispo County Sheriff's Department South County Patrol Division and San Luis Ambulance should an emergency require outside attention. San Luis Ambulance maintains two four-wheel drive ambulances capable of handling the sandy terrain common to the dunes. Additionally, the 40 Acre Riding Trail is anticipated to be focused on community- and family-oriented OHV uses. The family-focused atmosphere and focus on novice and intermediate riding conditions at the SVRA would help minimize the risk of potential emergency and security situations.

The Oceano Campground Infrastructure Improvements Project and Pismo State Beach Boardwalk Project would not include any new development that would require water supply or wastewater treatment and would not increase Park visitation or other development that would increase solid waste generation as compared to existing conditions. The Pier Avenue Entrance and Lifeguard Tower Project and the Park Corporation Yard Improvement Project would result in only minor increases in water supply and wastewater flows and would not result in an increased in Park visitation or other development that results in increase solid waste generation as compared to existing conditions.

The Oceano Campground Campfire Center Replacement project, Oso Flaco Lake Boardwalk Replacement project, Safety and Education Center Replacement Project, and the 40 Acre Riding Trail Installation project would not include any new development that would require water supply or wastewater treatment, and would not generate a substantial waste that would exceed local infrastructure capacity or impairment of solid waste reduction goals or other federal, state, and local management and reduction statutes and regulations.

A new groundwater well would be required at both the Oso Flaco Improvement Project site and the Phillips 66/Southern Entrance Project site to supply potable water and non-potable irrigation water. However, the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not substantially decrease the groundwater supplies available to serve existing and reasonably foreseeable future development during normal, dry, and multiple dry years. Additionally, the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project would not generate solid waste in excess of State of local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reductions goals or other federal, state, and local management and reduction statutes and regulations. The South San Luis Obispo County Sanitary District Wastewater Treatment Plant would have adequate capacity to treat wastewater flows generated by the projects. All new utilities will be located underground, where feasible. Utilities will be underground, where feasible. Adequate public services are available, as applicable, to serve the Park projects, all of which constitute high-priority coastal-dependent, public access, and recreational uses.

With the exception of future, second phase improvements proposed for Oso Flaco Lake (RV camping, vehicle tent camping, cabins etc.) and the Phillips 66/Southern Entrance Project, all proposed PWP improvements are consistent with the Park's General Plan, and proposed PWP improvements will further the goals of the County's LCP by providing for a variety of additional recreational opportunities including low-cost camping and day-use amenities, new habitat buffers, and passive recreational uses. The Oso Flaco (Future) Improvement Project and Phillips 66/Southern Entrance Project are subject to a Pismo State Beach and Oceano Dunes SVRA General Plan amendment.

The PWP development projects and operations and maintenance activities are consistent with the County of San Luis Obispo Local Coastal Program policies related to public access and recreation.

4.2.6 Coastal Act Public Access and Recreation Policies

4.2.6.1 Public Access

Section 30210 Access; recreational opportunities; posting

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 Development not to interfere with access

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212 New development projects

(a). Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated access shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Coastal Act Section 30212.5 Public facilities; distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method

for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Section 30214 Implementation of public access policies; legislative intent

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Recreation

Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

4.2.6.2 PWP Consistency

Consistent with Coastal Act Sections 30210 and 30213, the proposed PWP will enhance high-priority low-cost public access and recreational resources by providing new and

enhanced public access opportunities to and within the Park extending from within the City of Pismo Beach into the South County area of San Luis Obispo County. The PWP includes trail connections and bicycle amenities in various locations throughout the park via the Butterfly Grove Public Access Project, the Pismo State Beach Boardwalk Project, the Oso Flaco Improvement Project, the Phillips 66/Southern Entrance Project, and the entrance improvements at Grand Avenue and Pier Avenue, including the potential to take entry traffic off community streets with further analysis and pursuit of the southern entrance and OHV staging location. The PWP provides for improvement of existing trail corridors and development of several new coastal trails and support facilities which would substantially enhance public access and recreational opportunities within the Park. The PWP also includes specific public access improvements to and along the shoreline, critical recreational support facilities, new and enhanced low-cost overnight facilities and various public outreach and educational programs, which will serve to maximize public access opportunities for visitors with diverse backgrounds, interests, ages, and abilities.

Consistent with Coastal Act Section 30210, to provide recreational opportunities for all people, all of the proposed PWP improvements and programs are designed to increase the level of accessibility to and within the Park. The PWP includes public outreach programs and operational elements that support special public outreach and educational opportunities, as well as the administrative infrastructure necessary to operate specialized public outreach programs and to ensure that maximum public access and recreational opportunities are provided for all visitors. The proposed public access, recreational support facilities and public programs will expand recreational opportunities to serve a variety of visitors, including visitors with diverse abilities, disadvantaged youth, and other underserved and underrepresented communities and groups.

Consistent with Section 30212.5, the PWP includes development of a number of support facilities to support access to and use of the Park, including public parking, trailhead improvements at the Butterfly Grove in Pismo Beach, along the Pismo State Beach Boardwalk project within Grover Beach and the community of Oceano, at Oso Flaco Lake and potentially at the Phillips 66/Southern Entrance Project site. Public amenity improvements include trash receptacles, restrooms, potable water, picnic areas, gathering locations, and infrastructure improvements to support Park operations and maintenance personnel necessary to maintain parklands and recreational areas.

The proposed PWP improvements and programs would ensure that areas suited for the Park's variety of public access and recreational uses are protected and enhanced to support those uses, while ensuring that sensitive resources areas are preserved to the maximum extent feasible.

Proposed improvements have been located and designed in consideration of topographic, geologic, cultural and natural resource constraints, as well as minimizing conflicts with adjacent communities and between various user groups. New trail and Park improvements within the City of Pismo Beach, City of Grover Beach and the community of Oceano include primarily small-scale and low-intensity uses consisting of access trails, a shoreline pedestrian boardwalk, public parking and Park entrance improvements, public restrooms, education kiosks, interpretative and wayfinding signage and trash collection facilities, all sited and designed to be non-invasive on the natural topography and to minimize impacts

to sensitive habitat areas. The proposed Pier Avenue and Grand Avenue Entrances and Lifeguard Towers Project, Park Corporation Yard Improvement Project, North Beach Campground Facility Improvements Project, and the Oceano Campground Infrastructure Project would occur within existing, developed footprints and would therefore minimize impacts to sensitive resources. Entrance station improvements at Grand Avenue and Pier Avenue include installing additional regulatory signage, education kiosks, and waste receptacles. All access points to the Park will continue to be controlled with primary, permanent access for vehicles provided at the improved Grand Avenue and Pier Avenue entrances, as State Parks continues to explore the Phillips 66/Southern Entrance Project as an alternative vehicular access and OHV staging location (identified in the County's LCP as the Alternative 4 – East of Railroad (Phillips 66) site).

Within the southern portion of the Park, the proposed PWP improvements include maintaining and significantly enhancing active and passive low-cost recreational uses within the Oceano Dunes SVRA with the proposed Oso Flaco Improvement Project, which would accommodate new day-use, low-cost overnight camping options and expanded visitor amenities with new hiking and biking trails, wayfinding and interpretive signage, and educational facilities. Future opportunities have also been identified to further expand recreational opportunities at Oso Flaco with new RV and drive-in camping, and cabins, among other improvements.

The proposed PWP would continue to limit beach camping, vehicular day use and OHV use to existing and historically disturbed, non-vegetated and previously permitted areas, consistent with requirements of prior Coastal Commission actions certifying the County's LCP and in authorizing ongoing OHV use pursuant to CDP 4-82-300, as amended. The 40 Acre Riding Trail Installation project would be located in areas previously used as an OHV riding area and later actively vegetated by State Parks personnel to address sand migration impacts to the sensitive habitat areas of Oso Flaco Lake. This area would continue to be managed as planted dune habitat to protect sensitive resources of Oso Flaco Lake in conjunction with reintroducing a limited and controlled 2-mile riding OHV trail located to maintain a significant buffer for Oso Flaco Lake.

The proposed PWP includes several measures to ensure that natural Park areas potentially subject to degradation resulting from intense and/or unrestricted use are addressed and fully mitigated. The PWP's fencing program, along with ongoing signage efforts, will be maintained to preclude vehicular access in the Dune Lakes, Oso Flaco Lake and other sensitive habitat areas. Fences and barriers will continue to be installed, maintained, and removed on a regular basis including perimeter fencing around vegetation islands and sensitive habitat areas. A cable boundary fence is also located on the shoreline along the southern boundary of the Oceano Dunes SVRA riding area at Post 8 to prevent vehicular and equestrian intrusion into sensitive habitats near Oso Flaco Lake. Oceano Dunes District seasonally closes Western snowy plover (SNPL) and California Least Tern (CLTE) breeding habitat to vehicle and pedestrian use with wire mesh or symbolic fencing (only used in the non-riding areas of the Park like the Oso Flaco Lakes Day Use Area). Fencing is signed with information about the nesting program. With PWP approval and implementation, beach camping, vehicular day use and OHV use would be closely monitored and managed, pursuant to the Adaptive Management Program described in Chapter 3, to ensure a proper balance between resource management, recreational use, and visitor experience is maintained for the Park.

The PWP also includes improved management and safety programs that involve installing two permanent lifeguard towers and additional signage to supplement existing and ongoing Park enforcement, staff and volunteer programs for supervising use areas and implementing significant habitat restoration efforts.

All sensitive habitat areas within the Park would continue to be protected and enhanced as part of the Park's ongoing habitat restoration program, permitted per the Coastal Commission-approved CDP 4-82-300, as amended. The habitat restoration program includes dune stabilization projects implemented annually to control sand movement within vegetated areas of the dunes and sand encroachment into other sensitive habitat areas, and various other restoration efforts that maintain the integrity of native dune and riparian habitats throughout the Park. These habitat restoration efforts are implemented in conjunction with an aggressive invasive plant and animal control program and comprehensive habitat, special-status species and water quality monitoring systems, described in more detail in Section 4.3, Environmentally Sensitive Habitat Area and Special-Status Species, and Section 4.4, Marine Resources: Water Quality. The Park's unique opportunities for sensitive habitat and special-status species protection, enhancement and monitoring programs have consistently demonstrated a high-level of success due, in part, to significant resources made available by the OHV Trust Fund.

Finally, the PWP's support facilities will ensure that adequate facilities are provided and maintained to manage public parking, trailhead, day-use and camp areas, to accommodate trash and waste generation at Park areas, and to ensure that adequate facilities necessary to support personnel and store equipment to maintain the Park are provided. These measures will ensure that public use of the park is maximized in a way that maintains park areas and sensitive resources such that they remain desirable destination areas for visitors.

The proposed PWP would have a beneficial impact on coastal public access and recreational opportunities for all people, providing new low-cost recreational improvements, including trail/hiking and bicycle amenities, overnight facilities, day use areas, and public outreach and educational programs. The PWP also includes a number of support facilities distributed throughout the Park, which will support public use and enjoyment of the park and serve to mitigate potential impacts of overcrowding or overuse. The PWP development projects and operations and maintenance activities have been located and designed to maximize public access and recreation, protect natural resources, and ensure public safety, consistent with the public access and recreation policies of the Coastal Act.

4.3 Environmentally Sensitive Habitat Area and Special-Status Species

4.3.1 Public Works Plan Policies and EIR Findings

The PWP planning area contains a variety of biological resources and habitat types as described in Volume 2, Section 1.5, Biological Resources, of this PWP. A more detailed description of habitat types, vegetation mapping methods and surveys conducted by State Parks is included in the Oceano Dunes District HCP Draft EIR Chapter 6, Biological Resources, and Section 6.2, Environmental Setting, and HCP Appendix I.

PWP Vol. III, EIR, Chapter 7, Biological Resources, provides a detailed description of the various programs implemented by State Parks to protect sensitive habitats and special status species throughout the PWP area and analyzes potential impacts of PWP

implementation to these resources. Implementation of the proposed PWP Development Projects and PWP operation and maintenance activities, in conjunction with Habitat Conservation Plan (HCP) Avoidance and Minimization Measures (AMMs) and EIR recommended mitigation measures designed to avoid and minimize potential biological impacts would result in no impacts or less than significant impacts based on type of use proposed and/or location. See LCP subsections and PWP Vol. III, EIR Chapter 7, for more detailed information.

Existing and ongoing Park activities include operation and management of facilities, and various programs including visitor use and safety, park maintenance, natural resource management, cultural resource management, and other miscellaneous operations. For a complete description of ongoing activities please see Volume 2, Existing Conditions, of this PWP. It is State Park's mission to preserve the state's extraordinary biological diversity and protect their natural values in perpetuity for the people of the state while providing for health, inspiration, and education, and creating opportunities for high-quality outdoor recreation. Biological resource protection and enhancement are incorporated into existing park management plans and programs. However, existing activities also have known impacts on special-status species within the Park, including mortality or injury, disturbance, habitat reduction, indirect impacts, and beneficial effects.

State Parks manages the effects of existing operations and management activities through implementing many AMMs such as recreation use restrictions, protective fencing of sensitive areas, habitat enhancements, enforcement patrols, and monitoring. AMMs employed by State Parks for the conservation of covered species are listed in the HCP Draft EIR Appendix B. These AAMs have been incorporated in the HCP and will be implemented with the proposed PWP and its associated projects and management actions as components that are designed to minimize impacts to the covered species and their environment. The application of AMMs during PWP implementation is presumed, and therefore they are not considered mitigation measures but rather resource protection measures that are part of the proposed PWP and HCP.

A summary listing of HCP AMMs applicable to this PWP is presented in the HCP Draft EIR Appendix B. These measures are designed to protect the covered species from potentially significant impacts. The EIR indicates that because these AMMs are designed broadly to protect important habitats in the park, they will also protect special-status species that are not HCP covered species but occupy or frequent the same habitat:

Fish. The HCP includes AMMs specifically for the protection of tidewater goby (*Eucyclogobius newberryi*), including, but not limited to, visitor and park personnel education, signage, minimizing/excluding human and dog activities in tidewater goby habitat, seasonal closures, enforcement (particularly during periods of high use), minimizing disturbance during surveys for fish and amphibians, minimizing erosion, assuring sustained water flows, and pre-construction surveys.

Steelhead (*Oncorhynchus mykiss irideus*) South-Central California Coast Ecologically Significant Unit (ESU) occur in Arroyo Grande Creek and Pismo Creek, which are the only two creeks in the Park that are connected to the ocean for steelhead migration. State Parks staff monitor fish populations in these areas one to four times per year. The steelhead South-Central California Coast ESU is not a covered species in the HCP because NOAA Fisheries concluded that the existing covered activities listed in the HCP are not likely to result in "take" of

steelhead as defined in the FESA with the implementation of AMMs. In addition, the HCP and PWP do not introduce new activities into aquatic areas such as Arroyo Grande Creek and Pismo Creek where steelhead occur. Therefore, steelhead would not be impacted by the new proposed activities in the HCP or PWP and is not considered further in this analysis.

Amphibians and Reptiles. The HCP specifies AMMs to protect California red-legged frog (*Rana aurora draytonii*; CRLF), including, but not limited to, visitor and employee education, posted speed limits, trash management and predator control, monitoring of creek crossings, pre-activity surveys, decontamination of equipment, non-native vegetation management, controlling activities that can cause turbidity, biological monitoring during construction and maintenance activities, timing construction/maintenance to avoid the breeding season, and control of pesticide use. The AMMs specifically target Arroyo Grande Creek, Carpenter Creek, Pismo Creek, Arroyo Grande Creek Lagoon, Oceano Lagoon, Pismo Lagoon, Oso Flaco Creek, Pismo Lake, dune lakes and wetlands, the campgrounds and golf course (maintenance in uplands), riparian areas, and areas subject to cultural resources management. HCP AMMs for CRLF may also provide protection for western spadefoot toad (*Spea hammondii*; WST) and western pond turtle (*Actinemys marmorata*; WPT). All AMMS for amphibians and reptiles would also be applied during PWP implementation.

Birds. The HCP specifies AMMs to protect western snowy plover (*Charadrius nivosus*; SNPL) and California least tern (*Sterna antillarum browni*; CLTE), including, but not limited to, visitor and employee education, posted speed limits, trash management and predator control, seasonal exclosure and single-nest exclosure fencing, monitoring, habitat enhancement, and no-disturbance buffers. The AMMS target areas where SNPL and CLTE are known to nest along the shoreline, but also include other suitable habitat areas where SNPL and CLTE could occur. HCP AMMs for SNPL and CLTE may also provide protection for migrant and winter resident birds, as well as some other nesting birds (e.g., ground nesting birds such as California horned lark (*Eremophila alpestris*)). All AMMS for birds would also be applied during PWP implementation.

Plants. The HCP specifies AMMs to protect covered plants in the HCP area, including, but not limited to, visitor and employee education, habitat restoration, and pre-activity surveys. HCP AMMs for covered plants may also provide protection for some wildlife species that occur within similar habitats (e.g., coast horned lizard (*Phrynosoma blainvillii*), silvery legless lizard (*Anniella pulchra pulchra*)). All AMMs for covered plants would also be applied during PWP implementation.

The DEIR identifies impacts by habitat types resulting from PWP Implementation. The impacts are quantified in PWP Vol. III, EIR, Chapter 7, Biological Resources, and are discussed in more detail in the LCP subsections below. In addition to the project specific impacts quantified in Table 7-1, there could be up to 3 acres of temporary habitat impacts annually based on routine park activities as described in Section 3.5 in Chapter 3 of the PWP (Volume 1). However, any single impact of the routine activities would be small, habitats would be restored onsite, and any acreage that could not be restored onsite would be compensated for under the proposed habitat restoration of the Proposed Development Projects and the restoration activities already ongoing in the park. The EIR recommended the following mitigation measure to compensate for impacts to sensitive habitat habitats and special-status species, which would also be incorporated in the proposed PWP and its associated projects and management

actions as a project element designed to avoid and minimize impacts to sensitive habitat habitats and special-status species.

Mitigation Measure 7-1: Restore and Compensate for Impacts on Native Vegetation Communities and Special-status Species Habitat.

The intent of this mitigation measure is to restore disturbed habitat to pre-construction conditions or to the desired future conditions per State Park's goals and objectives. Impacts to native vegetation communities and special-status species habitat shall be avoided during the design phase to the extent feasible. Prior to final design, State Parks shall map the community type and acreage of vegetation that would be subject to project disturbance. Prior to implementation of each project affecting native vegetation communities that could support special-status species State Parks shall prepare a Habitat Restoration and Revegetation Plan to support the construction design specifications that shall include at a minimum, as required by the State Parks' Natural Resources Handbook (CDPR, n.d.), the following:

- Objective of the revegetation;
- Characterization of the site including the identification of sensitive species;
- Measures to avoid or reduce damage to native communities and sensitive species;
- Vegetation expected to occupy the site in the absence of human disturbance;
- Sources of materials to be used for revegetation;
- Quantities of materials to be used;
- Planting techniques
- Appropriate planting density;
- Certified Weed Free site stabilization materials;
- Source and cost of labor to be used;
- Timing likely to yield the best chance of success;
- Any special conditions, such as short-term irrigation, or herbivore control, necessary to ensure establishment;
- Success criteria; and
- A monitoring program to measure success.

The replacement ratios for native vegetation will be as follows: woodland vegetation (2:1), riparian vegetation (3:1); shrub-dominated vegetation (1:1), and herbaceous vegetation (1:1). Habitat enhancement such as supplemental planting with native species in disturbed areas and/or invasive weed control shall also be acceptable

to compensate for impacts on natural vegetation communities, as the same ratios described above. Habitat restoration can occur anywhere in the park, and ongoing habitat enhancement and use of native vegetation for dust mitigation may count toward the compensation ratios as long as it is not used as mitigation for other projects or solely driven by regulatory compliance (such as compliance with the SOA conditions). The creation or restoration of habitat shall be monitored annually for up to five years. Remediation activities (e.g. additional planting, removal of non-native invasive species, trash removal, or erosion control) shall be undertaken as necessary to ensure the success of the restoration effort. If it can be clearly demonstrated that the intent of the mitigation measure has been met prior to the end of the 5-year monitoring period, monitoring may cease prior to the full length of the period. If the mitigation fails to meet the established performance criteria after the maintenance and monitoring period, monitoring and remedial activities shall be extended beyond the original period until the criteria are met.

Mitigation Measure 7-2: Protect Breeding and Nesting SNPL and Compensate for Habitat Impacts.

Construction of the Oso Flaco Boardwalk in suitable habitat for SNPL shall be constructed outside of the SNPL breeding season (March 1 to September 30). Prior to construction, preconstruction surveys within 500 feet of the work area shall be conducted for SNPL that may be foraging in the area during the non-breeding season. If SNPL are present, no work shall commence until they have left the area on their own. Daily monitoring of construction activities shall be conducted by a qualified biologist. If SNPL are observed within 100 feet during construction activities, work shall cease until the bird has left the area.

After construction of the Oso Flaco boardwalk, this amenity will only be available during the non-breeding season (October – February). During the SNPL breeding season, the boardwalk extension will be closed in the location where it splits from the current boardwalk and exclosure fencing shall be installed just south of the existing trail that leads from Oso Flaco Lake down to the beach and around the new boardwalk area to protect nesting SNPL. Signs in English and Spanish shall be posted identifying this area as closed due to nesting SNPL and warning violators of penalties for trespassing into the closed area. State Park rangers will have the responsibility to enforce park regulations enacted to protect SNPL, including issuing citations for incidents of trespass into the area closed for nesting. In addition, resource staff monitors will contact visitors who violate park regulations and, where appropriate, contact rangers who will issue a citation.

Prior to opening this new boardwalk section to the public, the entire length will be assessed for maintenance to remove accumulated sand, repair sections that were damaged during the closure, and any ongoing deterioration. This activity will follow the AMMs identified in the HCP for all maintenance activities on developed infrastructure within the covered lands.

Daily monitoring will take place during and immediately after the SNPL breeding season (when exclosure fencing is removed) to enable better identification of potential human use-related threats to SNPL and to summon law enforcement assistance, if needed, to prevent or eliminate any human use related threats to the species. Weekly monitoring for the location of SNPL within the project area will occur during the non-breeding season (October 1 through February 29), as staff levels and weather conditions allow. Monitoring will be increased if necessary (e.g., during storm events). During the non-breeding season, if determined to be necessary to protect wintering SNPL, Parks staff may temporarily close the Oso Flaco Boardwalk area through suitable habitat.

Approximately 0.806 acre of SNPL critical habitat will be impacted by the construction of the Oso Flaco Boardwalk. In addition, it is anticipated that xxx acres of SNPL critical habitat will be impacted by the changes in visitor use patterns, lifeguard tower, and other associated changes that result from the addition of the Oso Flaco campground. To compensate for this habitat impact, Parks shall prepare a Restoration Plan for enhancement of xxx acre of SNPL habitat elsewhere in the Park where deemed appropriate. Enhancement can take the form of creation of new foredune habitat, invasive exotic species control in suitable habitat, and/or increased management and monitoring of known habitat. Enhancement of the SNPL habitat shall be monitored for 3 years for restoration success, and indefinitely for use by SNPL. It is possible that the HCP will need to be amended and updated to include the proposed improvements for the Oso Flaco Interim and Future improvements if the loss of habitat or take numbers increase beyond the current levels identified in the HCP.

The PWP has been developed and will be implemented consistent with the HCP and its AMMS and the EIR recommended mitigation measures designed to avoid and minimize impacts to sensitive habitat habitats and special-status species. Accordingly, implementation of the PWP will serve to protect and restore the sensitive habitats and special status species within the PWP area.

4.3.2 City of Pismo Beach LCP

4.3.2.1 Conservation and Open Space Element Principles

The Conservation and Open Space Element is based on a few key principles. These principles impact the entire General Plan and are also the basis for 30 conservation and open space policies that are considered essential to the quality of life of Pismo Beach. Topics are discussed in the following eight categories. (Water is discussed in the Public Facilities and Services Element.)

- Air Quality
- Archaeology
- Butterfly Habitat
- Coastal Foothills

- Pacific Ocean, Tidal Zone, Coastal Cliff
- Pismo Creek/Price Canyon
- Pismo Marsh (Ecological Preserve)
- Soils and Drainage

P-2 Natural Resources--Key Foundation of the City: Pismo Beach is the ocean, beaches, hills, weather and related ecosystems. Conservation and protection of these resources shall be the key focus of the General Plan. The unique geographical character of Pismo Beach is recognized as the foundation for all other aspects of the community. These physiographic characteristics enhance the quality of life of residents and visitors and shall not be wasted, destroyed, or neglected. They are generally nonrenewable and provide many of the scenic, historic, economic, recreation, open space and ecological values for the community.

P-3 Resources and Open Space Belong to Everyone: Pismo Beach is an integral part of the larger California coastal community, linked by shared resources that are prized by the state, national and even international community. Congenial and cooperative use of these resources by both residents and visitors is recognized. Solutions for co- operative use shall always be based on retaining the area's fragile charm and resources.

P-6 The Big Three: The three primary resources and open space for Pismo Beach are:

> The Ocean—A Resource For Everyone
>
> The ocean, coastal cliffs, and shoreline resources are vital to Pismo Beach for their wildlife habitat, recreational use, open space, scenic value and the city's overall economy. These natural assets will be protected and made available to all.

4.3.2.2 Land Use Element Principles

P-13 Natural Resource Preservation: All land use proposals shall respect, preserve and enhance the most important natural resources of Pismo Beach; those being the ocean and beaches, hills, valleys, canyons and cliffs; and the Pismo and Meadow Creek streams, marsh and estuaries

P-14 Immediate Ocean Shoreline: The ocean, beach and the immediate abutting land are recognized as an irreplaceable national resource to be enjoyed by the entire city and region. This unique narrow strip of land should receive careful recognition and planning. The purpose of the beach is to make available to the people, for their benefit and enjoyment forever, the scenic, natural, cultural, and recreational resources of the ocean, beach and related up-lands.

P-15 Visitor/Resident Balance: The California coast is an extremely desirable place to live, work and recreate that belongs to all the people. As such, congenial and cooperative use by both residents and visitors is recognized. Such use should capture the best attributes of the city and creatively determine the acceptable place, scale, intensity, rate and methods for development consistent with resource protection and public benefit.

4.3.2.3 Parks, Recreation & Access Element Policies

Park and Recreation Standards and Plans

PR-2 Ocean and Beach are the Principal Resources: The ocean beach and its environment is, and should continue to be, the principal recreation and visitor- serving feature in Pismo Beach. Oceanfront land shall be used for recreational and recreation-related uses whenever feasible.

Access Component

PR-27 Environmental Carrying Capacity: The City, and other appropriate public agencies with jurisdiction, shall determine the environmental carrying capacity for all existing and proposed recreational areas sited on or adjacent to the beach, dunes, cliffs, wetlands, streams, tide-pools, or any other habitat areas. A management program shall be developed to control the kinds, intensities, and locations of recreational activities so that habitat resources are preserved. The level of facility development (i.e., parking spaces, camper sites, etc.) shall be correlated with the environmental carrying capacity. Designs respectful of natural forms shall be emphasized.

4.3.2.4 Land Use Element Policies

Pismo Creek Planning Area

LU-L3 Route 1 Improvements & City Entrance:

a. Pismo Beach, Grover City and the Southern Pacific Railroad should enter into an agreement to preserve the eucalyptus grove and butterfly habitat at the entrance to Pismo Beach and Grover City.

4.3.2.5 Conservation & Open Space Element Policies

Butterfly Habitat

CO-7 Preserve Monarch Butterfly Habitat: The City shall cooperate with the state Department of Parks and Recreation to preserve and enhance the butterfly habitat. Specific actions shall include but not be limited to:

a. If any tree is removed or lost due to disease or threat to life or property, it shall be replaced with appropriate species.

b. Development within the park adjacent to the butterfly habitat shall have a minimum setback of 50 feet.

c. The City shall pursue, with Grover City and the Southern Pacific Railroad, mutual regulations to preserve the groves on the east side of Dolliver Street that supplement and support the habitat.

d. The City should request the state Department of Parks and Recreation to place appropriate signing and develop adequate visitor parking for the Monarch Butterfly Reserve.

Pismo Marsh

CO-23 Marsh Protection Program (Buffer Zone): Pismo Marsh shall be retained in its natural state and protected from significant alteration. The City shall

encourage the development of a resource protection program for Pismo Marsh in coordination with the state Department of Fish and Game and Grover City. As a protection mechanism, the City shall require a 100-foot buffer between the environmentally sensitive areas and new development. All buffers shall be measured from the landward most edge of the riparian vegetation or where there is no riparian vegetation, from the top of the marsh bank. Within the buffer, no structures, diking, filling, or dredging shall be permitted below the 45' contour, except structures required for flood control or the protection of public health and safety. Lesser buffers may be permitted if the minimum marsh buffer standards set forth above cannot be achieved because the small size or irregular shape of the existing parcels proposed to be developed would render such parcels inaccessible or unusable for the purposes for which they are designated in the City's certified Local Coastal Plan. Reductions in the proposed minimum marsh buffer standards shall be based upon the criteria for establishing buffer areas contained in "Statewide Interpretive Guidelines for Wetland and Other Wet Environmentally Sensitive Habitat Areas" adopted by the State Coastal Commission on February 4, 1981. These criteria include…

4.3.2.6 Growth Management Element Policies

GM-1 through GM-10: address guidelines and recommendations for the development of an environmentally sound and economically balanced city.

4.3.2.7 PWP Consistency

The proposed PWP Development Projects within the City of Pismo Beach include the Pismo Creek Estuary Seasonal (Floating) Pedestrian Bridge, the Butterfly Grove Public Access Project and the North Beach Campground Facility Improvements. The proposed PWP Development Projects would continue to protect and preserve the open space, shoreline, and butterfly habitat values of Pismo State Beach as the City's primary resource for recreational and recreation-related uses.

Installation of the Pismo Creek Estuary Seasonal Bridge would involve temporary and minimal impacts to aquatic habitat associated with site disturbance during initial installation; however, once installed, the bridge would accommodate pedestrian access from the adjacent Pismo Coast RV Resort to Pismo State Beach, providing a safe and convenient alternative to the existing volunteer path that traverses State Park property along the southeast bank of Pismo Creek. The proposed bridge crossing would serve to reduce bank erosion and in-creek disturbance from pedestrian use and thereby assist with protecting and restoring Pismo Creek and its associated sensitive habitat. Depending on the final location of the proposed bridge, the project may be located in the Coastal Commission's permit jurisdiction, in which case it would be subject to a separate coastal development permit process and reviewed pursuant to applicable Coastal Act policies, with the City of Pismo Beach LCP providing guidance for that review.

All park improvements proposed for the Butterfly Grove projects will be located within an existing park area which is already developed or disturbed and within the existing nectar garden which has been landscaped with native vegetation. The Butterfly Grove Public Access Project would result in an approximate 0.8 acre impact to central coast dune scrub and 0.1 acre to woodland areas. However, the central coast dune scrub area to be impacted has been recently planted and is located immediately adjacent to Highway 1 and an adjacent residential neighborhood, and is fragmented and entirely isolated from the larger and more

continuous areas of central coast dune scrub in the area. As such, impacts to this small patch of isolated central coast dune scrub for purposes of supporting passive public access and recreational uses on the site would not constitute an unpermitted impact to ESHA. Similarly, the minor impact to the onsite planted woodland areas would occur along the very periphery of the habitat area and is proposed for the specific purposes of better supporting passive public access and recreational uses on the site. Proposed bike trail improvements for the Butterfly Grove would be located within an area mapped as riparian habitat associated with Meadow Creek but would be located along an existing trail corridor and therefore would not encroach toward the Meadow Creek riparian corridor, thereby avoiding impacts to the adjacent riparian habitat and buffer.

Consistent with LCP Policy CO-7, the proposed Butterfly Grove Public Access Project includes a number of measures to protect the eucalyptus grove and preserve monarch butterfly habitat. Proposed public access improvements consisting of a visitor center, restrooms, parking and drop-area would be located immediately adjacent to Highway 1 and within developed or previously disturbed areas to ensure the improvements do not encroach into butterfly habitat. Project components includes enhancing the ecological function of the grove by planting new sterile eucalyptus trees to replace any deteriorating trees impacted by fungal disease and closing the northern pedestrian entrance to install a new native vegetation buffer along Hwy 1 to further protect the Grove, enhancing the native plant garden to provide additional nectar resources for the butterflies, and moving and undergrounding the existing overhead power lines along Hwy 1 to prevent damage from falling branches, depending upon further coordination with applicable agencies. The project also includes new and improved wayfinding signage, visitor parking and a drop off/loading zone in front of the Grove.

The Butterfly Grove provides high quality wintering habitat for western monarch butterflies and is used by overwintering western monarch populations in California every year. Recently, State Parks developed the Monarch Butterfly Overwintering Site Management Plan for Pismo State Beach (2019) to help ensure that Pismo Beach continues to provide high quality habitat for the butterflies.

Additionally, the North Beach Campground Facilities Improvement Project in Pismo Beach includes replacing the deteriorating kiosk with and a new kiosk at a higher elevation with an improved design and function, improving working conditions for Park staff, allowing staff to better assist Park visitors and protect/enhance the Parks resources, and ensuring continued low-cost, coastal camping operations. All proposed facility improvements would be located within the existing developed campground and therefore would not encroach into or adversely impact adjacent habitat areas.

The proposed PWP Development Projects and operation and maintenance activities as implemented with the habitat protection, restoration and monitoring activities identified in the HCP and EIR will serve to protect and restore sensitive habitats and special-status species within the Park and are consistent with the City of Pismo Beach Local Coastal Plan principles and policies related to environmentally sensitive habitat areas and special-status species.

4.3.3 City of Grover Beach LCP

4.3.3.1 Coastal Resource Component Policies

2.1.5 RECOMMENDATIONS

A. MARINE RESOURCES AREAS

INTERTIDAL AREA

1. Action: The segregation of incompatible recreational uses of the intertidal zone shall be implemented to ensure that maximum possible value is gained from these resources by all users. The area between Grand Avenue and the northerly City limits shall remain designated for pedestrian uses only, except for emergency, law enforcement, and maintenance vehicles. Also excepting the area between Grand Avenue and 400' to the north to provide an area for emergency turn around if the beach ramp is blocked by disabled vehicles. And furthermore, this 400' may be used by handicapped persons for on-beach parking and subsequent access to the pedestrian beach area. Enforcement of these provisions shall be made through appropriate signage and routine police patrol.

SAND DUNES

1. Policy: No development shall be allowed in the vegetated dune areas; development adjacent to vegetated dunes shall be sited and designed to prevent impacts which would significantly degrade the vegetated dunes. Retaining fences, walls, or other structures or earth moving activities shall be allowed only to protect existing structures.

2. Action: With the cooperation of the California Department of Parks and Recreation, special precautions shall be taken to ensure that the vegetated dunes are not further damaged through overuse, either by vehicles or pedestrians. Precautions shall include the posting of additional signs along Grand Avenue and the beach which notify visitors of the prohibition against vehicular use of the dunes as well as the penalty for violating this prohibition (Section 30240(a)).

3. Action: To prevent overuse by walk-in visitors, provision of support facilities and services in the dunes shall be prohibited. Nature trails which utilize existing paths could be developed with the cooperation of the Department of Parks and Recreation to encourage pedestrians to avoid trampling dune vegetation.

B. INLAND RESOURCE AREAS

WATER RESOURCES

PISMO LAKE AND MEADOW CREEK (NORTHEASTERN BRANCH)

1. Recommendation: The area of Pismo Lake and its immediate environs are within the jurisdiction of the City of Pismo Beach; and, as such, it can only be recommended that the City of Pismo Beach take steps to protect the Pismo Lake ecosystem while still providing public use such as photographic blinds, nature trails and other non-intensive facilities to support passive uses of the area.

2. Action: Any dredging or removal of vegetation in or near Meadow Creek shall be limited to the removal of excessive sediment or vegetation only when (1) no feasibly less environmentally damaging alternative exists; (2) mitigation measures have been provided to minimize adverse environmental impacts; and (3) solely for the purpose of flood control to protect existing structures within the Meadow Creek flood plain. (Section 30233(4) and 30236).

MEADOW CREEK (WESTERN BRANCH)

1. Action: All present and proposed storm drain outfalls within the City's portion of the Coastal Zone and discharging into Meadow Creek shall be equipped with oil separators and devices designed to filter sediment from runoff (Section 30231).

3. Action: Riparian and marsh vegetation either side of the creek channel south of Grand Avenue shall be permanently protected within an open space area.

4. Policy: The existing sediment filtering capabilities of Meadow Creek as it passes through the Coastal Visitor Serving area shall be maintained and where feasible it shall be enhanced through the use of "stilling devices" to filter out additional oils and sediment.

5. Policy: That there shall be a minimum of a 50 foot buffer, or other appropriate buffer established by a habitat restoration plan approved by the Department of Fish and Game, on both sides of the portion of Meadow Creek north of Grand Avenue. The purpose of this buffer is to protect and enhance the habitat values and filtration capabilities of Meadow Creek while recognizing that for most of its length north of Grand Avenue there is existing development on both sides of the creek.

GENERAL

2. Policy: Lands designated Open Space/Resource Conservation should be used for purposes which do not need urban service, major structures, or extensive landform changes. Such uses include:

    a. Unimproved trails.

    b. Watershed protection; wildlife and native plant habitat; and passive recreation.

    c. Buildings, lighting, paving, use of vehicles, and alterations to the landforms and native or traditional landscapes on open space lands should be minimized, so rural character and resources are maintained.

3. Policy: The City shall preserve and protect:

    a. The ecological integrity of creek corridors that support riparian resources by preserving native riparian plants, and to the extent feasible, removing invasive nonnative plants.

    b. Wetland resources including creeks and other seasonal wetland areas in conformance with Coastal Act Sections 30233 and 30236; all adverse impacts to riparian resources from any allowable development within wetlands or streams shall be fully mitigated.

4. Policy. The City should manage its Meadow Creek wetlands, floodplains, and associated resources to achieve the multiple objectives of:

    a. Maintaining and restoring natural conditions and fish and wildlife habitat;

    b. Preventing loss of life and minimizing property damage from flooding;

    c. Providing recreational opportunities which are compatible with fish and wildlife habitat, flood protection, and use of adjacent private properties.

5. Policy: Environmentally sensitive habitat areas (ESHA) shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

6. Policy: Environmentally Sensitive Habitat Areas shall be buffered by a minimum of 50 feet. Development in areas adjacent to ESHA shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

7. Policy: New public or private developments adjacent to creeks, oak woodlands and wetlands must respect the natural environment and incorporate the natural features as project amenities, provided doing so does not diminish natural values. Developments along creeks should include public access across the development sites to the creek and along the creek, provided that wildlife habitat, public safety, and reasonable privacy and security of the development can be maintained.

8. Policy: The City shall encourage new development to preserve on-site natural elements that contribute to the community's native plant and wildlife species value and to its aesthetic character.

9. Policy: Prior to the approval of a project with the potential to adversely impact special status plant or animal species of their habitats, the City shall ensure compliance with the relevant provisions of state and federal laws relating to the preservation of rare, threatened, or endangered species and their habitat. Such laws include, but are not limited to, the federal and state Endangered Species Acts, and federal Clean Water Act.

10. Policy: Where future development projects have the potential to impact natural plant communities or sensitive wildlife resources, the City shall require the project applicant to conduct appropriate surveys prepared by a qualified biologist in accordance with applicable regulatory guidelines. Such surveys shall identify and map any existing rare, threatened, or endangered plant and animal species and recommend appropriate mitigation measures.

11. Policy: Monitoring of mitigation and restoration activities shall be consistent with requirements for each species or habitat as prescribed by the relevant regulatory jurisdictional agencies. For listed or candidate species, species of special concern, or sensitive habitats for which no mitigation or avoidance measures have been published, the City shall require evidence of coordination with the responsible agencies prior to acceptance of mitigation, avoidance measure, and/or monitoring requirements.

12. Policy: It is the general policy of the City to allow the State Coastal Conservancy to conduct restoration projects within the City subject to City approval and permit requirements.

13. Policy: Blown sand removed from Grand Avenue, Le Sage Drive, parking lots or other paved surfaces shall be disposed of either by spreading on the hard beach area of the intertidal zone or in the general area of the existing dirt vehicle ramp. In no instance shall blown sand be dumped or spread in the dunes area.

14. Action: The City will work with the County, conservation organizations, the San Luis Obispo Council of Governments, the California Department of Fish and Wildlife, and the U.S. Fish and Wildlife Service to identify strategies for the permanent protection of habitat for rare and endangered species.

15. Action: The City shall support, and participate in local regional efforts of local, state and federal resource agencies to protect, restore and maintain viable, contiguous areas of habitat for sensitive plant and animal species.

4.3.3.2 Public Access and Recreation Component Policies

5.7 RECOMMENDATIONS

C. PROTECTION OF NATURAL RESOURCES

Ensure that public access to the beach and shoreline is consistent with the protection of natural resources.

1. Policies

    a. Public access, vehicular or pedestrian, to the beach and dunes shall be prohibited wherever such access may diminish the ability of a natural resource to provide habitat, control erosion, and serve other important purposes.

    b. The public shall be adequately informed of regulations and prohibitions designed to protect natural resources from abuse and overuse.

2. Action: In cooperation with the California Department of Parks and Recreation, the prohibition against vehicular beach access to the dunes shall be more clearly and conspicuously posted at more frequent intervals along the beach and along Grand Avenue at the edges of the dunes.

4.3.3.3 PWP Consistency

PWP Development Projects proposed within the City of Grover Beach include the Grand Avenue Entrance Kiosk and Lifeguard Tower Improvements and portions of the Pismo State Beach Boardwalk Project.

The proposed PWP Development Projects covered by the Grover Beach LCP would ensure that maximum public access and recreational opportunities are provided within the Park, consistent with the need to protect environmentally sensitive habitat areas, natural landforms and special-status species.

State Parks will continue to protect and preserve the Pismo State Beach area between Grand Avenue and the northerly City limits as a non-vehicular use area except where specifically allowed per the LCP. South of Grand Avenue, public vehicular beach use would continue to be limited to street legal vehicles along the established route to the OHV riding area.

No impacts to ESHA would result from implementation of the Grand Avenue Entrance Kiosk and Lifeguard Tower improvements. The proposed Grand Avenue entrance kiosk and Lifeguard Tower improvements would occur within the existing, developed kiosk footprint and as a second story addition to an existing restroom facility, respectively, and therefore would involve minimal vegetation removal and ground disturbance. The proposed kiosk and lifeguard tower improvements are also distant from the shoreline and Meadow Creek, thus avoiding these habitat areas.

The proposed PWP Pismo State Beach Boardwalk Project includes improvements to support public access and recreational enjoyment of the shoreline and beach dune area including installing an elevated beach boardwalk designed to minimize sand accumulation on the boardwalk to maintain accessibility and lifespan, while providing a series of bump-out areas along the boardwalk with spotting scopes, interpretive signage, seating, tables and gathering areas, wayfinding and informational signage at key points along the boardwalk, entry areas, and beach access points. The project includes installing a permeable elevated beach boardwalk, located and designed to maintain a sufficient distance between the boardwalk, vehicular route, and the existing equestrian trail to ensure that distinctive passive shoreline recreational experience can be achieved for all users, while reducing the introduction of volunteer trails along the dunes that could adversely impact sensitive dune habitat.

The Pismo State Beach Boardwalk Project would result in an approximate 4.5 acre impact to central coast dune scrub habitat and an approximate 2.9 acre to foredune habitat along its entire extent within the City of Grover Beach and County of San Luis Obispo San Luis Bay Planning area, and would result in an approximate 0.2 acre impact to arroyo willow/wax myrtle thicket within the city's LCP planning area. The proposed project would support passive public access and recreational uses on the site and therefore would not constitute an unpermitted impact to ESHA. These improvements constitute resource-dependent uses, were designed to minimize impacts to ESHA to the maximum extent feasible, and appropriate measures are proposed to minimize and mitigate for unavoidable resource impacts.

PWP implementation also include installing additional signage to supplement existing and ongoing Park enforcement, staff and volunteer programs for management of use and restrictions to protect sensitive habitat and promote public safety for all visitors. State Parks provides ranger, lifeguard, and park aide patrols to enforce regulations, provide park information, and greet visitors.

The sand ramp at Grand Avenue is maintained as needed, sometimes as often as daily, to ensure safe vehicular access and to assist with protecting adjacent communities and sensitive habitat areas from excessive sand migration, and the State Parks street-sweeping program removes sand that accumulates on West Grand Avenue from the sand ramp going east to a distance of approximately 100 feet. Excess sand is scraped off the ramps and deposited above the mean high tide line, outside of sensitive vegetated dune habitat area.

Consistent with LCP requirements, vehicular travel on the beach would continue to be limited to the existing, designated Coastal Vehicular Beach Zone (CVB) route, and therefore is prohibited in adjacent dune areas within the City. The proposed PWP Pismo State Beach Boardwalk Project includes small-scale improvements to support passive public access and recreational enjoyment of the shoreline and beach dune area, which do not involve major structures or extensive landform changes.

Proposed PWP Development Projects would not affect natural resource areas associated with Pismo Lake or Meadow Creek. These habitat areas would continue to be protected as significant natural resource areas, and Meadow Creek would continue to support low-intensity, passive recreational use trails. All riparian and marsh vegetation on either side of the creek channel south of Grand Avenue will continue to be permanently protected within an open space area. Routine maintenance activities would continue to be performed for Meadow Creek, including tree and shrub maintenance, invasive species control, aquatic plant control, vegetation management along trails, and minor flood maintenance such maintaining existing ditches and culverts, subject to appropriate mitigation measures.

The proposed PWP Development Projects and PWP operation and maintenance activities as implemented with the habitat protection, restoration and monitoring activities identified in the HCP and EIR will serve to protect and restore sensitive habitats and special-status species within the Park and are consistent with the City of Grover Beach Local Coastal Plan policies related to environmentally sensitive habitat areas and special-status species.

4.3.4 San Luis Obispo County LCP

4.3.4.1 Coastal Plan Policies

CHAPTER 6: Environmentally Sensitive Habitats Policies for Environmentally Sensitive Habitats

A. SENSITIVE HABITATS

Policy 1: Land Uses Within or Adjacent to Environmentally Sensitive Habitats
New development within or adjacent to locations of environmentally sensitive habitats (within 100 feet unless sites further removed would significantly disrupt the habitat) shall not significantly disrupt the resource. Within an existing resource, only those uses dependent on such resources shall be allowed within the area. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTIONS 23.07.170-178 OF THE COASTAL ZONE LAND USE ORDINANCE (CZLUO).]

Policy 2: Permit Requirement
As a condition of permit approval, the applicant is required to demonstrate that there will be no significant impact on sensitive habitats and that proposed development or activities will be consistent with the biological continuance of the habitat. This shall include an evaluation of the site prepared by a qualified professional which provides: a) the maximum feasible mitigation measures (where appropriate), and b) a program for monitoring and evaluating the effectiveness of mitigation measures where appropriate. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTIONS 23.07.170-178 OF THE CZLUO.]

Policy 3: Habitat Restoration

The county or Coastal Commission should require the restoration of damaged habitats as a condition of approval when feasible. Detailed wetlands restoration criteria are discussed in Policy 11. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.170 OF THE CZLUO.]

B. WETLANDS

Policy 7: Protection of Environmentally Sensitive Habitats

Coastal wetlands are recognized as environmentally sensitive habitat areas. The natural ecological functioning and productivity of wetlands and estuaries shall be protected, preserved and where feasible, restored. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTIONS 23.07.170-178 OF THE CZLUO.]

Policy 8: Principally Permitted Use

Principally permitted uses in wetlands are as follows: hunting, fishing and wildlife management; education and research projects. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTIONS 23.07.170-172 OF THE CZLUO.]

Policy 13: Diking, Dredging or Filling of Wetlands

All diking, dredging and filling activities shall conform to the provisions of Section 30233, 30411 and 30607.1 of the Coastal Act. These policies establish the appropriate uses, criteria for evaluation of a project and requirements for restoration or replacement. Allowable activities within open coastal waters, wetlands (with the exception of Morro Bay and the Santa Maria River mouth), estuaries and lakes include:

a. New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.

b. Maintenance dredging of existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

c. In wetlands areas only, entrance channels for new or expanded boating facilities, and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411 for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigational channels, and any necessary support service facilities be greater than 25 percent of the total wetland area to be restored.

d. In open coastal waters, other than wetlands, including streams, estuaries and lakes, new or expanded boating facilities.

e. Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

f. Mineral extraction, including sand for restoration of beaches, except in environmentally sensitive areas.

g. Restoration purposes.

h. Nature study, aquaculture, or similar resource-dependent activities.

i. Maintenance of flood control facilities by permit.

Policy 14: Mosquito Abatement Practices

Mosquito abatement practices shall be limited to the minimum necessary to protect health and prevent damage to natural resources. Biological control measures are encouraged. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 15: Vehicle Traffic in Wetlands

No vehicle traffic shall be permitted in wetlands. This shall not restrict local and state agencies or the property owner from completing the actions necessary to accomplish a permitted use within the wetland. Pedestrian traffic shall be regulated and incidental to the permitted uses. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 16: Adjacent Development

Development adjacent to coastal wetlands shall be sited and designed to prevent significant impacts to wetlands through noise, sediment or other disturbances. Development shall be located as far away from the wetland as feasible, consistent with other habitat values on the site. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.172 OF THE CZLUO.]

Policy 17: Wetland Buffer

In new development, a buffer strip shall be required and maintained in natural condition along the periphery of all wetlands. This shall be a minimum of 100 feet in width measured from the upland extent of the wetland unless a more detailed requirement for a greater or lesser amount is included in the LUE or the LUO would allow for adjustment to recognize the constraints which the minimum buffer would impose upon existing subdivided lots. If a project involves substantial improvements or increased human impacts, necessitating a wide buffer area, it shall be limited to utility lines, pipelines, drainage and flood control facilities, bridges and road approaches to bridges, and roads when it can be demonstrated that: a) alternative routes are infeasible or more environmentally damaging, and b) the adverse environmental effects are mitigated to the maximum extent feasible. Access paths and/or fences necessary to protect habitats may also be permitted.

The minimum buffer strip may be adjusted by the county if the minimum setback standard would render the parcel physically unusable for the principal permitted use. To allow a reduction in the minimum standard set-back, it must be found that the development cannot be designed to provide for the standard. When such reductions are permitted, the minimum standard shall be reduced to only the point at which the principal permitted use (development), modified as much as is practical from a design standpoint, can be accommodated. At no point shall this buffer be less than 25 feet. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.172 OF THE CZLUO.]

Policy 18: Wetland Buffers Less than 100 Feet

For buffers less than 100 feet as established consistent with Policy 15 (above) mitigation measures to ensure wetland protection shall be required, and shall include (where applicable) vegetative screening, landscaping with native vegetation, drainage controls and other such measures.

When the minimum buffer strip is adjusted by the county, it shall be done on a case-by-case basis only after the investigation of the following factors:

a. Soil type and stability of development site, including susceptibility to erosion.

b. Slope of land adjacent to the wetland and the ability to use natural topographic features to locate development.

c. Types and amount of vegetation and its value as wildlife habitat including: 1) the biological significance of the adjacent lands in maintaining the functional capacity of the wetland, and 2) the sensitivity of the species to disturbance.

d. Type and intensity of proposed uses.

e. Lot size and configuration, and the location of existing development.

[THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.172 OF THE CZLUO.]

C. COASTAL STREAMS

Policy 20: Coastal Streams and Riparian Vegetation

Coastal streams and adjoining riparian vegetation are environmentally sensitive habitat areas and the natural hydrological system and ecological function of coastal streams shall be protected and preserved. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.07.174 OF THE CZLUO.]

Policy 21: Development in or Adjacent to a Coastal Stream

Development adjacent to or within the watershed (that portion within the coastal zone) shall be sited and designed to prevent impacts which would significantly degrade the coastal habitat and shall be compatible with the continuance of such habitat areas. This shall include evaluation of erosion and runoff concerns. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.07.174 OF THE CZLUO.]

Policy 22: Fish and Game Review of Streambed Alterations

Significant streambed alterations require the issuance of a California Department of Fish and Game 1601-1603 agreement. The Department should provide guidelines on what constitutes significant streambed alterations so that the county and applicants are aware of what is considered a "significant" streambed alteration. In addition, streambed alterations may also require a permit from the U.S. Army Corp of Engineers. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.07.174 OF THE CZLUO.]

Policy 23: County and State Review of Coastal Stream Projects

The State Water Resources Control Board and the county shall ensure that the beneficial use of coastal stream waters is protected, for projects over which it has jurisdiction. For projects which do not fall under the review of the State Water Resources Control Board, the county (in its review of public works and stream alterations) shall ensure that the quantity and quality surface water discharge from streams and rivers shall be maintained at levels necessary to sustain the functional capacity of streams, wetland, estuaries and lakes. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.07.174 OF THE CZLUO.]

Policy 25: Streambed Alterations

Channelizations, dams or other substantial alterations of rivers and streams shall be limited to: a) necessary water supply projects, b) flood control projects when there are no other feasible methods for protecting existing structures in the flood plain and where such protection is necessary for public safety or to protect existing development, and c) development where the purpose is to improve fish and wildlife habitat. All projects must employ the best feasible mitigation measures. Maintenance and flood control facilities shall require a coastal development permit. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.174 OF THE CZLUO.]

Policy 26: Riparian Vegetation

Cutting or alteration of naturally occurring vegetation that protects riparian habitat is not permitted except for permitted streambed alterations (defined in Policy 23) and where no feasible alternative exists or an issue of public safety exists. This policy does not apply to agricultural use of land where expanding vegetation is encroaching on established agricultural uses. Minor incidental public works project may also be permitted where no feasible alternative exists including but not limited to utility lines, pipelines, driveways and roads. Riparian vegetation shall not be removed to increase agricultural acreage unless it is demonstrated that no impairment of the functional capacity of the habitat will occur. Where permitted, such actions must not cause significant stream bank erosion, have a detrimental effect on water quality or quantity, or impair the wildlife habitat values of the area. This must be in accordance with the necessary permits required by Sections 1601 and 1603 of the California Fish and Game Code. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.174 OF THE CZLUO.]

Policy 28: Buffer Zone for Riparian Habitats

In rural areas (outside the USL) a buffer setback zone of 100 feet shall be established between any new development (including new agricultural development) and the upland edge of riparian habitats. In urban areas this minimum standard shall be 50 feet except where a lesser buffer is specifically permitted. The buffer zone shall be maintained in natural condition along the periphery of all streams. Permitted uses within the buffer strip shall be limited to passive recreational, educational or existing nonstructural agricultural developments in accordance with adopted best management practices. Other uses that may be found appropriate are limited to utility lines, pipelines, drainage and flood control facilities, bridges and road approaches to bridges to cross a stream and roads when it can be demonstrated that: 1) alternative routes are infeasible or more environmentally damaging and 2) adverse environmental effects are mitigated to the maximum extent feasible. Lesser setbacks on existing parcels may be permitted if application of the minimum setback standard would render the parcel physically unusable for the principal permitted use. In allowing a reduction in the minimum setbacks,

they shall be reduced only to the point at which a principal permitted use (as modified as much as is practical from a design standpoint) can be accommodated. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.174 OF THE CZLUO.]

D. TERRESTRIAL ENVIRONMENTS

Policy 29: Protection of Terrestrial Habitats

Designated plant and wildlife habitats are environmentally sensitive habitat areas and emphasis for protection should be placed on the entire ecological community. Only uses dependent on the resource shall be permitted within the identified sensitive habitat portion of the site.

Development adjacent to environmentally sensitive habitat areas and holdings of the State Department of Parks and Recreation shall be sited and designed to prevent impacts that would significantly degrade such areas and shall be compatible with the continuance of such habitat areas. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.176 OF THE CZLUO.]

Policy 30: Protection of Native Vegetation

Native trees and plant cover shall be protected wherever possible. Native plants shall be used where vegetation is removed. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.176 OF THE CZLUO.]

Policy 31: Design of Trails In and Adjoining Sensitive Habitats

San Luis Obispo County, or the appropriate public agency, shall ensure that the design of trails in and adjoining sensitive habitat areas shall minimize adverse impact on these areas. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 35: Protection of Vegetation

Vegetation which is rare or endangered or serves as cover for endangered wildlife shall be protected against any significant disruption of habitat value. All development shall be designed to disturb the minimum amount possible of wildlife or plant habitat. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.176 OF THE CZLUO.]

Policy 36: Protection of Dune Vegetation

Disturbance or destruction of any dune vegetation shall be limited to those projects which are dependent upon such resources where no feasible alternatives exist and then shall be limited to the smallest area possible. Development activities and uses within dune vegetation shall protect the dune resources and shall be limited to resource dependent, scientific, educational and passive recreational uses. Coastal dependent uses may be permitted if it can be shown that no alternative location is feasible, such development is sited and designed to minimize impacts to dune habitat and adverse environmental impacts are mitigated to the maximum extent feasible.

Revegetation with California native plant species propagated from the disturbed sites or from the same species at adjacent sites shall be necessary for all projects. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 37: Recreational Off-Road Vehicle Use of Nipomo Dunes

Within designated dune habitats, recreational off-road vehicle traffic shall only be allowed in areas identified appropriate for this use. Detailed recommendations concerning protection of the dune habitat within Pismo State Beach and Pismo Vehicular

Recreation area are found in the chapter regarding Recreation and Visitor-Serving Facilities. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

4.3.4.2 Oceano Specific Plan Policies

4 Strategies for Achieving Goals, Reinforcing Core Values

Oceano Lagoon Complex

The County's San Luis Bay Area Plan addresses the lagoon in its discussion of planning area programs and standards. The Oceano Lagoon provides an environmental centerpiece for the western part of Oceano and is surrounded by County parkland, State property, property owned by the Airport and sewer treatment plant and private citizens. Because of the tremendous nutrient load it must bear, it has an eutrophic environment that reduces water quality and supports increasing numbers of mosquitoes. Therefore, it is important that new development in this area be carried out in a manner that will maintain, enhance, and where feasible restore the biological productivity and water quality of the Oceano Lagoon Complex and Arroyo Grande Creek.

4.3.4.3 San Luis Bay Area Plan Policies

CHAPTER 7: Combining Designations and Proposed Public Facilities

A. COMBINING DESIGNATIONS

Oceano Lagoon, Coastal Dunes and Beach Area (SRA) - This unique coastal setting has been highlighted in many state and federal reports and documents for its unique environment and importance as a natural resource. Oceano Lagoon is a freshwater marsh located mostly within public holdings. Its undisturbed margins support marsh vegetation, grassland, riparian habitat, and thick stands of Willow and Coast Live Oak. The marsh is used by a number of migratory waterfowl as a feeding or resting stop during the season. Future plans must carefully distinguish between areas best suited for more intensive recreation activity and sensitive areas to be preserved in their natural state.

Arroyo Grande Creek (SRA) - While most of this stream has been affected by the levees created to provide flood protection, riparian vegetation is present along the watercourse. Sensitive treatment during flood maintenance is necessary.

Oceano Lagoon, (FH) - Development within Oceano Lagoon should be prohibited. The lagoon should be retained in its natural state, with maintenance provided only as needed to allow proper water movement and assure continued capacity.

C. COMBINING DESIGNATION AND PROPOSED PUBLIC FACILITY PROGRAMS

7. Oceano Lagoon. The State Department of Parks and Recreation should preserve this sensitive wetland through purchase of adjacent lots which include wetlands.

8. Oceano Lagoon Habitat Preservation. The State Department of Parks and Recreation shall cooperate with the Department of Fish and Game and other appropriate agencies to ensure that mosquito control measures do not lessen the habitat value of the lagoon.

9. Arroyo Grande Creek. This creek from the beach inland through the coastal zone is a manmade flood control (with levees to prevent flooding of the adjacent lands and improvements). It provides riparian habitat; however, it is subject to siltation and the silt must be periodically removed to restore the flood capacity of the artificial waterway.

CHAPTER 8: Planning Area Standards

D. OCEANO URBAN AREA STANDARDS

Sensitive Resource Area (SRA)

Oceano Lagoon (SRA)

4. Permit Requirement. All uses shall require Site Plan approval unless Development Plan approval is required by the Coastal Zone Land Use Ordinance. The site shall be surveyed by a qualified biologist to determine the extent of the wetlands and riparian vegetation on site or on surrounding parcels and to recommend necessary mitigations including minimum setbacks, site restoration, etc. Setbacks shall be a minimum of 25 feet from the established wetlands or riparian vegetation.

5. Limitation on Use. Development within Oceano Lagoon is prohibited. Any lagoon maintenance program to support continued capacity shall also preserve the lagoon in a natural state, including the parcel transferred from the county to the South San Luis Obispo County Sanitation District.

4.3.4.4 South County Area Plan Policies

CHAPTER 7: COMBINING DESIGNATIONS & PROPOSED PUBLIC FACILITIES

Nipomo Dunes (SRA) - The Nipomo Dunes is the largest dune complex in the State and extends for 12 miles along the coast. A unique habitat, the dunes support a remarkably large flora, with many species endemic to the dunes. The coastal strand habitat occurs on the beach and the less stabilized dunes area. Seven rare plants are present and several endemics are restricted to the dunes and nearby areas. This area is also the northern limit for several plants, including the Giant Coreopsis, which may reach a height of 8 feet. (LCP)

The tall and dramatic dunes are singled out in many state and federal reports and documents for their unique environment and importance as a natural resource. Behind the coastal dunes is the largest undisturbed area of freshwater lakes and dunes on the California Coast. The entire dunes are recommended for ultimate use for recreation and conservation. Future recreational plans and potential energy development must carefully evaluate areas suited for more intensive development, sensitive areas to be preserved in their native habitat, and measures to be incorporated to provide protection of these resources to the maximum extent feasible for ultimate public recreation and conservation use. (LCP)

Oso Flaco Lakes (SRA) - These are two small dune-associated wetlands. Freshwater marsh, riparian, and coastal sage scrub biotic communities are present. Oso Flaco Lakes are an important wildlife habitat.

Numerous birds are present, including the rare and endangered Least Tern. Duck and other waterfowl are present during the migratory season. (LCP)

C. COMBINING DESIGNATIONS AND PROPOSED PUBLIC FACILITY PROGRAMS

Sensitive Resource Area (SRA)

Oso Flaco Lakes (SRA)

8. Off-road Vehicle Use. The State Department of Parks and Recreation should prohibit ORV use in the area immediately adjoining the lakes except on designated roads or trails. (LCP)

9. Sedimentation. The State Department of Parks and Recreation should develop a sediment basin or some other method to ensure irrigation water entering the lakes which is necessary for the lakes water supply should not contribute to sedimentation of the lake. (LCP)

10. Revegetation. The State Department of Parks and Recreation shall undertake a program of revegetation with native plants and any other steps necessary to control movement of active sand dunes into the lakes as part of the Pismo State Beach and Vehicular Recreation Area General Development Plan. (LCP)

CHAPTER 8: PLANNING AREA STANDARDS

A. SOUTH COUNTY RURAL AREA STANDARDS

RECREATION:

The following standards apply only to lands within the Recreation land use category in the rural portions of the planning area.

Pismo State Beach and State Vehicular Recreation Area. Standards 4 through l3 apply to the development of the Pismo State Beach and State Vehicular Recreation Areas. (LCP)

8. Habitat Protection. Natural buffer areas for sensitive habitat areas shall be identified and fenced, consistent with the provisions of Coastal Development Permit No. 4-82-30A and the stabilized dune areas. Habitat enhancement programs shall be undertaken for the following areas including programs such as stabilization of the dunes with appropriate native vegetation to protect encroachment on wetlands and surrounding agricultural land. (LCP)

    a. Dune Lakes

    b. Coreopsis Hill

    c. Oso Flaco Lake

    d. Little Oso Flaco Lake

Fences or other appropriate techniques shall be maintained where needed to preclude vehicular access in such areas as the Dune Lakes, Oso Flaco Lake and natural areas in the eastern portion of the park and lease area. (LCP)

9. ORV Use Area. ORV use shall be permitted only in identified unfenced vehicular use area. These areas are identified in Figure 4. No recreational ORV use will be allowed in the designated natural areas. These buffer areas reflect areas required for habitat protection and generally recognize the established lease agreement with Union Oil for the

areas adjacent to the eastern portion of the park. ORV is prohibited in all vegetated areas. (LCP)

ORV use of the county held portion (generally lying between the sandy beach and Dune Lakes) shall be limited to the Sand Highway west to the sandy beach. This will minimize conflicts with the Dune Lake Properties to the east and the State Department of Parks and Recreation Dune Preserve to the north. The map of ORV use areas indicates a buffer area along these critical interface areas. (LCP)

4.3.4.5 PWP Consistency

PWP Development Projects proposed in the County LCP area include the Pier Avenue Entrance Kiosk and Lifeguard Tower within the community of Oceano; the Pismo State Beach Boardwalk Project, Park Corporation Yard/Maintenance Road Improvement Project, Oceano Campground Infrastructure Improvement Project and the Oceano Campground Campfire Center Replacement Project within the San Luis Bay Area Plan; and the Oso Flaco Improvement Project, Oso Flaco Boardwalk Replacement Project, 40 Acre Riding Trail, Safety Education Center Replacement Project, Trash Exclosure Project at Post 2, and the Phillips 66/Southern Entrance Project within the South County Area Plan.

The County LCP defines a Sensitive Resource Areas (SRA) as an area having high environmental quality and special ecological or educational significance. The SRA includes four types of ESHA: Wetlands, Coastal Streams *and Riparian* Vegetation, Terrestrial Habitats and Marine Habitats.

The County LCP specifically identifies the following SRAs in the PWP area:

1. Oceano Lagoon, Coastal Dunes and Beach Area
2. Arroyo Grande Creek
3. Nipomo Dunes
4. Oso Flaco Lakes

In addition to the SRA designations listed above, the LCP Coastal Plan policies further specify the following as ESHA:

1. Designated plant and wildlife habitats
2. Native trees and plant cover
3. Vegetation which is rare or endangered or serves as cover for endangered wildlife
4. Dune vegetation

In terms of ESHA identification and protection, the LCP prescribes that projects located on land subject to an SRA combining designation require careful project review to satisfy the ESHA protection requirements of the LCP and, when determining the presence and extent of ESHA within a project area, the LCP directs that the location of development in relationship to sensitive resource areas must be determined in accordance with the actual

location of the resource, rather than the boundaries as shown on the LCP SRA combining designation maps. Site-specific ESHA delineations are critically important to accurately identifying sensitive resource areas and potential project impacts given that site conditions change over time, thus resulting in outdated LCP mapping, and because broad scale LCP mapping must often be reconciled with actual conditions on the ground. A number of factors are evaluated to determine whether the proposed project site contains ESHA as defined in the LCP. These factors include evaluating the general health of habitat on the project site, assessing the level of habitat fragmentation, the level and duration of development/uses in and around the project site, describing the health and species composition of the habitat, and examining the level of connectivity of habitat the project site to other nearby sites.

All proposed PWP Development Project and PWP operation and maintenance activities included in the County LCP area would continue to protect and preserve internal tidal areas, limiting improvements and uses to those that maintain recreation, education and commercial fishing uses as specifically permitted per applicable LCPs.

PWP Development Projects within the community of Oceano and San Luis Bay Area Plan would be located entirely or primarily within existing developed areas and would ensure that maximum public access and recreational opportunities are provided, consistent with the need to protect environmentally sensitive habitat areas, natural landforms and special-status species. No impacts to ESHA would result from implementation of the Pier Avenue Entrance Kiosk and Lifeguard Tower improvements within the Oceano Specific Plan area. The proposed Pier Avenue Entrance Kiosk and Lifeguard Tower improvements would occur within the existing, developed kiosk footprint and as a second story addition to an existing restroom facility, respectively, and therefore would involve minimal vegetation removal and ground disturbance. The proposed kiosk and lifeguard tower improvements are also distant from the shoreline and Oceano Lagoon and Arroyo Grande Creek, thus avoiding these habitat areas. Oceano Lagoon and Arroyo Grande Creek and their associated sensitive habitat areas will continue to be protected in their natural state within the Park boundaries, and State Parks will continue to monitor and regulate the Arroyo Grande Creek vehicular crossing to ensure resource and water quality protection and public safety. These resource areas are discussed in more detail with identified standards in the San Luis Obispo County San Luis Bay Area Plan.

The Pismo State Beach Boardwalk Project would result in an approximate 4.5 acre impact to central coast dune scrub habitat and an approximate 2.9 acre impact to foredune habitat along its entire extent within the County of San Luis Obispo San Luis Bay Planning area and City of Grover Beach, and would result in an approximate 0.03 acre impact to woodlands within the County of San Luis Obispo San Luis Bay Planning area. The proposed project would support passive public access and recreational uses on the site as described in more detail in Section 4.3.2.2. and therefore, would not constitute an unpermitted impact to ESHA. These improvements constitute resource-dependent uses, were designed to minimize impacts to ESHA to the maximum extent feasible, and appropriate measures are proposed to minimize and mitigate for unavoidable resource impacts.

The Park Corporation Yard/Maintenance Road Improvement Project, Oceano Campground Infrastructure Improvement Project and the Oceano Campground Campfire Center Replacement Project proposed within the San Luis Bay Area Plan consist of improvements to existing, developed facilities and rerouting an existing Park operations and

maintenance access road which links the Park Corporation Yard with the beach. The new maintenance road route is proposed to allow more efficient emergency response access to the beach and will enable beach maintenance and operations vehicles to bypass the Oceano Campground while performing routine services, thereby minimizing Park operations vehicle travel within the campground recreation area.

Meadow Creek and the Oceano Lagoon Complex extend along to the existing Park Corporation Yard and Oceano Campground within the San Luis Bay Plan area. Due to the location of these existing recreational and Park support facilities within, or immediately adjacent to, wetland and riparian areas in some locations, existing and proposed repair, maintenance and improvement projects necessarily must occur within typically required riparian and wetland setback/buffers areas. However, the recreational and park facility improvements proposed would largely be located within areas historically disturbed and/or currently developed and therefore would avoid and minimize impacts to sensitive resources to the extent feasible.

The Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project would be located almost entirely within the existing developed facility footprint and therefore would minimize impacts to Meadow Creek and Oceano Lagoon, their associated riparian and wetland habitat areas and existing buffers. The Oceano Campground Infrastructure Improvement Project would result in an approximate 0.15 acre impact to riparian habitat and an approximate 0.6 acre impact to woodlands. However, project impacts would be limited to the immediate periphery of the existing, developed facility area and the outermost edge of the riparian canopy. The Park Corporation Yard/Maintenance Road Improvement Project area is also significantly constrained by adjacent riparian habitat areas. The Park Corporation Yard improvements would result in an approximate 0.2 acre impact to arroyo willow/wax myrtle thistle, an approximate 0.5 acre impact to riparian habitat and an approximate 0.18 acre impact to woodlands. The Park Corporation Yard improvements have been similarly designed to limit project impacts to the immediate periphery of the existing, developed facility area and outermost edge of the riparian canopy. A pedestrian crossing between the main Park Corporation Yard and existing, adjacent parking/storage area will be provided in conjunction with the rerouted maintenance road, which will be provided via a bridge design from the main Corporation Yard to the adjacent ridgeline of the dune area to avoid impacts to the Meadow Creek corridor and adjacent riparian habitat areas. Re-routing the road would result in an approximate 0.008 acre impact to arroyo willow/wax myrtle thistle, an approximate 1.76 acre impact to central coast dune scrub habitat, an approximate 0.7 acre impact to riparian habitat and an approximate 0.14 acre impact to woodlands. Impacts associated with the Oceano Campground, Park Corporation Yard and Maintenance Road improvements are not considered resource-dependent uses. However, taken together and with all the other Park improvements proposed and the habitat protection and restoration measures included in the proposed PWP, these improvements will protect and enhance high-priority, low-cost public access and recreational uses throughout the Park while protecting and enhancing ESHA to the maximum extent feasible.

No impacts to ESHA would result from implementation of the Safety Education Center Replacement Project and new Trash Exclosure Project within the South County Area Plan. These projects involve replacing existing facilities within areas currently developed and/or bare sand areas supporting active Park operations. The improvements may result in expanded facility footprints, but the increased footprints would be minimal and

located within areas already occupied for Park operations and therefore void of vegetation. Therefore, these improvements would not involve vegetation removal or significant ground disturbance.

The Proposed 40 Acre OHV Riding Trail would be located in areas actively revegetated by State Parks personnel to address sand migration impacts to the sensitive habitat areas of Oso Flaco Lake. The project would result in an approximate 4.8 acre impact to planted central cost dune scrub, however, the area would continue to be managed as planted dune habitat to protect water quality and aquatic resources within Oso Flaco Lake in conjunction with reintroducing a limited and controlled 2-mile OHV riding trail to enhance recreation, subject to appropriate mitigation and located to maintain a significant buffer for Oso Flaco Lake.

The proposed Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project within the South County Area Plan include expanded and new recreational amenities. These projects would involve improvements over large developed and undeveloped areas to construct new campgrounds, buildings, and various other park support facilities and infrastructure.

The Oso Flaco Lake Boardwalk Replacement Project would involve construction over wetland and open water habitat within Oso Flaco Lake and therefore would involve temporary impacts to habitat with site disturbance and wetland fill when replaced. The boardwalk currently accommodates passive pedestrian access across the lake, and is therefore a permitted use for within wetland areas. Replacing and maintaining the boardwalk would sustain a safe and convenient path of travel through the site thus discouraging access taken from new volunteer paths and uncontrolled access to the lake and adjacent creek corridor that could result in bank erosion, trampling of aquatic vegetation and associated water quality impacts.

New passive use trail improvements proposed for the Oso Flaco Lake Improvement Project would be located within the riparian, wetland, dune and woodland habitats of Oso Flaco Lake and the Oso Flaco Creek corridor, resulting in the following approximate impact areas: 0.58 acre active interior dune/open space, 0.67 acre arroyo willow/way myrtle habitat, 1.35 acre central coast dune scrub habitat, 0.09 dune swale habitat, 0.2 acre foredunes habitat, 0.29 acre freshwater lake habitat, 4.1 acre riparian habitat, 2.0 acre wetland habitat, and 0.1 acre woodlands habitat. However, these improvements constitute resource-dependent uses, were designed to minimize impacts to ESHA to the maximum extent feasible, and appropriate measures are proposed to minimize and mitigate for unavoidable resource impacts.

The Oso Flaco Lake Improvement Project also includes a conceptual proposal for two potential OHV trail options intended to provide OHV access to OHV riding area via a new southern entrance. Option 1 would follow along the Park's eastern boundary, adding an OHV accessible bridge over Oso Flaco Creek and creating a new trail that then extends west to the SVRA riding area. Option 2 would utilize the existing bridge (or replacement of this bridge) located immediately outside of Park property which would circle back onto Park property on the north side of Oso Flaco Creek and extend northward to an existing road that runs through the dune scrub on the lands leased from Phillips 66 into the east side of the SVRA riding area. Both options are conceptual at this point and have not been studied in the field to a level that would allow site specific analysis. Therefore, both options would require a more detailed opportunity and constraint analysis, siting, design, impact analysis, environmental compliance, and permitting.

OHV Access Trail Option 1 proposed for the Oso Flaco Lake Improvement Project would be located within the riparian, wetland, and dune habitats of Oso Flaco Lake and the Oso Flaco Creek corridor, resulting in the following approximate impact areas: 0.37 acre active interior dune/open space, 0.19 acre arroyo willow/way myrtle habitat, 0.25 acre central coast dune scrub habitat, 0.04 acre riparian habitat, and 0.1 acre wetland habitat. OHV Access Trail Option 2 proposed for the Oso Flaco Lake Improvement Project would also be located within the riparian, wetland, and dune habitats of Oso Flaco Lake and the Oso Flaco Creek corridor, resulting in the following approximate impact areas: 0.67 acre active interior dune/open space, 0.185 acre arroyo willow/way myrtle habitat, 0.3 acre central coast dune scrub habitat, 0.06 acre freshwater lake and 0.05 acre riparian habitat. Impacts associated with the OHV Access Trail Options are not considered resource-dependent uses. However, taken together and with all the other Park improvements proposed and the habitat protection and restoration measures included in the proposed PWP, these improvements will protect and enhance high-priority, low-cost public access and recreational uses throughout the Park while protecting and enhancing ESHA to the maximum extent feasible.

All other recreational and park facility improvements proposed at Oso Flaco would be sited within areas current developed or used for agriculture and will therefore avoid impacting sensitive habitat areas.

The Oso Flaco Lake Improvement Project includes significant habitat restoration efforts around the Oso Flaco Lake floodplain and upland areas. The Oso Flaco Improvement Project would introduce new native habitat buffers ranging between 150 to 300 ft. along the waterways where little buffer currently exists between these sensitive habitats and existing agricultural uses. In addition, the project includes installation of bioswales adjacent to parking areas to capture stormwater runoff from the proposed improvements and from adjacent agricultural areas. The proposed habitat restoration and water quality treatment features would serve to significantly improve water quality and associated sensitive resources of the Oso Flaco Creek watershed in the PWP area.

No site-specific habitat mapping or surveys have been conducted for the Phillips 66/Southern Entrance Project. However, based on aerial review and site observations, the site supports aquatic and riparian habitat, wetlands and wetland vegetation alliances in the vegetated islands, foredunes, backdunes, and areas supporting Nipomo lupine, a species federally listed as endangered and is also known to support other special-status plant species. The known presence of these sensitive resources was taken into consideration during development of the conceptual design for the project; however, the extent and intensity of any potential impact from project implementation cannot be determined at this time. Quantification of potential habitat impacts and potential impacts to special-status species would occur once site-specific mapping has been conducted and the conceptual design has moved forward.

No camping or OHV use is permitted within or near Arroyo Grande Creek. In addition, the HCP includes measures to ensure potential impacts from OHV use to sensitive resources within the Arroyo Grande Creek watershed are avoided, including continuing to prohibit motor vehicle access to the Arroyo Grande Creek Lagoon and areas west of the lagoon where waters have pooled, continuing to limit Arroyo Grande Creek vehicle crossing to as close to and parallel to the ocean waterline as possible, and continuing to prohibit vehicle access in any other manner upstream or downstream in the creek channel. Crossing of Arroyo

Grande Creek by motor vehicles will continue to be regulated by park Ranger staff daily during periods of high stream flow in combination with high tides. Creek crossings may be restricted or closed at any time depending on high stream flow and high tides conditions and Rangers will continue to take enforcement action, where appropriate. These existing measures will continue to be implemented and enforced for Arroyo Grande Creek thereby ensuring that vehicle contact with water flowing within Arroyo Grande Creek is avoided during most conditions, and when not avoidable is momentary and minimized to the maximum extent feasible. In addition, because freshwater fish typically do not use creek outlets at the surf zone, limiting the creek crossing to the creek outlet at the surf zone avoids impacts to fish species within Arroyo Grande Creek. Further, given that the habitat at the creek outlet consists primarily of sand banks and a sandy channel, conditions that are naturally transitory and dynamic in nature, the crossing at the creek outlet does not support wetland vegetation and any effects from increased turbidity are minor, localized, and temporary.

The County's LCP and prior Coastal Commission findings for CDP 4-82-300 recognize that Oceano Dunes has been designated as a State off-highway vehicle recreation area and that the Park's uses support unique low-cost public access and recreational opportunities. These uses have been established as vested rights under the authority of State Parks per PRC 30401 and were codified in Coastal Commission Application 36-17 (General Plan for Pismo State Beach) and CDP 4-82-300, and the County's LCP includes specific standards intended to allow this recreational activity to continue in a manner that preserves surrounding sensitive dune habitats.

The County's LCP includes a series of maps and specific policies that assist in evaluating proposed PWP Development Projects for consistency with the LCP. The LCP's land use designation maps indicate those Park areas that have been designated as Recreation, identifying the State Beach and SVRA as the major visitor attraction in the coastal zone and providing for a wide variety of passive and active recreation opportunities including clamming, driving on the beach and recreational vehicle use within the dunes, and those designated as Open Space, identifying areas as important buffer zones to protect the vegetated back dunes and dune lakes and within which only passive recreational activities that are consistent with protection of the sensitive habitat are permitted. The County's Recreation and Open Space land use designations for the Park largely reflect historic patterns of OHV use and, with the exception of the conceptual proposal for two potential OHV trail options intended to provide OHV access to OHV riding area from the Oso Flaco Improvement Project area, all new proposed OHV uses and related support facilities would be appropriately located within areas designated for active Recreation.

As noted previously, the LCP also contains the SRA combining designation maps used as a first step in determining the potential presence and extent of ESHA within a project area. The LCP directs that the location of development in relationship to sensitive resource areas is to be determined in accordance with the actual location of the resource, rather than the boundaries as shown on the LCP SRA combining designation maps taking into consideration the general health of habitat on the project site, assessing the level of habitat fragmentation, the level and duration of development/uses in and around the project site, describing the health and species composition of the habitat, and examining the level of connectivity of habitat the project site to other nearby sites. In the case of dune ESHA within the PWP area, a clear distinction is made between bare sand areas historically disturbed by Park uses

versus naturally vegetated dune habitat, consistent with LCP policies and Coastal Commission findings for CDP 4-82-300 acknowledging and providing for ongoing Park uses in historically disturbed dune areas while mandating protection of adjacent sensitive habitat areas.

In addition to the LCP's land use designation and SRA combining designation maps, the LCP South County Area Plan contains Figure 4, which provides guidance in implementing the specific policy directives related to limiting OHV uses to unfenced and unvegetated dune areas and maintaining natural buffer areas for protection of surrounding sensitive habitat areas. As with all other LCP maps, Figure 4 must be reconciled with actual conditions on the ground, the land use designation maps contained in the LCP, prior Coastal Commission findings for certification of the LCP and approval of CDP 4-82-300, and the specific LCP policy directives the map is intended to support. Figure 4 identifies the entirety of the La Grande Tract as buffer area in conflict with LCP policies which specifically acknowledge and provide for ongoing OHV use of the property, a result of the LCP certification process which was pending at the time the Coastal Commission first reviewed and approved CDP 4-82-300 for Park improvements proposed at that time.

Figure 4 was first included in the 1981 draft LCP and accompanied by text proposing that the Park be closed to recreation and camping until State Parks designed and funded a plan making Oso Flaco Lake the primary camping area and access point for the park. The draft LCP was eventually rejected by the Coastal Commission, however, in part because the Coastal Commission found the plan was in conflict with the intent of the Coastal Act to "maximize public access and recreational opportunities for all the people" and that Oso Flaco Lake was too environmentally sensitive for the suggested uses. In 1982, prior to approving the County's revised LCP, the Coastal Commission approved CDP 4-82-300, which included OHV recreation and camping within the La Grande Tract and other areas identified as buffer in Figure 4. When the County LCP was certified in 1984, it was revised to include policies to reflect in general the conditions of the approved CDP 4-82-300, which specifically acknowledge and provide for ongoing OHV use of the La Grande property. Under the terms of CDP 4-82-300, OHV use of the La Grande Tract was limited by perimeter fencing to be installed along the Sand Highway (or along the ridge just eastward of the Sand Highway) and fencing installed a minimum of 100 ft. from the vegetated areas except along Sand Highway where the fence would encroach into the Sand Highway travel corridor.

Accordingly, the policy directives of the LCP relative to use of the La Grande Tract, specifically developed and certified to generally reflect the Coastal Commission's approval of CDP 4-82-300, along with the specific terms of CDP 4-82-300, collectively provide the appropriate standard for evaluating PWP Development Projects for consistency with the LCP. The LCP's policies and CDP conditions clearly provide for ongoing OHV uses within the La Grande Tract as was historically established and envisioned in the Park's General Plan, and further codified in Coastal Commission Application 36-17 (General Plan for Pismo State Beach), CDP 4-82-300, and the County's specific LCP policy directives.

The majority of proposed PWP Development Projects and PWP operations and maintenance activities would avoid sensitive vegetated dune habitat by continuing to limit beach camping, vehicular day use and OHV use to existing and historically disturbed, non-vegetated upland areas, consistent with the requirements of prior Coastal Commission actions certifying the County's LCP and in acknowledging ongoing OHV use pursuant to CDP 4-82-300, as amended.

The Park's fencing and signage program will be maintained to preclude vehicular access in the Dune Lakes, Oso Flaco Lake and other sensitive habitat areas. Fences and barriers will continue to be installed, maintained, and removed on a regular basis including perimeter fencing around vegetation islands and sensitive habitat areas. A cable boundary fence is also located on the shoreline along the southern boundary of the Oceano Dunes SVRA riding area at Post 8 to prevent vehicular and equestrian intrusion into sensitive habitats near Oso Flaco Lake. Oceano Dunes District seasonally closes SNPL and CLTE breeding habitat to vehicle and pedestrian use with wire mesh or symbolic fencing (only used in the non-riding areas of the Park like the Oso Flaco Lakes Day Use Area). Fencing is signed with information about the nesting program. With PWP approval and implementation, beach camping, vehicular day use and OHV use would be closely monitored and managed, pursuant to the Adaptive Management Program described in Chapter 3, to ensure a proper balance between resource management, recreational use, and visitor experience is maintained for the Park.

All sensitive habitat areas within the Park would continue to be protected and enhanced as part of the Park's ongoing habitat restoration program, per the Coastal Commission-approved CDP 4-82-300, as amended. The habitat restoration program includes dune stabilization projects implemented annually to control the sand movement within vegetated areas of the dunes and sand encroachment into other sensitive habitat areas, and various other restoration efforts that maintain the integrity of native dune and riparian habitats throughout the Park. State Parks maintains a primitive greenhouse and nursery operation (within the Park Corporation Yard) allowing native seed and plant propagation materials to be harvested within the boundaries of the park and used to implement restoration projects that vary from stabilizing large bare sand sheets or sand encroachment along the edges of a vegetated islands to restoring areas with potential soil or habitat loss due to access roads, high winds, high tides, weed encroachment, and other factors.

Habitat restoration efforts are implemented in conjunction with an aggressive invasive plant and animal control program to generally improve ecosystem health, and with comprehensive habitat, special-status species and water quality monitoring systems. The Park's Wildlife Habitat Protection Program (WHPP) has been developed to standardize a broad range of scientifically accepted techniques and practices appropriate for monitoring the health of the unique habitats and special-status species found within the Park.

Ecological monitoring and data collection involve a set of systematic surveys repeated over time in an effort to detect changes or trends in biotic or abiotic components of an ecosystem. Monitoring provides an early warning of potential problems, which can then be corrected before conditions are seriously degraded. To keep pace with the current state of best practices, resource specialists regularly review and update protocols, thereby improving the effectiveness and efficiency of the monitoring program.

The WHPP incorporates "control" monitoring sites (i.e., undisturbed sites of similar vegetation/wildlife habitat, where OHV recreation is not allowed) and compares conditions in these control sites to treatment sites (i.e., sites where OHV riding occurs). This program includes the establishment of permanent control monitoring plots at the Dunes Preserve, the Oso Flaco Lake area, Phillips 66 Refinery property, and the protected foredune region north of the mouth of Oso Flaco Creek. The monitoring program includes continued annual and seasonal monitoring at known locations for listed plant and wildlife

species, and includes analyzing and assessing the effects of management practices, especially vegetation planting. The Park's unique opportunities for sensitive habitat and special-status species protection, enhancement and monitoring programs have consistently demonstrated a high-level of success.

The proposed PWP Development Projects and PWP operations and maintenance activities as implemented with the habitat protection, restoration and monitoring activities identified in the HCP and mitigation measures identified in the EIR will serve to protect and restore sensitive habitats and special-status species within the Park and are therefore consistent with the County of San Luis Obispo Local Coastal Plan policies related to environmentally sensitive habitat areas and special- status species.

4.4 Marine Resources: Water Quality

4.4.1 Public Works Plan Policies and EIR Findings

The PWP planning area contains three major watersheds: the Meadow Creek Watershed, the Arroyo Grande Creek Watershed and the Oso Flaco Creek Watershed, as described in more detail in PWP Section 1.4.3, Hydrology. PWP Vol. III, EIR, Chapter 13, Hydrology and Water Quality, provides a detailed description of the various programs implemented by State Parks to protect water quality throughout the PWP area and analyzes potential impacts of the PWP Development Projects and PWP operation and maintenance activities to surface water quality and volume. PWP Vol. III, EIR, Chapter 13, Hydrology and Water Quality further describes and analyzes potential impacts to sustainability and groundwater quality of the Santa Maria Groundwater Basin's from proposed PWP Development Projects. Implementation of the PWP Development Projects and PWP operation and maintenance activities would result in no impacts or less than significant impacts based on type of use proposed and/or location. See LCP subsections and PWP Vol. III, EIR Chapter 13, for more detailed information.

Given the extent of water quality protection programs already implemented by State Parks, the location, design and the limited scope of the proposed PWP Development Projects and PWP operation and maintenance activities would not violate water quality standards or waste discharge requirements, conflict with a water quality control plan, substantially alter existing drainage patterns or substantially increase stormwater runoff volumes. Therefore, potential impacts to hydrology, surface water quality and volume would be less than significant. In addition, ongoing park operations would result in no impact to groundwater sustainability and quality, and proposed water wells for the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would not substantially decrease groundwater supplies or interfere with groundwater recharge. Therefore, potential impacts to hydrology and water quality would be less than significant.

State Parks implements a Stormwater Management Plan (SWMP) for Pismo State Beach and the Oceano Dunes SVRA (State Parks 2019) consistent with the requirements of the following permits issued by the State Water Resources Control Board (SWRCB):

- National Pollutant Discharge Elimination System (NPDES) Waste Discharge Requirements (WDRS) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) (Phase II Permit) (Order No. 2013-0001-DWQ) (SWRCB, 2013)

- National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (State Construction General Permit or State CGP) (Order No. 2009-0009-DWQ) (SWRCB, 2009) as amended by Order No. 2012-0006-DWQ (as needed).

- Water Quality Control Plan for the Ocean Waters of California to Control Trash and Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (SWRCB, 2015).

The SWMP addresses stormwater pollution control related to the Park's activities, including planning, construction, maintenance, and operation of its facilities. The SWMP addresses discharges of stormwater and authorized non-stormwater to waters of the United States (as defined by the U.S. Environmental Protection Agency (USEPA)) and waters of the State of California (as defined by the Porter-Cologne Water Quality Control Act). The SWMP also enumerates Parks responsibilities for implementing stormwater management procedures and practices including training, public education, monitoring, program evaluation, and reporting activities.

State Parks also implements a Storm Water Pollution Prevention Plan (SWPPP) at specific sites throughout the park with the potential to discharge pollutants into stormwater. As part of the SWPPP, operations and maintenance (O&M) activities are evaluated for their potential to discharge pollutants into stormwater and all corresponding Best Management Practices (BMPs), such as vehicle and equipment maintenance, vehicle and equipment fueling, vehicle and equipment washing, material handling and storage, spill prevention and control, waste storage and litter control, and sanitary/septic waste management, are inspected on a quarterly basis. Quarterly O&M Activity and BMP Assessment Forms are prepared by the Oceano Dunes District and O&M activities and their standard operational practices are evaluated annually and enhanced, as needed, to prevent impacts to stormwater. To further minimize the discharge of pesticides, herbicides, and fertilizers, State Parks follows the approach recommended by the California Stormwater Quality Association (CASQA) in its Municipal Stormwater BMP Handbook (CASQA 2004), which provides guidance to municipal stormwater programs on selecting and implementing BMPs to reduce pollutants in runoff from municipal operations, including recommendations for "Fertilizer and Pesticide Management. See PWP Vol. III, EIR, Chapter 13, Hydrology and Water Quality, for further detail regarding the various programs implemented by State Parks to protect water quality throughout the PWP area.

All of the Development Projects and PWP operation and maintenance activities are required to adhere to the SWRCB's NPDES Construction General Permit requirements and the Phase II MS4 Permit requirement, along with the State Parks SWMP requirements related to stormwater management and discharge and control. Compliance with these existing laws, regulations, and plans would serve to minimize both short-term water quality impacts from construction (at all of the site-specific projects) and long-term water quality impacts associated with new development (at the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project) in order to protect water quality and marine resources.

In addition to State Park's SWMP and SWPPP, the Draft HCP for the Oceano Dunes District includes a number of activities and avoidance and minimization measures directed at protecting and enhancing habitat for special-status species that will also benefit

water quality and other marine resources throughout the PWP area. These measures include, and are not limited to:

- Monitoring visitor activities and park operations at or near creek corridors and wetland areas and installation of symbolic fencing and signage to minimize the effects of park operations, park visitor activities, and management activities on riparian and wetlands habitat, when necessary;

- Conducting creek bank stabilization and habitat improvement along Pismo Creek;

- Conducting qualitative monitoring of habitat at Oso Flaco Creek, Oso Flaco Lake, Pismo Creek, and Arroyo Grande Creek to assess the condition of these habitats and identify potential threats that may exist due to the presence of invasive species, erosion, bank degradation, or other habitat changes or impacts from park activities;

- Ensuring that refueling, maintenance, and staging of equipment and vehicles continues to occur at least 60 feet from riparian habitat or water bodies and in a location where a spill will not drain directly toward aquatic habitat, maintaining vehicles and equipment in proper working condition to minimize the potential for fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials, and continuing to maintain a Spill Plan for prompt and effective response to an accidental spill, including, at a minimum, immediately notifying the biologist of any hazardous spills and immediately cleaning up spills; and

- Contributing to watershed protection efforts by monitoring water quality in the PWP area and working with off-site landowners, conservation partners and agency staff, as feasible, to focus on watershed restoration in the Arroyo Grande Creek, Pismo Creek, and Oso Flaco watersheds.

Implementation of State Park's SWMP and SWPPP, in conjunction with the creek and wetland habitat protection, restoration and monitoring activities identified in the HCP, will serve to protect and restore the watersheds and associated water quality and marine resources within the PWP area.

4.4.2 City of Pismo Beach LCP

4.4.2.1 Conservation and Open Space Element Principles

Pacific Ocean, Beach and Coastal Cliffs

The Pacific Ocean is the most significant single natural resource and open space for Pismo Beach. It provides a number of unique opportunities. It is valued for its scenic beauty. The community's lineal physical form and related circulation patterns reflect the residents' strong desire to be as close as possible to the water. Historically, the community's economic basis was the ocean, and today the cities major economic and employment source-visitor service- still depends on the ocean. The coast is also Pismo Beach's most vulnerable complex of natural resources due to the intensity and types of uses to which it is subjected. The city's shoreline can be divided into four tidal zones as described as follows.

1. Southern Beach Community

The beach from the southern city limits to approximately three miles north is predominantly under the ownership of the State of California, controlled by the state Department of Parks and Recreation and managed by Pismo Beach. The beach is used for both passive and active recreational and educational purposes.

At the southern end of the city are sand dunes that are considered part of the coastal strand community, which is composed mainly of beach and primary dunes. Since the plant life must adapt to constantly shifting sand conditions created by the winds, plants that are low growing and often succulent are typical of the plant community. They have the ability to bind sand into small-stabilized hills, usually only a few feet high.

3. Intertidal Zone

The intertidal zone lies between the high tide and low tide lines. It is covered and uncovered by water twice each day. In the Pismo Beach area, the intertidal zone is characterized generally by semi sheltered coast and open bays where the force of the surf is somewhat dissipated before it can crush the more fragile life forms.

Within the boundaries of Pismo Beach, the State Lands Commission, which has jurisdiction over all matters concerning the area's wildlife populations, owns the intertidal zone most notably the populations of the Pismo clam. A variety of bird species also feed in the intertidal zone.

The intertidal zone in the southern half of Pismo Beach is a most valuable recreational resource area. During tow tides, it was in the past used intensively by clammers. Under the protection of the state Department of Parks, the Pismo clam has again begun to be found in the intertidal zone. Due to the return to this region of the sea otter, there is only a limited possibility that the clam beds will ever be re- established in the size that once existed.

At high tides, this zone is popular for surf fishing. At all times, the intertidal area is a popular spot for bird watching, pleasure walking, and jogging. It is characterized by a rockless substrate, fine sand, and an unusually hard surface caused by constant heavy tidal action. In the northern half of the city, the intertidal area is rocky near the shore. Its ground surface is characterized by rocks and pebbles. Some conflict exists between utilization of the rocky intertidal zone for recreational uses, and preservation of the natural resources. Currently, it appears that the resources are not in jeopardy because the more sensitive intertidal areas are located where public access is limited.

4.4.2.2 Conservation & Open Space Element Policies

Pacific Ocean, Beach and Coastal Cliffs

CO-15 Ocean Shore-Principal Open Space Resource: The ocean shore is, and shall continue to be, the principle open space feature of Pismo Beach. Ocean front land shall be used for open space, recreation and related uses where feasible and where such uses do not deteriorate the natural resource.

CO-20 Clam Beds: The clam bed preserves within the City of Pismo Beach shall be protected.

Pismo Marsh

CO-25 Development Adjacent to the Marsh Buffer: New development adjacent to the marsh, but above the 45 ft. contour, shall be limited to compatible uses that will not result in adverse impacts such as additional sediment, runoff, and other disturbances.

CO-26 Watershed Protection: Runoff from any new development projects within the Meadow Creek watershed, which drains to the marsh, shall be evaluated with a hydrology report to determine if its runoff exceeds the existing volume rate of flow or suspended solids content. Existing rates should not be exceeded unless restoration plans are developed. The utilization of permeable ground materials to the greatest extent possible is encouraged as one method of limiting increased runoff. Erosion control measures, such as distillation basins and energy dissipaters, shall be incorporated within any grading plan as necessary.

4.4.2.3 Facilities and Services Element Policies

Water Services

F-36 through F-40: address city planning for a water management program, maintaining reserves and capacity, water conservation requirements for new development, and future annexations.

4.4.2.4 Parks, Recreation & Access Element Policies

Access Component

PR-32 Motor Driven Vehicles on Beach Prohibited:

Motor driven vehicles shall be prohibited access to the beaches within the city except for these purposes:

1. When performing necessary maintenance or emergency activities.

2. When conducting promotional activities, providing that such activities are (1) on a short-term basis; (2) limited to the hard sandy beaches; (3) do not adversely impact marine or other coastal resources, including the habitat of the intertidal area; (4) do not interfere with pedestrian beach access and use; and (5) the area disrupted as a result of such use shall be returned to its pre-existing condition.

4.4.2.5 PWP Consistency

PWP Development Projects proposed within the City of Pismo Beach include the Pismo Creek Estuary Seasonal (Floating) Pedestrian Bridge, the Butterfly Grove Public Access Project and the North Beach Campground Facility Improvements.

The proposed PWP Development Projects included in the Pismo Beach LCP area would continue to protect and preserve the open space, habitat and marine resource values of Pismo State Beach and its intertidal area and includes various public access and passive recreational improvements for use and enjoyment of the beach by both residents and visitors. Implementation of the PWP would also continue to protect and preserve the Pismo State Beach within the City's limits as a non-vehicular use are except where specifically allowed per LCP Policy PR-32.

Installation of the Pismo Creek Estuary Seasonal Bridge would involve temporary and minimal impacts to water quality associated with site disturbance during initial installation; however, the initial installation activity would be subject to appropriate source control, runoff, erosion and siltation reduction, and/or stormwater treatment measures designed to protect the water quality and resources of the creek. Once installed, the bridge would accommodate pedestrian access from the adjacent Pismo Coast RV Resort to Pismo State Beach, providing a safe and convenient alternative to the existing volunteer path that traverses State Park property along the southeast bank of Pismo Creek. The proposed bridge crossing would serve to reduce bank erosion and in-creek disturbance from pedestrian use and thereby assist with protecting and restoring Pismo Creek and its associated marine resources. In addition, the bridge would be maintained as a seasonal bridge and removed when subject flooding and erosion.

Meadow Creek runs along the North Beach Campground and Butterfly Grove Public Access Project improvement areas. All park facility improvements proposed for the North Beach Campground and Butterfly Grove projects will be located within existing, developed park facilities and therefore will not impact any portion of Meadow Creek, its associated riparian and wetland habitat, or existing creek buffers. Proposed bike trail improvements for the Butterfly Grove would be located within an area mapped as riparian habitat but would be located along an existing trail corridor and therefore would not encroach toward the Meadow Creek riparian corridor. In addition, because these project improvements are located within developed areas, the projects involve minimal vegetation removal and ground disturbance, would not result in alteration of existing drainage patterns, and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff.

Project designs for the Pismo Creek Estuary Seasonal (Floating) Pedestrian Bridge, the Butterfly Grove Public Access Project and the North Beach Campground Facility Improvements are conceptual at this stage, and therefore final calculations related to stormwater volume, rate, and design of on-site stormwater infrastructure, any necessary site-specific detention facilities and stormwater pre-treatment features have not been performed. However, all facilities in the PWP planning area must be designed according to the requirements in the SWMP for Oceano Dunes SVRA and Pismo State Beach, which contains the specific formulas for calculating stormwater runoff volumes and rates, along with the types of facilities that can be designed and installed to appropriately detain and meter flows prior to discharge. The PWP Development Projects will be subject to source control, runoff, erosion and siltation reduction and/or stormwater treatment measures designed to protect the water quality and resources of Meadow Creek, and will be operated according to the specific requirements contained in the SWMP, as applicable.

In addition, the Draft HCP for the Oceano Dunes District includes a number of activities and avoidance and minimization measures directed at protecting and enhancing habitat for special-status species that would benefit water quality and other marine resources within the City of Pismo Beach PWP area. These measures include monitoring visitor activities at or near the Pismo Creek and Meadow Creek corridors and wetland areas and installation of symbolic fencing and signage to minimize the effects of park operations, park visitor activities, and management activities on riparian and wetlands habitat, when necessary; conducting creek bank stabilization and habitat improvement along Pismo Creek; eradicating or reducing the cover, biomass, and distribution of non-native invasive plants within creek and wetlands area; conducting qualitative monitoring of Pismo Creek to identify

potential threats that may exist due to the presence of invasive species, erosion, bank degradation, or other habitat changes or impacts from park activities; avoiding and promptly responding to potential accidental spills associated with refueling, maintenance, and staging of equipment; and contributing to watershed protection efforts by monitoring water quality in the PWP area and working with off-site landowners, conservation partners and agency staff, as feasible, to focus on watershed restoration in the Pismo Creek watershed.

Finally, the proposed PWP Development Projects within the City of Pismo Beach would result in either no increases in water use or only very minor increases. No new groundwater wells would be necessary for these projects, and therefore these site-specific projects would have no impact on city planning efforts for the water management program, maintaining reserves and capacity, and water conservation requirements for new development.

Please refer to Section 4.3, Environmentally Sensitive Habitat Areas, for additional discussion related to potential PWP Development Project impacts and mitigation for riparian and wetlands habitats and associated special-status species.

The proposed PWP Development Projects and PWP operation and maintenance activities as implemented with State Park's SWMP, SWPPP and the creek and wetland habitat protection, restoration and monitoring activities identified in the HCP will serve to protect and restore the watersheds and associated water quality and marine resources within the Park and are therefore consistent with the City of Pismo Beach Local Coastal Plan principles and policies related to water quality.

4.4.3 City of Grover Beach LCP

4.4.3.1 Coastal Resources Component Policies

2.1.5 RECOMMENDATIONS

B. INLAND RESOURCE AREAS

WATER RESOURCES

MEADOW CREEK (WESTERN BRANCH)

2. Policy: Approval of developments in areas draining into Meadow Creek shall be conditioned upon provision of on-site ponding basins or other means of regulating runoff water. Retention facilities should be capable of retaining the first two hours of a fifty-year frequency storm. (Section 30231)

GENERAL

Water Quality

16 Policy: All new development shall protect the quality of water bodies and drainage systems through adaptive site design, stormwater management, and the implementation of Best Management Practices (BMPs) for stormwater management, including, but not necessarily limited to, those identified in the California Storm Water Best Management Practice Handbooks (March 1993).

17 Action: To ensure new development and the redevelopment of existing sites adequately protects water quality, the City shall consider, and implement where appropriate, low impact development options and revisions to the City's water quality management regulations consistent with the Storm Water Management Program adopted by the Regional Water Quality Control Board.

18 Action: The City shall ensure the new development will maintain historic off-site storm flows unless improvements are in place or made with the development that will maintain historic downstream and upstream flows.

22. Action: The City will undertake long-term watershed planning and management activities in coordination with adjoining cities, San Luis Obispo County, and State Parks. The main objectives of these efforts are to ensure the protection of water quality, the beneficial uses of water, and the biological and physical integrity of watersheds and aquatic habitat. The City will consider amendments to the policies and programs of the Local Coastal Program as necessary to incorporate the findings and recommendations of these watershed planning efforts.

4.4.3.2 PWP Consistency

The PWP Development Projects proposed within the City of Grover Beach include the Grand Avenue Entrance Kiosk and Lifeguard Tower Improvements and the Pismo State Beach Boardwalk Project. The proposed PWP projects within the City of Grover Beach consist of only small-scale public access and recreational improvements, and therefore do not involve significant land disturbance, significant increase in impervious surface, or uses that would introduce pollutants into the watershed.

The proposed Grand Avenue entrance kiosk and Lifeguard Tower improvements would occur within the existing, developed kiosk footprint and as a second story addition to an existing restroom facility, respectively, and therefore would involve minimal vegetation removal and ground disturbance, would not result in substantial alteration of existing drainage patterns, and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff. The proposed kiosk and lifeguard tower improvements are also distant from the shoreline and Meadow Creek corridor and would include implementation of BMPs for stormwater management and would therefore have no impact on sensitive marine resources or water quality. The proposed PWP Pismo State Beach Boardwalk Project includes installing a permeable elevated beach boardwalk and therefore would not significantly disrupt existing drainage patterns or contribute to stormwater runoff or site erosion.

Project designs for the Grand Avenue entrance kiosk and Lifeguard Tower and Pismo State Beach Boardwalk Project are conceptual at this stage, and therefore the final calculations related to stormwater volume, rate, and design of on-site stormwater infrastructure, any necessary site-specific detention facilities and stormwater pre-treatment features have not been performed. However, all proposed improvements would include adaptive site design, stormwater management, and the implementation of BMPs for stormwater management, where applicable, consistent with the City's water quality management regulations. The projects will be subject to source control, runoff, erosion and siltation reduction and/or stormwater treatment measures designed to protect water quality, and will be

operated according to the specific requirements contained in the SWMP for Oceano Dunes State Vehicular Recreation Area and Pismo State Beach, as applicable.

Please refer to Section 4.3, Environmentally Sensitive Habitat Areas, for additional discussion related to potential project-specific impacts and mitigation for riparian and wetlands habitats and associated special-status species.

The proposed PWP Development Projects and PWP operation and maintenance activities as implemented with State Park's SWMP and SWPPP will serve to protect water quality and are therefore consistent with the City of Grover Beach Local Coastal Plan policies related to water quality.

4.4.4 San Luis Obispo County LCP

4.4.4.1 Coastal Plan Policies

Chapter 6: Environmentally Sensitive Habitats

C. COASTAL STREAMS

Policy 23: County and State Review of Coastal Stream Projects
The State Water Resources Control Board and the county shall ensure that the beneficial use of coastal stream waters is protected, for projects over which it has jurisdiction. For projects which do not fall under the review of the State Water Resources Control Board, the county (in its review of public works and stream alterations) shall ensure that the quantity and quality surface water discharge from streams and rivers shall be maintained at levels necessary to sustain the functional capacity of streams, wetland, estuaries and lakes. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.07.174 OF THE CZLUO.]

E. MARINE HABITATS

Policy 38: Protection of Kelp Beds, Offshore Rocks, Rocky Points, Reefs and Intertidal Areas
Uses shall be restricted to recreation, education and commercial fishing. Adjacent development shall be sited and designed to mitigate impacts that would be incompatible with the continuance of such habitat areas. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 40: Shoreline Access Consistent with Habitat Protection
Coastal access shall be monitored and regulated to minimize impacts on marine resources. If negative impacts are demonstrated, then the appropriate agency shall take steps to mitigate these impacts, including limiting the use of coastal access. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTIONS 23.07.178 AND 23.04.420j OF THE CZLUO.]

Policy 41: Habitat Signs
The appropriate agency (in conjunction with the county Fish and Game Commission) should provide signs indicating that collecting from tide pools, etc., is illegal. [THIS POLICY SHALL BE IMPLEMENTED AS A PROGRAM.]

Chapter 9: Coastal Watersheds

Policies for Coastal Watersheds

Policy 1: Preservation of Groundwater Basins

The long-term integrity of groundwater basins within the coastal zone shall be protected. The safe yield of the groundwater basin, including return and retained water, shall not be exceeded except as part of a conjunctive use or resource management program which assures that the biological productivity of aquatic habitats are not significantly adversely impacted. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 2: Water Extractions

Extractions, impoundments and other water resource developments shall obtain all necessary county and/or state permits. All pertinent information on these uses (including water conservation opportunities and impacts on in-stream beneficial uses) will be incorporated into the data base for the Resource Management System and shall be supplemented by all available private and public water resources studies available. Groundwater levels and surface flows shall be maintained to ensure that the quality of coastal waters, wetlands and streams is sufficient to provide for optimum populations of marine organisms, and for the protection of human health. (Public works projects are discussed separately.) [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 3: Monitoring of Resources

In basins where extractions are approaching groundwater limitations, the county shall require applicants to install monitoring devices and participate in water monitoring management programs. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 8.40.065 OF THE COUNTY CODE (WATER WELL REGULATIONS).]

Policy 7: Siting of New Development

Grading for the purpose of creating a site for a structure or other development shall be limited to slopes of less than 20 percent except:

- Existing lots of record in the Residential Single-Family category and where a residence cannot be feasibly sited on a slope less than 20 percent;
- When grading of an access road or driveway is necessary to provide access to an area of less than 20 percent slope where development is intended to occur, and where there is no less environmentally damaging alternative;
- The county may approved grading and siting of development on slopes between 20 percent and 30 percent through Minor Use Permit, or Development Plan approval, if otherwise required by the Coastal Zone Land Use Ordinance. Also in review of proposed land divisions, each new parcel shall locate the building envelope and access road on slopes of less than 20 percent. In allowing grading on slopes between 20 percent and 30 percent the county shall consider the specific characteristics of the site and surrounding area that include but are not limited to: the proximity of nearby streams or wetlands, the erosion potential and slope stability of the site, the amount of grading necessary, neighborhood drainage characteristics and measures proposed by the applicant to reduce potential erosion and sedimentation. The county may also consider approving grading on

slopes between 20 percent and 30 percent where it has been demonstrated that there is no other feasible method of establishing an allowable use on the site without grading. Grading and erosion control plans shall be prepared by a registered civil engineer and accompany any request to allow grading on slopes between 20 percent and 30 percent. It shall also be demonstrated that the proposed grading is sensitive to the natural landform of the site and surrounding area.

In all cases, siting of development and grading shall not occur within 100 feet of any environmentally sensitive habitat. In urban areas as defined by the Urban Services Line, grading may encroach within the 100 foot setback when locating or siting a principally permitted development, if application of the 100 foot setback renders the parcel physically unusable for the principally permitted use. Secondly, the 100 foot setback shall only be reduced to a point at which the principally permitted use, as modified as much as practical from a design standpoint, can be accomplished to no point less than the setback allowed by the planning area standard or 50 feet whichever is the greater distance. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO COASTAL ZONE LAND USE ORDINANCE SECTIONS: 23.05.034 (GRADING) AND 23.04.021 (LAND DIVISIONS).]

Policy 8: Timing of Construction and Grading

Land clearing and grading shall be avoided during the rainy season if there is a potential for serious erosion and sedimentation problems. All slope and erosion control measures should be in place before the start of the rainy season. Soil exposure should be kept to the smallest area and the shortest feasible period. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.05.036 OF THE CZLUO.]

Policy 9: Techniques for Minimizing Sedimentation

Appropriate control measures (such as sediment basins, terracing, hydro-mulching, etc.) shall be used to minimize erosion and sedimentation. Measures should be utilized from the start of site preparation. Selection of appropriate control measures shall be based on evaluation of the development's design, site conditions, predevelopment erosion rates, environmental sensitivity of the adjacent areas and also consider costs of on-going maintenance. A site specific erosion control plan shall be prepared by a qualified soil scientist or other qualified professional. To the extent feasible, non-structural erosion techniques, including the use of native species of plants, shall be preferred to control run-off and reduce increased sedimentation. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.05.036 OF THE CZLUO.]

Policy 10: Drainage Provisions

Site design shall ensure THAT drainage does not increase erosion. This may be achieved either through on-site drainage retention, or conveyance to storm drains or suitable watercourses. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.05.034 OF THE CZLUO.]

Policy 11: Preserving Groundwater Recharge

In suitable recharge areas, site design and layout shall retain runoff on-site to the extent feasible to maximize groundwater recharge and to maintain in-stream flows and riparian habitats. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 13: Vegetation Removal

Vegetation clearance on slopes greater than 30% in geologically unstable areas or on soils rated as having severe erosion hazards shall require an erosion and sedimentation control plan. Stream vegetation removal is discussed in greater detail in the Sensitive Habitat chapter. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.05.036 OF THE CZLUO.]

Policy 14: Soil Conservation Techniques

Proper soil conservation techniques and grazing methods shall to the maximum extent feasible be employed in accordance with the 208 water quality standards adopted by the California Water Quality Control Board. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

4.4.4.2 Oceano Specific Plan Policies

4 Strategies for Achieving Goals, Reinforcing Core Values

Oceano Lagoon Complex

The County's existing San Luis Bay Area Plan addresses the lagoon in its discussion of planning area programs and standards. The Oceano Lagoon provides an environmental centerpiece for the western part of Oceano and is surrounded by County parkland, State property, property owned by the Airport and sewer treatment plant and private citizens. Because of the tremendous nutrient load it must bear, it has a eutrophic environment that reduces water quality and supports increasing numbers of mosquitoes. Therefore, it is important that new development in this area be carried out in a manner that will maintain, enhance, and where feasible restore the biological productivity and water quality of the Oceano Lagoon Complex and Arroyo Grande Creek.

5 Programs, Guidelines and Standards

Public Improvements

2. Drainage. Institute the following retrofit project to address existing deficiencies in stormwater control:

    - Define drainage areas within the community based on topographic features,
    - Identify and quantify the existing drainage/flooding problems based on historic information, community and County input, and site observations,
    - Identify categories of drainage and flooding related problems,
    - Generate alternative improvements for specific drainage problem areas,
    - Review potential environmental and water quality impacts as well as potential regulatory impacts associated with the alternatives;
    - Prepare cost and timeline (for construction) estimates for the different alternatives,
    - Recommend specific improvement and funding solutions based on criteria.
    - Ensure proper review of new development.

3. Runoff & Sediment Control. In addition to the drainage retrofit plan, above, the following best management practices should be utilized where feasible:

    - Install pollution control devices such as oil and water separators in parking lots and other areas where fuels and other pollutants accumulate.
    - Enforce anti-littering laws and post "No Littering Signs" in areas where there is high pedestrian traffic
    - Maintain vegetative cover on landscaped areas and use manual weed control
    - Inspect and clean storm drains prior to onset of the wet season, paying particular attention to areas that tend to accumulate litter, sediment and other debris.
    - Include standards for storm drainage including but not limited to those recommended in the California Storm Water Best Management Practices Handbook.

Oceano Lagoon

36. Implement Lagoon Measures. The County's existing San Luis Bay Area Plan addresses the lagoon in its discussion of planning area programs and standards. Encourage the implementation of the following:

- Oceano Lagoon (FH) - The lagoon should be retained in its natural state, with maintenance provided only as needed to allow proper water movement and assure continued capacity.

4.4.4.3 PWP Consistency

PWP Development Projects proposed in the County LCP area include the Pier Avenue Entrance Kiosk and Lifeguard Tower within the community of Oceano; the Pismo State Beach Boardwalk Project, Park Corporation Yard/Maintenance Road Improvement Project, Oceano Campground Infrastructure Improvement Project and the Oceano Campground Campfire Center Replacement Project within the San Luis Bay Area Plan; and the Oso Flaco Improvement Project, Oso Flaco Boardwalk Replacement Project, 40 Acre Riding Trail, Safety Education Center Replacement Project, Trash Exclosure Project at Post 2, and the Phillips 66/Southern Entrance Project within the South County Area Plan.

All proposed PWP Development Projects and PWP operation and maintenance activities included in the County LCP area would continue to protect and preserve internal tidal areas and inland marine resource areas, limiting improvements and uses to those that maintain recreation, education and commercial fishing uses as specifically permitted per applicable LCPs.

The proposed Pier Avenue Entrance Kiosk and Lifeguard Tower improvements in the Oceano Community Plan area would occur within the existing developed kiosk footprint and as a second story addition to an existing restroom facility, respectively, and therefore would involve minimal vegetation removal and ground disturbance, would not result in substantial alteration of existing drainage patterns, and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff. The proposed PWP Pismo State Beach Boardwalk Project located within the San Luis Bay Area Plan includes installing a permeable elevated beach boardwalk which would not significantly disrupt existing drainage patterns or contribute to stormwater runoff or site erosion. The proposed Pier

Avenue Kiosk and Lifeguard Tower and the PWP Pismo State Beach Boardwalk Project are distant from the shoreline, Oceano Lagoon and Arroyo Grande Creek corridor and would include implementation of BMPs for stormwater management and would therefore have no impact on sensitive marine resources or water quality.

The Park Corporation Yard/Maintenance Road Improvement Project, Oceano Campground Infrastructure Improvement Project and the Oceano Campground Campfire Center Replacement Project proposed within the San Luis Bay Area Plan consist of improvements to existing, developed facilities and rerouting an existing park operations and maintenance access road which links the Park Corporation Yard with the beach. The new maintenance road route is proposed to allow more efficient emergency response access to the beach and will enable beach maintenance and operations vehicles to bypass the Oceano Campground while performing routine services, thereby minimizing park operations vehicle travel within the campground recreation area.

Meadow Creek and the Oceano Lagoon Complex extend along to the existing Park Corporation Yard and Oceano Campground. Due to the location of these existing recreational and park support facilities within, or immediately adjacent to, wetland and riparian areas in some locations, existing and proposed repair, maintenance and improvement projects necessarily must occur within typically required riparian and wetland setback/buffers areas. However, the recreational and park facility improvements proposed would be located within areas historically disturbed and/or currently developed and therefore would avoid and minimize impacts to marine resources associated with Meadow Creek and the Oceano Lagoon Complex to the extent feasible.

The Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project would be located almost entirely within the existing developed facility footprint and therefore would minimize impacts to Meadow Creek and Oceano Lagoon, their associated riparian and wetland habitat and existing buffers; project impacts would be limited to the immediate periphery of the existing, developed facility area and the outermost edge of the riparian canopy. The Park Corporation Yard/Maintenance Road Improvement Project area is also significantly constrained by adjacent riparian habitat areas. The Park Corporation Yard improvements have been similarly designed to limit project impacts to the immediate periphery of the existing, developed facility area and outermost edge of the riparian canopy. A pedestrian crossing between the main Park Corporation Yard and existing, adjacent parking/storage area will be provided in conjunction with the rerouted maintenance road, which will be provided via a bridge design from the main Corporation Yard to the adjacent ridgeline of the dune area to avoid impacts to the Meadow Creek corridor and adjacent riparian habitat areas.

All PWP Development Projects within the community of Oceano and San Luis Bay Area Plan would be located entirely or primarily within existing developed areas. Therefore, these projects involve minimal vegetation removal and ground disturbance, would not result in substantial alteration of existing drainage patterns, and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff. The projects will be subject to source control, runoff, erosion and siltation reduction and/or stormwater treatment measures designed to protect the water quality and resources of Meadow Creek and Oceano Lagoon, and will be operated according to the specific requirements

contained in the SWMP for Oceano Dunes State Vehicular Recreation Area and Pismo State Beach, as applicable.

The proposed Safety Education Center Replacement Project and new Trash Exclosure Project within the South County Area Plan involve replacing existing facilities within areas currently developed and/or bare sand areas supporting active park operations. The improvements may result in expanded facility footprints, but the increased footprints would be minimal and located within areas already occupied for park operations and therefore void of vegetation. Therefore, these improvements would not involve vegetation removal or significant ground disturbance, would not result in substantial alteration of existing drainage patterns, and would not result in a substantial increase in impervious surfaces that could increase stormwater runoff and adversely impact water quality.

The Proposed 40 Acre Riding Trail would be located in areas previously used as an OHV Riding Area and later actively vegetated by State Parks personnel to address sand migration impacts to the sensitive habitat areas of Oso Flaco Lake. This area would continue to be managed as planted dune habitat to protect water quality and marine resources within Oso Flaco Lake in conjunction with reintroducing a limited and controlled 2-mile OHV riding trail, subject to appropriate BMPs and located to maintain a significant buffer for Oso Flaco Lake.

The proposed Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project within the South County Area Plan include expanded and new recreational amenities. These projects would require earthmoving activities associated with construction of new campgrounds, buildings, OHV trails and other park facilities, underground utilities over large areas, and installation of new impervious surfaces for new parking, circulation and structural facilities. Earthmoving activities and installation of new impervious surfaces would result is vegetation removal and could alter existing drainage patterns; however, the improvement areas largely consists of flat terrain that has been modified by existing agricultural uses (approximately 117 acres) at Oso Flaco and by existing oil processing infrastructure and facilities (approximately 250 acres) at the Phillips 66 site. Vegetation removal and increased impervious surfaces would result in additional stormwater runoff that could contribute to increased erosion and pollutant transport to downstream waterbodies.

All project designs for the PWP Development Projects located in the South County Area Plan are conceptual at this stage, and therefore the final calculations related to stormwater volume, rate, and design of on-site stormwater infrastructure, any necessary site-specific detention facilities and stormwater pre-treatment features have not been performed. However, all facilities in the PWP planning area must be designed according to the requirements in the SWMP for Oceano Dunes State Vehicular Recreation Area and Pismo State Beach, which contains the specific formulas for calculating stormwater runoff volumes and rates, along with the types of facilities that can be designed and installed to appropriately detain and meter flows prior to discharge. As with all other PWP Development Projects, the South County Area Plan improvements would be subject to source control, runoff, erosion and siltation reduction and/or stormwater treatment measures designed to protect the water quality and resources of the Oso Flaco creek watershed and will be operated according to the specific requirements contained in the SWMP for Oceano Dunes State Vehicular Recreation Area and Pismo State Beach, as applicable.

The Oso Flaco Lake Boardwalk Replacement Project would involve construction over wetland and open water habitat within Oso Flaco Lake and therefore would involve temporary impacts to water quality associated with site disturbance and wetland fill during initial installation; however, the initial installation activity would be subject to appropriate siting, source control, runoff, erosion and siltation reduction, and/or stormwater treatment measures designed to protect the water quality and aquatic resources of Oso Flaco Lake. The boardwalk currently accommodates pedestrian access across the lake. Replacing and maintaining the boardwalk would sustain a safe and convenient path of travel through the site thus discouraging access taken from new volunteer paths and uncontrolled access to the lake and adjacent creek corridor that could result in bank erosion, trampling of aquatic vegetation and associated water quality impacts.

New trail improvements would be located within the riparian and wetlands habitats of Oso Flaco Lake and the Oso Flaco Creek corridor; however, these improvement consist of passive, low-impact recreational uses and therefore would not appreciably impact water quality within these resource areas. All other improvements at Oso Flaco have been designed to avoid impacting the Oso Flaco Lake and Oso Flaco Creek corridor, and the project improvements include design elements to improve water quality and marine resources within the Oso Flaco watershed.

Water quality in the Oso Flaco watershed, which receives agricultural discharge, has been found by the Regional Water Quality Control Board to be impaired by several pollutants, including pesticides, nitrate, and excessive sediment. Improvements proposed for the Oso Flaco Lake area would potentially improve water quality conditions of the watershed by introducing new native habitat buffers ranging between 150 to 300 along the waterways where little buffer currently exists between the watershed resources and existing agricultural uses. In addition, proposed improvements include significant habitat restoration efforts around the Oso Flaco Lake floodplain and upland areas, and the project includes installation of bioswales adjacent to parking areas to capture stormwater runoff from the proposed improvements and from adjacent agricultural areas. The proposed habitat restoration and water quality treatment features would serve to significantly improve water quality and associated marine resources of the Oso Flaco Creek watershed in the PWP area

As described in the Draft EIR, the PWP area is located with the Santa Maria Groundwater Basin, which has been designated by the California Department of Water Resources as a very low priority groundwater basin. Therefore, a groundwater sustainability plan is not required and has not been prepared for this basin. A new groundwater well would be required for both the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project to supply potable water and non-potable irrigation water. The DEIR assesses estimated potable and irrigation water demand for the projects and concludes that extraction of the small amount of new groundwater necessary to support the Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the projects would impede sustainable groundwater management of the basin.

Finally, the Draft HCP for the Oceano Dunes District includes a number of activities and avoidance and minimization measures directed at protecting and enhancing habitat for special-status species that would benefit water quality and other

marine resources within the PWP area. These measures include monitoring visitor activities at or near creek corridors and wetland areas and installation of symbolic fencing and signage to minimize the effects of park operations, park visitor activities, and management activities on riparian and wetlands habitat, when necessary; conducting qualitative monitoring of habitat at Oso Flaco Creek, Oso Flaco Lake, and Arroyo Grande Creek to assess the condition of these habitats and identify potential threats that may exist due to the presence of invasive species, erosion, bank degradation, or other habitat changes or impacts from park activities; avoiding and promptly responding to potential accidental spills associated refueling, maintenance, and staging of equipment; and contributing to watershed protection efforts by monitoring water quality in the PWP area and working with off-site landowners, conservation partners and agency staff, as feasible, to focus on watershed restoration in the Arroyo Grande Creek and Oso Flaco watersheds.

In addition, the HCP includes measures to ensure potential impacts from OHV use to the water quality within the Arroyo Grande Creek watershed are avoided, including continuing to prohibit motor vehicle access to the Arroyo Grande Creek Lagoon and areas west of the lagoon where waters have pooled, continuing to limit Arroyo Grande Creek vehicle crossing to as close to and parallel to the ocean waterline as possible, and continuing to prohibit vehicle access in any other manner upstream or downstream in the creek channel. Crossing of Arroyo Grande Creek by motor vehicles will continue to be regulated by park Ranger staff daily during periods of high stream flow in combination with high tides; creek crossings may be restricted or closed at any time depending on these conditions and Rangers will continue to take enforcement action, where appropriate. The existing measures will continue to be implemented and enforced for Arroyo Grande Creek thereby ensuring that vehicle contact with water flowing within Arroyo Grande Creek is avoided during most conditions, and when not avoidable is momentary and minimized to the maximum extent feasible. Further, given that the habitat at the creek outlet consists primarily of sand banks and a sandy channel, conditions that are naturally transitory and dynamic in nature, the crossing site at the creek outlet is not significantly altered by vehicle traffic and any effects from increased turbidity are minor, localized, and temporary.

The proposed PWP Development Projects and PWP operation and maintenance activities as implemented with State Park's SWMP, SWPPP and the creek and wetland habitat protection, restoration and monitoring activities identified in the HCP will serve to protect and restore the watersheds and associated water quality and marine resources within the Park and therefore are consistent with the County of San Luis Obispo's Coastal Plan policies related to water quality.

Please refer to Section 4.3, Environmentally Sensitive Habitat Areas, for additional discussion related to potential project-specific impacts and mitigation for riparian and wetland areas and associated special-status species.

4.5 Agricultural Resources

4.5.1 Public Works Plan EIR Findings

The PWP planning area does not contain any agricultural lands with the exception of the Oso Flaco area. The Oso Flaco Improvement site consists primarily of agricultural fields (i.e., row crops) on land owned by State Parks, leased to and used in the interim by a private entity for agriculture. PWP Vol. III, EIR, Chapter 5, Agriculture and Forestry Resources,

provides a description of agricultural lands within the Oso Flaco Improvement Project area and analyzes potential project conflicts with existing agricultural zoning or lands subject Williamson Act contract, and/or changes in the existing environment which could result in conversion of Farmland to non-agricultural use or conversion.

The Oso Flaco Improvement Project site consists primarily of agricultural fields and, according to the San Luis Obispo County Important Farmland map, published by the California Division of Land Resource Protection, approximately 116 acres of land within the Oso Flaco Improvement Project site is designated as Prime Farmland. However, the Farmland designation does not accurately reflect that State Parks has owned this land for decades and has leased the site in the interim to be used by a private entity for agriculture until such time that the site can be used as Park land. The site will be restored to high-priority public access and recreational use and restored as natural habitat consistent with the Park General Plan. Therefore, the proposed PWP Development Projects and PWP operation and maintenance activities would have no impacts related to the direct conversion of agricultural land.

Other privately-owned adjacent lands located south and southeast of the Oso Flaco Improvement Project site are designated as Prime Farmland and are zoned for agricultural uses. Recreational facilities along the north and northeastern border of the Oso Flaco Improvement Project site would be located with substantial setbacks from the adjacent agricultural land uses. Buffers consisting of bioswales and upland restored areas would be established around the improvement site boundaries providing further separation of visitors to the Oso Flaco Improvement Project site and ongoing agricultural uses. The proposed setbacks and restored buffers would avoid potential land use conflicts with adjacent ongoing agricultural operations; therefore, impacts associated with potential recreational and agricultural land use conflicts and conversion of agricultural land to nonagricultural uses would be less than significant.

Implementation of the PWP Development Projects and PWP operation and maintenance activities would result in no impacts to agricultural uses. See LCP subsections and PWP Vol. III, EIR Chapter 5, for more detailed information.

4.5.2 San Luis Obispo County LCP

4.5.2.1 Coastal Plan Policies

Chapter 3: Recreation & Visitor-Serving Facilities

Policies for Recreation and Visitor-Serving Facilities

Policy 2: Priority for Visitor-Serving Facilities: Recreational development and commercial visitor-serving facilities shall have priority over non-coastal dependent use, but not over agriculture or coastal dependent industry in accordance with PRC 30222. All uses shall be consistent with protection of significant coastal resources. The Land Use Plan shall incorporate provisions for areas appropriate for visitor-serving facilities that are adequate for foreseeable demand. Visitor-serving commercial developments that involve construction of major facilities should generally be located within urban areas. Provisions for new facilities or expansion of existing facilities within rural areas shall be confined to selected points of attraction. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 4: Visitor-Serving Uses in Agricultural Areas: Where visitor-serving facilities are proposed within areas designated as agriculture on the LUE, the findings specified in agriculture Policy 3 as implemented in the CZLUO in the Agriculture chapter shall be met. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Chapter 7: Agriculture

Policies for Agriculture

Policy 1: Maintaining Agricultural Lands

Prime agricultural land shall be maintained, in or available for, agricultural production unless: 1) agricultural use is already severely limited by conflicts with urban uses; or 2) adequate public services are available to serve the expanded urban uses, and the conversion would preserve prime agricultural land or would complete a logical and viable neighborhood, thus contributing to the establishment of a stable urban/rural boundary; and 3) development on converted agricultural land will not diminish the productivity of adjacent prime agricultural land.

Other lands (non-prime) suitable for agriculture shall be maintained in or available for agricultural production unless: 1) continued or renewed agricultural use is not feasible; or 2) conversion would preserve prime agricultural land or concentrate urban development within or contiguous to existing urban areas which have adequate public services to serve additional development; and 3) the permitted conversion will not adversely affect surrounding agricultural uses.

All prime agricultural lands and other (non-prime) lands suitable for agriculture are designated in the land use element as Agriculture unless agricultural use is already limited by conflicts with urban uses.

Permitted Uses on Prime Agricultural Lands. Principal permitted and allowable uses on prime agricultural lands are designated on Coastal Table O - Allowable Use Chart in Framework for Planning Document. These uses may be permitted where it can be demonstrated that no alternative building site exists except on the prime agricultural soils, that the least amount of prime soil possible is converted and that the use will not conflict with surrounding agricultural lands and uses.

Permitted Uses on Non-Prime Agricultural Lands**.** Principal permitted and allowable uses on non-prime agricultural lands are designated on Coastal Table O - Allowable Use Chart in Framework for Planning Document. These uses may be permitted where it can be demonstrated that no alternative building site exists except on non-agricultural soils, that the least amount on non-prime land possible is converted and that the use will not conflict with surrounding agricultural lands and uses. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 3: Non-Agricultural Uses

In agriculturally designated areas, all non-agricultural development which is proposed to supplement the agricultural use permitted in areas designated as agriculture shall be compatible with preserving a maximum amount of agricultural use. When continued agricultural use is not feasible without some supplemental use, priority shall be

given to commercial recreation and low intensity visitor-serving uses allowed in Policy 1.

Non-agricultural developments shall meet the following requirements:

a. No development is permitted on prime agricultural land. Development shall be permitted on non-prime land if it can be demonstrated that all agriculturally unsuitable land on the parcel has been developed or has been determined to be undevelopable.

b. Continued or renewed agricultural use is not feasible as determined through economic studies of existing and potential agricultural use without the proposed supplemental use.

c. The proposed use will allow for and support the continued use of the site as a productive agricultural unit and would preserve all prime agricultural lands.

d. The proposed use will result in no adverse effect upon the continuance or establishment of agricultural uses on the remainder of the site or nearby and surrounding properties.

e. Clearly defined buffer areas are provided between agricultural and non-agricultural uses.

f. Adequate water resources are available to maintain habitat values and serve both the proposed development and existing and proposed agricultural operations.

g. Permitted development shall provide water and sanitary facilities on-site and no extension of urban sewer and water services shall be permitted, other than reclaimed water for agricultural enhancement.

h. The development proposal does not require a land division and includes a means of securing the remainder of the parcel(s) in agricultural use through agricultural easements. As a condition of approval of non-agricultural development, the county shall require the applicant to assure that the remainder of the parcel(s) be retained in agriculture and, if appropriate, open space use by the following methods:

    - Agricultural Easement. The applicant shall grant an easement to the county over all agricultural land shown on the site plan. This easement shall remain in effect for the life of the non-agricultural use and shall limit the use of the land covered by the easement to agriculture, non-residential use customarily accessory to agriculture, farm labor housing and a single-family home accessory to the agricultural use.

    - Open Space Easement. The applicant shall grant an open space easement to the county over all lands shown on the site plans as land unsuitable for agriculture, not a part of the approved development or

    - determined to be undevelopable. The open space easement shall remain in effect for the life of the non-agricultural use and shall limit the use of the land to non-structural, open space uses.

Development proposals shall include the following:

a. A site plan for the ultimate development of the parcel(s) which indicates types, location, and if appropriate, phases of all non-agricultural development, all undevelopable, non-agricultural land and all land to be used for agricultural purposes. Total non-agricultural development area must not exceed 2% of the gross acreage of the parcel(s).

b. A demonstration that revenues to local government shall be equal to the public costs of providing necessary roads, water, sewers, fire and police protection.

c. A demonstration that the proposed development is sited and designed to protect habitat values and will be compatible with the scenic, rural character of the area.

d. Proposed development between the first public road and the sea shall clearly indicate the provisions for public access to and along the shoreline consistent with LUP policies for access in agricultural areas.

[THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.04.050 OF THE CZLUO.]

Policy 11: Agriculture Use in State Parks

In processing State Park and Recreation development plans and projects for park units within the coastal zone, the county shall require that: 1) the development retain the maximum amount of agricultural soils (prime and non-prime) in agricultural production within each State Park unit; b) the Department provide site specific justification for removing agricultural soils (prime and non-prime) from production or for not offering lands capable of farm production for lease. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 12: Access in Agricultural Areas

Consistent with other applicable LCP access policies which provide for access dedications, the county shall require at the time a Coastal Development permit is processed, the establishment of vertical and/or lateral access to the beach for which no established vertical or lateral access exists. The county shall close undeveloped trails which are hazardous or conflict with existing agricultural operations and when an alternative safe, existing or potential access is available for the same beach. Access trails shall be located on agriculturally unsuitable land to the greatest extent possible. Where it is not possible to locate access on agriculturally unsuitable land, trails shall be located at the edge of the field and/or along parcel lines that would not significantly disrupt the agricultural operations.

Improvements and management of access-ways shall be provided in agricultural areas adequate to avoid adverse impacts on, and protect the productivity of, adjacent agricultural soils. Improvement and management practice shall include, but not be limited to, the following:

a. Limit the seasons of the year when public access is permitted by using seasonal barriers and signs; and

b. Develop access trails with fences or other buffers to protect agricultural lands.

Consistent with the access section of the CZLUO access requirements may be waived if it can be conclusively demonstrated that the adverse impacts on

agricultural operations are substantial and cannot be feasibly mitigated. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

4.5.2.2 South County Plan Policies

CHAPTER 6: LAND USE

A. RURAL AREA LAND USE

Agriculture

Agriculture has historically been, and still is, the most widespread use of land in the South County Planning Area. Agricultural practices of varying degrees of intensity involve over two-thirds of the planning area. Any appreciable loss in farm acreage should be avoided. (LCP)

Prime valley lands should be protected exclusively for agriculture. Large portions of the Nipomo and Santa Maria Valleys are in agricultural preserves and should be retained as primary farming areas. (LCP)

The Dune Lakes are a series of 10 freshwater lakes located in adjacent sand dunes. This property is in agricultural preserve and is unique in that it includes a wildlife preserve in addition to agricultural uses on the portions of the property that lie in the Cienega Valley. This land should be retained in agricultural preserve to protect the farmland and the wildlife habitat. (LCP)

C. PLANNING AREA LAND USE PROGRAMS

Rural Area Programs

Areawide

1. Agricultural Preserves. The county should continue to encourage owners of eligible lands to participate in the agricultural preserve program. (LCP)

Recreation

4. Dune and Beach Access. The county should work with the State to provide for improved access corridors to the dunes and beach areas. (LCP)

5. Pismo Beach State Park - Expansion. The county should encourage continued expansion, improved management and development of Pismo Beach State Park to include Oso Flaco Lake, Little Oso Flaco Lake and Coreopsis Lake. (LCP)

CHAPTER 8: PLANNING AREA STANDARDS

A. SOUTH COUNTY RURAL AREA STANDARDS

Areawide

Agriculture: The following standards apply only to lands within the Agriculture land use category.

Nipomo and Santa Maria (Oso Flaco) Valleys. The following standards apply only to lands in the Nipomo and Santa Maria valleys (see Figure 2). (LCP)

1. Limitation on Use. Uses allowed by Coastal Table O, Part I of the Land Use Element are limited to: agricultural processing; agricultural accessory structures; crop production and grazing; cannabis cultivation; cannabis dispensaries, cannabis manufacturing; cannabis nurseries; animal raising and keeping; farm labor quarters; residential accessory uses; single family dwellings; mobile home dwellings; temporary dwellings; roadside stands; pipelines and power transmission; water wells and impoundments; and coastal accessways. (LCP)

4.5.2.3 PWP Consistency

The Oso Flaco Improvement Project, consisting of enhanced day use, multi-use trails, tent and RV camping, park operation facilities, and habitat restoration, is proposed on lands currently owned by State Parks, leased to and used in the interim by a private entity for agriculture. The Oso Flaco Improvement Project is located within the County of San Luis Obispo South County Coastal Area Plan, and therefore is subject to review for consistency with the County's Coastal Plan policies South County Coastal Area Plan, as applicable.

The County has designated the Oso Flaco site primarily Agriculture in the LCP, although areas immediately surrounding Oso Flaco Lake and its tributary are designated Recreation. As identified in PWP Vol. III, EIR, Chapter 5, Agriculture and Forestry Resources, according to the San Luis Obispo County Important Farmland map, published by the California Division of Land Resource Protection (DOC 2016), the Oso Flaco Improvement site consists of approximately 116 acres of Prime Farmland. However, the proposed PWP improvement site is not located on land covered by Williamson Act Contract. In addition, California State Parks does not have a statutory designation for agricultural land. When such land is purchased by the Department for use as parkland, it will receive a designation such as a State Reserve, State Park, State Beach, etc. Whether designated as prime agricultural land or not, once it is in the State system, it may only be used for park-related uses.

Though the County's LCP designates much of the Oso Flaco site as Agriculture, the property has long been recognized by State Parks, the County and Coastal Commission for its potential recreational and habitat restoration value. The County's Coastal Plan policies identify Oso Flaco Lake as a potential OHV access point with campground and associated facilities and notes that transition of the agricultural lands owned by State Parks to recreational use could be appropriate where determined the most protective of the overall habitat values of the area. The County's South County Area Plan policies state that the County should work with the State to provide for improved access corridors to the dunes and beach areas and that the County should encourage continued expansion, improved management and development of Pismo Beach State Park to include Oso Flaco Lake, Little Oso Flaco Lake and Coreopsis Lake. In addition, the Coastal Commission's base coastal development permit (4-82-300) approved for the park specifies that the state-owned agricultural lands at Oso Flaco may be utilized for the development of a campground for passive recreational use of the dune areas if found consistent with the resource protection policies of the County's LCP, including a provision a for minimum 100 ft. buffering setbacks from the lakes, creek and wetlands. Taken together, the park's General Plan, the County's LCP, and the Coastal Commission's base coastal development permit have all identified a range of recreational and habitat improvements for the property. States Parks acquired the property for that purpose and the proposed recreational and habitat improvements are wholly consistent with the policy directives of the LCP.

The Oso Flaco Improvement Project improvements are intended to accommodate growing park visitation and demands for high-priority, low-cost coastal recreational opportunities, and would facilitate an increased level of accessibility to the park for visitors with diverse backgrounds, interests, ages, and abilities. The project improvements would result in transition of agricultural use on State Park land to high-priority public access and recreational use and restored natural habitat consistent with the park General Plan and as contemplated in the LCP. The project site is fee title State Park land and is not under agricultural preserve or contract; therefore, the project would not affect or necessitate a change to an existing agricultural preserve program. The proposed site restoration and transition to park and habitat uses would not result in appreciable loss of farm acreage or agricultural viability given the extent of large tracts of contiguous farmlands adjacent to the project area.

The Oso Flaco Improvement Project improvements consist of recreational and park support facilities, and therefore would have a minimal growth inducing effect which could otherwise compromise the continuance or establishment of agricultural uses on surrounding and adjacent properties. Recreational facilities along the north and northeastern border of the Oso Flaco Improvement Project site would be set back from the adjacent agricultural operations. Buffers consisting of bioswales and upland restored areas would be established around the improvement site boundaries providing further separation of visitors to the Oso Flaco Improvement Project site and ongoing agricultural uses. These buffers would provide for appropriate separation between recreationists and adjacent agricultural uses and effectively reduce potential land use conflicts with ongoing agricultural operations, and therefore not cause or facilitate conversion of adjacent agricultural land to nonagricultural uses.

Providing for public access and recreational use at the State Parks-owned Oso Flaco site in conjunction with habitat restoration would create a new buffer between existing agricultural land uses and the sensitive habitat areas within Oso Flaco Lakes and the surrounding watershed, which would serve to better protect water quality and habitat areas while ensuring the continuance of agricultural uses on surrounding properties. The proposed project would introduce new native habitat buffers ranging between 150 to 300 along the Oso Flaco waterways where little buffer currently exists between these sensitive habitats and existing agricultural uses, including significant habitat restoration efforts around the Oso Flaco Lake floodplain and upland areas. In addition, the project includes installation of bioswales adjacent to parking areas to capture stormwater runoff from the proposed improvements and from adjacent agricultural areas. Habitat enhancement and fencing programs would continue to be implemented to preclude park visitor or vehicular access and sand migration into adjacent agricultural lands.

The Oso Flaco Improvement Project would implement the directives of the LCP to expand and improve public access to the dunes and beach in the southern portion of the Park, and the site improvements proposed at Oso Flaco would assist in improving overall park management efforts. Habitat enhancement and fencing programs would continue to be implemented to preclude park visitor use, vehicular access and sand migration into adjacent agricultural lands and would result in creating substantial new native habitat areas, sensitive resource buffers, and water quality improvements. As such, implementation of the proposed Oso Flaco Improvement Project with substantial low-cost public access and recreational improvements, significantly restored habitat areas and water quality benefits is appropriate and the most protective of the overall habitat values of the area.

The PWP Development Projects and PWP operation and maintenance activities are consistent with the County of San Luis Obispo Coastal Plan and South County Area Plan Local Coastal Plan policies related to agricultural resources.

4.6 Archaeological and Paleontological Resources

4.6.1 Public Works Plan EIR Findings

4.6.1.1 Archaeological Resources

State Parks has had an active and ongoing historic preservation program and has coordinated with the State Historic Preservation Officer (SHPO) formally since 1982 and is required to submit annual inventory updates as well as preservation and protection measures of historical resources to SHPO. To comply with Public Resources Code (PRC) Section 5024 and 5024.5, which require state agencies formulate polices to preserve and maintain all state-owned historical resources, state agencies can establish a Cultural Resource Management Program.

State Parks' program includes Cultural Resource Management Guidelines that ensure that all cultural resources under State Parks jurisdiction are inventoried, evaluated, monitored, and protected (CDPR, Department Operations Manual (DOM) Chapter 0400 – Cultural Resources). 7.1.4.2 PRC Section 5090, PRC Section 5090.35(f) requires the Off-Highway Motor Vehicle Recreation (OHMVR) Division to protect cultural and archaeological resources within SVRAs. PRC Section 5097.5 states, "It is illegal for any person to knowingly and willfully excavate or remove, destroy, injure, or deface cultural resources." Furthermore, the crime is a misdemeanor punishable by a fine not to exceed $10,000 and/or county jail time for up to 1 year. In addition to a fine and/or jail time, the court can order restitution, and restitution will be granted of the commercial and archaeological value of the property. The OHMVR Division's law enforcement officers are the primary personnel responsible for the protection of OHMVR Division cultural resources on a daily basis.

State Parks has an internal project review process for accessing projects and actions for compliance with applicable environmental laws and regulatory mandates and permitting processes. The complete review process is documented in DOM Chapter 0600 – Environmental Review. These procedures require both a State Archaeologist and State Historian to review all projects and actions to ensure that all prudent and feasible measures are made to avoid impacts to any historical, cultural or tribal resources.

In addition, State Parks field districts, such as Oceano Dunes District, includes permanent staff, along with access to other State Parks cultural resource specialists at both the Cultural Resources Division and Service Centers to assist in cultural resource program and project support. Such District and technical staff are regularly consulted early in the planning, development and implementation processes. This early consultation is essential to ensure cultural resource protection and stewardship measures are implemented at all levels of Park management activities. As described in Section 1.6 of Volume 2 (Existing Conditions), some fieldwork was conducted specifically in support of the PWP and this EIR in 2018.

Currently there are no potentially eligible or recognized historic properties located within the Park. However, the Department will continue to provide qualified historical resource specialists to document and evaluate any potentially eligible historical properties (buildings, sites, landscapes) as required to assure no adverse effects occur to historic

properties. In the event that a resource is identified later on, and there is the possibility of any PWP implementation action having an effect on this resource, the specific project and its potential impact would be reviewed by a State Historian qualified to make such determinations, and the information would be included in any environmental documentation prepared for the implementation action, as required. However, implementation of the PWP is not expected to result in impacts to any known or unknown historical resources as defined in PRC Section 5024.1(q).

PWP project components have been designed to avoid impacts to previously documented archeological resources. If any newly encountered archaeological resources were discovered as the designs move forward, projects would be redesigned if necessary, to avoid any adverse impacts on archeological resources. Prior to implementing PWP projects, State Parks archaeologists will establish conditions and treatments for avoidance and monitoring if determined necessary. If conditions have changed since environmental review and indicate the need for additional archaeological inventory or indicate newly identified project impacts, avoidance measures will be developed prior to and during project implementation.

Additionally, implementation of the PWP projects are not expected to disturb any human remains, including those interred outside formal cemeteries. No human remains have been identified in the Park; however, encountering human remains during ground disturbing activities would initiate specific treatment plans, conditions, and procedures as mandated by Health and Safety Code Section 7050.5, which regulates procedures in the event human remains discovery, PRC Section 5097.98, and CEQA California Code of Regulations Section 15064.5(e). Pursuant to PRC Section 5097.98, if human remains are discovered, no further disturbance is allowed until the County Coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are determined to be Native American, the County Coroner is required to contact the Native American Heritage Commission (NAHC). The NAHC is responsible for contacting the most likely Native American descendent, who would consult with the local agency regarding how to proceed with the remains. Departmental policies also require State Parks to initiate consultation on the treatment of any such remains. Incorporating CDPR policies and protocols of avoidance, monitoring, inadvertent discovery, and project redesign (if required) would reduce potential impact on archaeological resources and disturbance of human remains to less than significant.

Executive Order B-10-11 acknowledges the important relationship that many Native American California Tribes have with their native home of California. As described in the Executive Order, the term “Tribes” includes all Federally Recognized Tribes and additional California Native Americans. The Executive Order affirms that the State of California recognizes and reaffirms the inherent right of these Tribes to exercise sovereign authority over their members and territory. Most importantly, the order states that it is the policy of the Administration that every state agency and department subject to the Governor’s control shall encourage communication and consultation with California Indian Tribes. To date, consultation pursuant to Assembly Bill (AB) 52, which creates a formal role for California Native American tribes in the environmental review process, has not identified any tribal cultural resources in the PWP planning area that could be impacted as a result of project implementation. Consultation will continue throughout project planning and implementation to ensure no newly identified tribal cultural resources are impacted.

Projects with new ground disturbance in locations of increased cultural sensitivity, in locations previously undeveloped or undisturbed, or existing in developed areas where ground disturbance may exceed the previous footprint, have increased potential to inadvertently impact previously unknown resources. This also includes projects occurring in mobile dune environments or dense vegetation, creating increased levels of uncertainty regarding resource locations. Projects may be required to meet one or more conditions of Avoidance (Condition-1), Archaeological and Native American Monitoring (Condition-2), and Inadvertent Discovery Protocols (Condition-3). The following outlines the process followed by State Parks in the planning, design and implementation process.

C-1: Avoidance. Avoidance and preservation in place of archaeological and tribal cultural resources is the preferred method to prevent impacts. If documented archaeological resources are located within the project areas, then no extensive ground disturbance or potential impactful activities would be implemented within or immediately adjacent to any known archaeological or Tribal cultural resources. If new resources are identified before or during project implementation, avoidance must be prioritized.

C-2: Archaeological and Native American Monitoring. Archaeological and Native American monitoring will be required during certain components of project implementation. Project components with ground disturbance in previously undisturbed soils and sediments in culturally sensitive areas (i.e., near fresh water sources) or areas of increased archaeological uncertainty due to environmental factors such as mobile sand dunes should expect monitoring. Monitoring may be required for ground disturbance that expands beyond the footprint of previously disturbed and developed areas containing increased cultural sensitivity. These areas, and other determined at the discretion of the archaeologist and Native American representatives, will be determined culturally sensitive and monitored when requested. Implementing the condition of archaeological and Native American monitoring will reduce potential impacts to any undocumented subsurface resources that might be encountered during project implementation. Ongoing consultation with interested Native American representatives will refine which project components necessitate Native American monitoring.

C-3: Inadvertent Discovery Protocols. Specific protocols exist for inadvertent discovery of archaeological resources, tribal cultural resources, and human remains, including stopping all work within 100 feet upon encountering unexpected resources or remains and documentation, assessment and evaluation of the significance of the potential discovery by a District or other state-qualified archaeologist and, when applicable, Native American monitor or Tribal Representative(s) and other relevant parties to develop avoidance measures and appropriate treatments (see below LCP subsections and PWP Vol. III, EIR Chapter 8, “Cultural Resources” for more detailed information).

Implementation of appropriate protection measures and conditions when determined necessary during implementation of the PWP development projects and programs will reduce potential impacts to archaeological resources to a level of less than significant.

4.6.1.2 Paleontological Resources

A detailed analysis of potential paleontological resources and a sensitivity determination for each rock formation present in the PWP planning area is provided in PWP Vol. III, EIR Chapter 10, “Geology, Soils, and Paleontological Resources.” Implementation

of the PWP and PWP projects would result in no impacts or less than significant impacts based on location (see LCP subsections below).

4.6.2 City of Pismo Beach LCP

4.6.2.1 Conservation & Open Space Element Policies

Archaeological Resources

CO-5 Protect Archaeological Resources: Archaeological and paleontological resources are declared to be important to be conserved. The City shall have available a map that identifies the possible location of archeological resources.

As part of the CEQA process for all new development projects, all known or potential archaeological resources shall be fully investigated by a qualified archaeologist recognized by the state Historic Preservation Office. Appropriate protections shall be determined as part of the review process including:

a. Locations within the city known to have a high probability of occurrence of archeological sites shall be zoned in the Archeological Resources overlay district.

b. Sites of statewide or national significance shall be nominated for inclusion in the Registry of California Historic Landmarks or National Historic Landmark Program.

c. Specific recommendations prepared by the archaeologist shall be incorporated into project approval including: avoidance of portions of sites containing resources, minimizing the impacts of the development on the archaeological resources, preserving a full archaeological record, and/or partial site dedication, and providing a native American monitor onsite to observe excavations in locations where there is a possibility of discovery of human remains.

CO-6 Construction Suspension: Should archaeological or paleontological resources be disclosed during any construction activity, all activity that could damage or destroy the resources shall be suspended until a qualified archaeologist has examined the site. Construction shall not resume until mitigation measures have been developed and carried out to address the impacts of the project on these resources.

4.6.2.2 PWP Consistency

Archaeological and paleontological resources are declared to be important and to be conserved. See Section 4.6 regarding archaeological and paleontological EIR findings. Additionally, per the PWP EIR:

North Beach Campground Facility Improvements Project

- According to the Department's CCC and Post-World War II State Parks Administrative Facilities Cultural Resource Survey Report (Allen and Newland 2017), the entrance kiosk is less than 50 years old. Therefore, the project would not harm any recorded or potentially significant historic resources.

- Department Archaeologists have examined the project area. There are no known archaeological sites within or immediately adjacent to the project location. No

further review by a Department Archaeologist (e.g., construction monitoring) will be necessary.

Butterfly Grove Public Access Project

- The site is currently developed and the project would not harm any recorded or potentially significant historic resources.

- Department Archaeologists and Historians have examined the project location and documented archeological or historical resources in the vicinity; the current plan was designed to avoid potential impacts. Considering the increased cultural sensitivity, archaeological and Native American monitoring are recommended for ground disturbing activities. Continued Native American consultation and coordination required. Project implementation must prioritize avoiding impacts to cultural resources. Should resource be encountered during construction, Inadvertent Discovery Protocols will be implemented.

This PWP also includes several small development projects, including the Pismo Creek Estuary Seasonal (Floating) Bridge Project, that are currently known or anticipated, and several project and program activities that may occur in the future over the lifetime of the PWP, but for which specific details are not known at this time (see Chapter 3). Other small repair and maintenance projects could occur at any existing facilities, as described in Volume 2 (Existing Conditions) of this PWP. Some of these would be considered simple repair and maintenance. All projects will comply with the requirements of this PWP, where applicable.

The Holocene-age rock formations, which underlie most of the PWP planning area, including the Pismo Creek Estuary Seasonal (Floating) Bridge Project site, are not paleontologically sensitive. The North Beach Campground Facility Improvements Project and Butterfly Grove Public Access Project sites are mapped as Young Alluvial Valley Deposits, which are considered to be of low paleontological sensitivity.

The PWP will implement current federal and state laws and regulations governing cultural resources to protect cultural and historic resources from damage and destruction. The PWP projects and operation and maintenance activities are consistent with the City of Pismo Beach Local Coastal Program policies related to archaeological and paleontological resources.

4.6.3 City of Grover Beach LCP

4.6.3.1 Archaeological Resources Component Policies

3.4 RECOMMENDATIONS

1. Policy: Where development would adversely impact archaeological or paleontological resources as identified by the State Historical Preservation Officer, reasonable mitigation measures shall be required by the City's Planning Commission and/or City Council.

2. Policy: All of the cost associated with archaeological investigations shall be borne by the applicant.

3. Policy: That during any archaeological field investigations one native American representative has access to the property during the investigation.

4. Policy: That should archaeological resources be found during the construction phase of any project, all activity shall be temporarily suspended for a maximum of 30 days in which time a qualified archaeologist who has a working knowledge of Coastal Chumash archaeological sites chosen by the City's Environmental Coordinator has examined the site and recommended mitigation measures to be approved by the City. Said investigation costs shall be borne by the developer.

5. Policy: That prior to the issuance of any permit within areas identified as potential archaeological sites the City shall require an initial reconnaissance by a qualified archaeologist who has a working knowledge of Coastal Chumash archaeological sites.

6. Policy: That the City of Grover Beach's Planning Department shall maintain copies of maps of known areas of archaeological significance.

7. Policy: That in general, the standard mitigation for development on or near archaeological sites shall be importation of 18" to 24" of sterile sand fill provided that no utility trenching be allowed in native material; or leave area in open space and that a qualified archaeologist is present during any excavation; or, as a last resort, removal of any artifacts be by a qualified archaeologist. Said artifacts to be turned over to the San Luis Obispo Archaeological Society.

4.6.3.2 PWP Consistency

Archaeological and paleontological resources are declared to be important and to be conserved. See Section 4.6.1 regarding PWP EIR findings related to archaeological and paleontological resources. Additionally, per the PWP EIR:

Grand Avenue Entrance & Lifeguard Tower Project

- Department Archaeologists have examined the project area. No archaeological resources have been identified; however, the lifeguard towers involve ground disturbance in areas of increased cultural sensitivity. Archaeological and Native American monitoring is recommended for ground disturbing components of lifeguard tower construction. Continued Native American consultation and coordination required.

Pismo State Beach Boardwalk Project

- Department Archaeologists and Historians have examined the project location. Archaeological resources have been documented in the vicinity. Considering the increased cultural sensitivity, archaeological and Native American monitoring are recommended for ground disturbing activities. Continued Native American consultation and coordination required. Project implementation must prioritize avoiding impacts to cultural resources. Should resource be encountered during construction, Inadvertent Discovery Protocols will be implemented.

This PWP also includes several small development projects that are currently known or anticipated, and several project and program activities that may occur in the future over the lifetime of the PWP, but for which specific details are not known at this time (see Chapter 3). Other small repair and maintenance projects could occur at any existing facilities, as described in Volume 2 (Existing Conditions) of this PWP. Some of these would be

considered simple repair and maintenance. All projects will comply with the requirements of this PWP, where applicable.

The Holocene-age rock formations, which underlie most of the PWP planning area, including the Grand Avenue Entrance and Lifeguard Tower Project site and the Pismo State Beach Boardwalk Project site, are not paleontologically sensitive.

The PWP will implement current federal and state laws and regulations governing cultural resources to protect cultural and historic resources from damage and destruction. The PWP development projects and programs are consistent with the City of Grover Beach Local Coastal Program policies related to archaeological and paleontological resources.

4.6.4 San Luis Obispo County LCP

4.6.4.1 Coastal Plan Policies

Chapter 12: Archaeology

Policies for Agricultural Resources

Policy 1: Protection of Archaeological Resources
The county shall provide for the protection of both known and potential archaeological resources. All available measures, including purchase, tax relief, purchase of development rights, etc., shall be explored at the time of a development proposal to avoid development on important archaeological sites. Where these measures are not feasible and development will adversely affect identified archaeological or paleontological resources, adequate mitigation shall be required. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 2: Vandalizing of Resources
Activities other than development, which could damage or destroy archaeological sites, including off-road vehicle use on or adjacent to known sites and unauthorized collecting of artifacts, shall be prohibited. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 3: Identification of Archaeological Sites
The county shall establish and maintain archaeological site records of data files about known sites. These sensitive areas shall be defined as follows:

- Within rural areas, the county maintains on file a parcel number list of known sites as prepared and updated by the California Archaeological Site Survey Office.
- Within urban areas, the county shall maintain maps in the Land Use Element (combining designation) which reflect generalized areas of known sites. These maps shall be prepared by the California Archaeological Site Survey Regional Office.

Specific archaeological site information shall be treated as confidential to protect the archaeological resources. Development within an archaeological sensitive areas shall not occur until a preliminary site survey is conducted for the site, and if necessary, mitigation measures implemented. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.106 OF THE COASTAL ZONE LAND USE ORDINANCE.]

Policy 4: Preliminary Site Survey for Development within Archaeologically Sensitive Areas
Development shall require a preliminary site survey by a qualified archaeologist knowledgeable in Chumash culture prior to a determination of the potential environmental impacts of the project. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.106 OF THE CZLUO.]

Policy 5: Mitigation Techniques for Preliminary Site Survey before Construction
Where substantial archaeological resources are found as a result of a preliminary site survey before construction, the county shall require a mitigation plan to protect the site. Some examples of specific mitigation techniques include:

a. Project redesign could reduce adverse impacts of the project through relocation of open space, landscaping or parking facilities.

c. Preservation of an archaeological site can sometimes be accomplished by covering the site with a layer of fill sufficiently thick to insulate it from impact. This surface can then be used for building that does not require extensive foundations or removal of all topsoil.

d. When a project impact cannot be avoided, it may be necessary to conduct a salvage operation. This is usually a last resort alternative because excavation, even under the best conditions, is limited by time, costs and technology. Where the chosen mitigation measure necessitates removal of archaeological resources, the county shall require the evaluation and proper deposition of the findings based on consultation with a qualified archaeologist knowledgeable in the Chumash culture.

e. A qualified archaeologist knowledgeable in the Chumash culture may need to be on-site during initial grading and utility trenching for projects within sensitive areas. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.07.106 OF THE CZLUO.]

Policy 6: Archaeological Resources Discovered during Construction or through Other Activities
Where substantial archaeological resources are discovered during construction of new development, or through non-permit related activities (such as repair and maintenance of public works projects) all activities shall cease until a qualified archaeologist knowledgeable in the Chumash culture can determine the significance of the resource and submit alternative mitigation measures. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTIONS 23.05.140 AND 23.07.106 OF THE CZLUO.]

4.6.4.2 South County Area Plan Policies

Chapter 8: Planning Area Standards

Recreation: The following standards apply only to lands within the Recreation land use category in the rural portions of the planning area.

Pismo State Beach and State Vehicular Recreation Area. Standards 4 through 13 apply to the development of the Pismo State Beach and State Vehicular Recreation Areas. (LCP)

12. Archaeological Resource Preservation. To ensure archaeological resource protection, the State Department of Parks and Recreation should provide the fullest protection by fencing all known sites. (LCP)

4.6.4.1 PWP Consistency

Archaeological and paleontological resources are declared to be important and to be conserved. See Section 4.6.1 regarding PWP EIR findings related to archaeological and paleontological resources. Additionally, per the PWP EIR:

Pier Avenue Entrance & Lifeguard Tower Project

- Department Archaeologists have examined the project area. No archaeological resources have been identified; however, the lifeguard towers involve ground disturbance in areas of increased cultural sensitivity. Archaeological and Native American monitoring is recommended for ground disturbing components of lifeguard tower construction. Continued Native American consultation and coordination required.

Oceano Campground Infrastructure Improvement Project

- Department Archaeologists have examined the project area. Archaeological resources have been identified in proximity to proposed project locations. Considering increased cultural sensitivity, archaeological and Native American monitoring are recommended for ground disturbing components of the project. Continued Native American consultation and coordination required. Project implementation must prioritize avoiding impacts to cultural resources. Should resource be encountered during construction Inadvertent Discovery Protocols will be implemented.

Park Corporation Yard Improvement Project

- Department Archaeologists have examined the project area. Archaeological resources are located near some project footprints. Archaeological and Native American monitoring is recommended for ground disturbance at these locations of increased sensitivity. Continued Native American consultation and coordination.

Oso Flaco (Initial) Improvement Project

- Department Archaeologists and Historians have examined the project location. There are no known archaeological sites or historical resources within the project site. Project area contains increased cultural sensitivity. Archaeological and Native American monitoring are recommended for ground disturbing components of the project. Continued Native American consultation and coordination.

Oso Flaco (Future) Improvement Project

- Department Archaeologists and Historians have examined the project location. There are no known archaeological sites or historical resources within the project area. Project area contains increased cultural sensitivity, archaeological and Native American monitoring are recommended for ground disturbing components of the project. Continued Native American consultation and coordination. Project implementation must prioritize avoiding impacts to cultural resources. Should resource be encountered during construction Inadvertent Discovery Protocols will be implemented.

Phillips 66/Southern Entrance Project

- Portions of the proposed project area has not been surveyed for cultural resources. Cultural resources inventory required. Archaeological resources have been identified in vicinity of proposed project improvements. Project developments will be designed to avoid impacts to any identified significant archaeological and tribal cultural resources. Archaeological and Native American monitoring may be required for project components in areas to be determined.

- If any buildings or structures are acquired or obtained from this property, a historical resources evaluation would be undertaken to ascertain if any are potentially eligible to be determined historical resources. If so, measures would be undertaken to avoid impacts to any identified significant historic resource properties.

- Native American consultation required per AB52, Executive Order B-10-11, Senate Bill 18, and CDPR Native American Consultation Policy.

This PWP also includes several small development projects, including the Post 2 Trash Exclosure, 40 Acre Riding Trail, and the Oceano Campground Campfire Center and Safety and Education Center replacement projects, that are currently known or anticipated, and several project and program activities that may occur in the future over the lifetime of the PWP, but for which specific details are not known at this time (see Chapter 3). Other small repair and maintenance projects could occur at any existing facilities, as described in Volume 2 (Existing Conditions) of this PWP. Some of these would be considered simple repair and maintenance. All projects will comply with the requirements of this PWP, where applicable.

The Holocene-age rock formations that underlie the Pier Avenue Entrance and Lifeguard Tower Project site, Pismo State Beach Boardwalk Project site, Park Corporation Yard Improvement Project site, Oceano Campground Infrastructure Improvement Project site, Oceano Campground Campfire Center Replacement project site, Safety and Education Center Replacement Project site, 40 Acre Riding Trail site, western end of the Oso Flaco Lake Boardwalk Replacement Project site, and Phillips 66/Southern Entrance Project site are not paleontologically sensitive.

The Oso Flaco Improvement Project site is mapped as Young Alluvial Valley Deposits, which are considered to be of low paleontological sensitivity.

The PWP will implement current federal and state laws and regulations governing cultural resources to protect cultural and historic resources from damage and destruction. The PWP development projects and operations and maintenance activities are consistent with the County of San Luis Obispo South County Area Plan and Coastal Plan policies related to archaeological and paleontological resources.

4.7 Coastal Visual Resources

4.7.1 Public Works Plan EIR Findings

As described in the PWP EIR, all State Parks facilities will be designed in accordance with California State Parks Guiding Principles for Aesthetic Design: “Design of park facilities should embody the same vigor and spirit that the Department applies to its Mission, while evoking forward-thinking design theories, producing meaningful places

and spaces, worthy of preservation by future generations." The Guiding Principles for Aesthetic Design also include the following:

- design of facilities by a design professional;
- design decisions that are sensitive to the context of the site including the cultural and physical environment;
- design and maintenance of meaningful places and spaces; and
- the use of sustainable design, universal accessibility, and new technology and materials.

PWP projects would result in either no impact or a less than significant impacts related to adverse effects on scenic vistas and less-than-significant impacts related to substantial degradation of existing visual character and conflicts with applicable zoning and other regulations governing scenic quality in urbanized areas.

Additionally, all new lighting would be designed to be consistent with the following PWP design guidance for lighting:

- **PWP Lighting Design Standards:** Implement the following actions to minimize potential nighttime light pollution and daytime glare effects:
    - Design all new exterior lighting to be architecturally integrated with the building style, material, and colors.
    - Include shielding on new light fixtures.
    - Angle new light fixtures downward to prevent light spillover into adjacent areas.
    - Minimize the use of reflective surfaces, and include appropriate architectural coatings, to reduce glare from new structures.

Adherence to these PWP lighting and design standards would result in less-than significant impacts related to substantial new light and glare effects resulting from the PWP projects.

SR 1 and U.S. 101 are not designated as State Scenic Highways through the PWP planning area. SR 1 is a State Scenic Highway north of the City of San Luis Obispo, about 14 miles north of the PWP planning area. Therefore, no impact from damage to scenic resources within a State Scenic Highway would occur. Additionally, there would be no coastal visual resource impacts resulting from PWP operation and maintenance activities as they only involve minor building alterations for the upkeep of facilities or landscape changes. (see below LCP subsections and PWP EIR Chapter 4, "Aesthetics," for detailed information).

4.7.2 City of Pismo Beach LCP

4.7.2.1 Design Element Principles

P-7 Visual Quality is Important: The visual quality of the city's environment shall be preserved and enhanced for the aesthetic enjoyment of both residents and visitors and the economic well-being of the community. Development of neighborhoods, streets and

individual properties should be pleasing to the eye, rich in variety, and harmonious with existing development. The feeling of being near the sea should be emphasized even when it is not visible. Designs reflective of a traditional California seaside community should be encouraged.

4.7.2.2 Land Use Element Principles

P-16 Historic Ambiance: Pismo Beach contains the historic ambiance of the small California beach town. This is particularly evident in downtown and Shell Beach. Although hard to define, the preservation of this ambiance is important and the city shall encourage its preservation. This ambiance provides a link with the past, creates a pleasant experience, and adds to community diversity.

4.7.2.3 Design Element Policies

Building and Site Design

D-2 Building and Site Design Criteria:

c. Views

Views to the ocean, creeks, marsh, and surrounding hills should be preserved and enhanced whenever possible. The feeling of being near the sea should be emphasized, even when it is not visible.

e. Walls

Project perimeter walls should complement surrounding architecture and neighborhood environment and should avoid monotony by utilizing elements of horizontal and vertical articulation.

f. Driveway Widths

Driveway widths shall be kept narrow in order to retain a pedestrian street scale. Minimum and maximum driveway widths shall be as set forth in the Zoning Ordinance [1].

Color

D-5 Utilities and Fences: Utility structures such as water tanks and poles and safety fences such as chain link shall be painted dark earth tone colors with a light reflective value of less than 40% in order to blend into the landscape. White, blue, green and similar colors often chosen shall not be used. The City shall request the oil company in Avila to paint the large oil storage tanks a more appropriate color.

Landscaping

D-10 Parking Lots and Large Asphalt Areas: Parking lots and large asphalt areas such as gas stations shall be extensively landscaped with trees in order to remove the harsh visual impact and create a more friendly pedestrian- oriented scale. The City shall develop incentives to encourage the owners of large pre-existing parking lots and asphalt areas to install extensive landscaping. Such incentives could include design advice or assistance, certificate or awards, public recognition, or assistance from various nonprofit organizations.

D-12 Special Tree Preservation: A number of special and important trees or tree groupings exist within Pismo Beach and these trees should be preserved. Examples include:

a. Oak Trees

b. Monterey Pines and Monterey Cypress

c. Eucalyptus Trees

d. Monkey Trees

e. Sycamores

D-17 Native and Drought Tolerant Landscaping: Native and drought tolerant landscaping with drip irrigation shall be required within all new and rehabilitated development requiring discretionary approval in conformance to city water conservation policies.

D-18 View Corridor Protection: Trees should be planted in locations that frame but do not block important view corridors, such as views to the ocean. Trees shall be shown on landscaping plans and for new developments subject to city review and approval. In view corridors and on bluff-top lots, tree species should be limited to low-growing canopies that will not impair views from nearby properties.

Lighting

D-22 Pedestrian Scale Street Lights – not part of LCP: Pedestrian-scaled streetlights shall be used throughout the community in new developments except for safety lighting used for intersection lighting. The City shall also consider a program of assessment districts to retrofit existing neighborhoods with pedestrian scaled streetlights.

Scenic Highways

D-28 Visual Quality:

Any new development along city-designated scenic highways should meet the following criteria:

a. Development should not significantly obscure, detract from nor diminish the scenic quality of the highway. In those areas where design review is required, or the protection of public views as seen from U.S. Highway 101 is an issue or concern, the City shall require by ordinance a site specific visual analysis. Such analysis shall utilize story poles, photo montages, or other techniques as deemed appropriate in order to determine expected visual impacts, prior to approval of new development; documentation shall be retained for evaluation of permit conformance.

c. The City shall adopt a comprehensive grading ordinance to reflect the scenic highway necessities.

h. Existing ordinances shall be updated to reflect scenic highway policies. Special attention shall be given to the following:

   - limiting of cut and fill

- tree preservation and planting
- bank seeding and planting
- low density or open space use of steep land
- cluster development and/or planned development
- setback from water or bluff edges
- landscaping of objectionable views
- easement dedication
- screening
- road design
- right-of-way requirement
- underground utilities
- reservation of sites for park, schools, open space, or other appropriate public uses consistent with the policies of the general plan
- height and bulk of proposed development

Utilities

D-36 and D-37: Address the long-term goal to place all overhead utilities underground and priority areas for undergrounding utilities.

4.7.2.4 PWP Consistency

PWP projects in Pismo Beach include small-scale interpretative and support facilities to support public access and passive recreational uses, and therefore do not involve construction of significant new structures that would be highly visible from public viewing areas within the city. All PWP projects shall be designed and sited to complement and be visually compatible with the existing characteristics of the Park, enhance the visual quality for the aesthetic enjoyment of both residents and visitors, and preserve the historic ambiance of the Park that provides a link to the past, creates a pleasant experience, and adds to community diversity.

The North Beach Campground has been providing low-cost family camping in Pismo Beach since 1953. The North Beach Campground Facilities Improvement Project includes replacing the deteriorating kiosk with a new similarly sized single-story kiosk with restroom for Park staff at a slightly higher elevation. The improved design and function of the kiosk will improve working conditions and efficiencies for Park staff, allowing staff to better assist Park visitors, ensure continued low-cost, coastal camping operations, and protect and enhance Park resources. The Butterfly Grove Public Access Project will improve visitor access and amenities, including development of a small visitor/concession kiosk with restrooms, new ADA compliant pedestrian entrance and foot path from SR 1 to the Grove's visitor gathering area; enhanced bike trails; installation of new and additional bike parking racks; installation of new and

improvements to existing interpretive and wayfinding signage within the Butterfly Grove and along SR 1. A small parking area with pervious surface for Butterfly Grove visitors will be constructed with shade trees and other vegetation to serve as a visual buffer to the adjacent retirement community.

The project also includes measures to protect the eucalyptus grove and monarch butterfly habitat including planting new sterile eucalyptus trees to replace deteriorating trees, moving the pedestrian entrance to plant a vegetative buffer along SR 1 to further protect the grove, enhancing the native plant garden to provide additional nectar resources for the butterflies, and undergrounding the existing overhead power lines along SR 1 to prevent damage from falling branches, depending upon further coordination with applicable agencies.

Views of the beach and the Pacific Ocean in the PWP planning area represent a scenic vista. The North Beach Campground Facility Improvements Project and Butterfly Grove Public Access Project are in existing developed areas and do not include views of the beach or the Pacific Ocean due to intervening topography and vegetation. These projects would include upgrades and improvements at existing facilities that are not part of the viewshed of a scenic vista, nor would the proposed improvements block any views of the beach or the Pacific Ocean. The projects would improve the existing visual character and quality at each project site and would not result in conflicts with applicable zoning and other regulations governing scenic quality in urbanized areas.

Additionally, Pismo State Beach is located in an urbanized and highly developed area. The projects are surrounded with intensive urban development, including residential, commercial, and industrial land uses, which emit a substantial amount of nighttime lighting and include use of reflective building surfaces that cause daytime glare. The project improvement facilities (e.g. kiosks) typically operate during daylight hours, from 8 a.m. to sunset, and new lighting sources would be visually consistent with building styles, new nighttime security lighting would be shielded and directed downward to reduce light spillover and skyglow effects, and the use of reflective surfaces would be minimized (see PWP Lighting Design Standards in Section 4.7.1)

The Pismo Creek Estuary Seasonal (Floating) Bridge Project would be in a non-urbanized area and would not be visible to the surrounding areas due to the intervening sand dunes .The project would involve installing a floating, pontoon-style bridge (8 feet wide and up to 400 feet long) with handrails across the Pismo Creek estuary, for visitor use in the spring and summer. The beach and the Pacific Ocean are not visible from the Pismo Coast Village RV Resort due to the intervening sand dunes. Similarly, the bridge would not be visible in eastward views from the beach or the Pacific Ocean due to the intervening sand dunes. Therefore, this small development project would provide improved public access without effects to scenic vistas and would not substantially degrade the existing visual character or quality of public views. The project is surrounded by intensive urban development to the north, east, and south, including residential, commercial, and industrial land uses in the cities of Pismo Beach and Grover Beach. The surrounding land uses emit a substantial amount of nighttime lighting and include the use of reflective building surfaces that cause daytime glare. Project design would adhere to the PWP Lighting Design Standards to reduce light spillover and skyglow effects and minimize the use of reflective surfaces.

As noted in Section 4.7.1, there are no State Scenic Highways through the PWP planning area and the PWP project site upgrades and replacement facilities would be designed in accordance with State Parks Guiding Principles for Aesthetic Design. Furthermore, replacement of the existing aging facilities with the new, more modern facilities would improve the overall appearance of the recreational facilities within each viewshed. All new project facilities would better serve the needs of Park visitors and staff (see Section 4.2.3.8 for additional details).

The PWP projects and operation and maintenance activities are consistent with the City of Pismo Beach Local Coastal Program policies related to coastal visual resources.

4.7.3 City of Grover Beach LCP

4.7.3.1 Coastal Resources Component Policies

2.2 PART II – VISUAL RESOURCE AREAS

2.2.4 RECOMMENDATIONS

A. AREA 1

1. Policy: Dunes, beach and shoreline shall continue to dominate the area visually. All structures shall be subordinate or complimentary to these natural features and to existing structures.

2. Policy: In the relatively small portion of Area 1 where development may occur, development shall be sited and designed to protect views to and along the shoreline and dunes. The scenic and visual quality of this area shall be considered, protected, and enhanced where feasible.

3. Action: In cooperation with the California Department of Parks and Recreation, additional trash containers shall be provided at appropriate locations whenever a proposal which will increase the number of beach users in a particular area is implemented.

4. Action: The City should cooperate with the California Department of Parks and Recreation in providing additional trash containers and collection service near the Grand Avenue ramp entrance and near LeSage Drive. Additional service is particularly necessary during peak recreational use periods.

4.7.3.2 PWP Consistency

The PWP projects within the City of Grover Beach consist of only small-scale, primarily at-grade public access and recreational improvements, and therefore do not involve construction of significant new structures that would be highly visible from public viewing areas within the city. The structures would be subordinate or complimentary to the natural features and to existing structures, allowing the dunes, beach, and shoreline to continue to dominate the area visually.

Views of the beach and the Pacific Ocean in the PWP planning area represent a scenic vista. The Grand Avenue Entrance and Lifeguard Tower Project would replace the aging entrance station and restroom building, and temporary lifeguard tower, with new, more modern facilities. The replacement entrance kiosk would be of similar size, mass, and scale as compared to the existing facility. The lifeguard tower will be constructed on top

of the improved restroom building and would therefore result in increasing the height of the existing structure (to 23 feet above the ground surface). The increased height of the lifeguard stations would represent a change in the viewshed and would be visible from public vantage points including the beach areas, visitor parking areas, and the adjacent public roadways. The new lifeguard station would be taller but would retain the same small circumference. By building onto the existing restroom structure, the lifeguard tower will reach the required height for proper observations of the beachfront. This project is limited in scope, within an existing structure footprint, and is consistent with beach patrol and maintenance improvements often associated with public beach areas. The permanent lifeguard tower will allow preventative and responsive aquatic public safety response. The structure will also provide space for medical and first aid to Park visitors, an information center for visitors, ADA accessible restrooms, and an office for lifeguards to perform administrative functions (see Section 4.2.4 for additional details).

Additionally, the project is surrounded with intensive urban development, including residential, commercial, and industrial land uses, in the cities of Pismo Beach and Grover Beach. The surrounding land uses emit a substantial amount of nighttime lighting and include use of reflective building surfaces that cause daytime glare. The project improvement facilities typically operate during daylight hours, from 8 a.m. to sunset, and new lighting sources would be visually consistent with building styles, new nighttime security lighting would be shielded and directed downward to reduce light spillover and skyglow effects, and the use of reflective surfaces would be minimized (see PWP Lighting Design Standards in Section 4.7.1)

The Pismo State Beach Boardwalk Project would be an extension of the existing boardwalk off Grand Avenue, in a non-urbanized area. The new boardwalk would result in development of a new local resident and visitor amenity. Boardwalks are common recreational features in ocean-based recreational areas; they are generally viewed by the public as “traditional” beach amenities. The new beach boardwalk will be elevated just above the existing shoreline grade, with higher elevated areas where existing equestrian trail or maintenance access routes converge with the proposed boardwalk, to allow safe crossings underneath. Furthermore, the small size and natural visual appearance of the boardwalk would blend in with the existing dunes landscape and therefore would not substantially alter the coastal viewshed. The boardwalk would not detract from eastward facing views from the beach and would not block westward facing views of the beach or the ocean. In fact, the new boardwalk and viewing platforms are designed to improve viewing opportunities of the existing scenic vista (i.e., beach and ocean) by providing pedestrians with improved access to Pismo State Beach resources. The proposed boardwalk includes improvements to support public access and recreational enjoyment of the shoreline and beach dune area with a series of bump-out areas along the boardwalk with spotting scopes, interpretive signage, seating, tables and gathering areas, which would substantially enhance coastal viewing opportunities for a variety of recreationists and visitors. Any new lighting sources would be visually consistent with building styles, new nighttime security lighting would be shielded and directed downward to reduce light spillover and skyglow effects, and the use of reflective surfaces would be minimized (see PWP Lighting Design Standards in Section 4.7.1)

As noted in Section 4.7.1, there are no State Scenic Highways through the PWP planning area and the PWP project site upgrades and replacement facilities would be designed in accordance with State Parks Guiding Principles for Aesthetic Design.

Furthermore, replacement of the existing aging facilities with the new, more modern facilities would improve the overall appearance of the recreational facilities within each viewshed. The Grand Avenue Entrance and Lifeguard Tower Project and Pismo State Beach Boardwalk Project would not result in conflicts with applicable zoning and other regulations governing scenic quality in urbanized areas or result in adverse effects on scenic vistas. All new project facilities would better serve the needs of Park visitors and staff (see Section 4.2.4.3 for additional details).

Additionally, Park programs include enhanced management of trash receptacles in staging areas to improve efficiency and the visitor experience, increasing waste receptacles at all staging and access areas, and exploring contracting for waste removal services.

The proposed PWP projects and operation and maintenance activities are consistent with the City of Grover Beach Local Coastal Program policies related to coastal visual resources.

4.7.4 San Luis Obispo County LCP

4.7.4.1 Coastal Plan Policies

CHAPTER 10: VISUAL AND SCENIC RESOURCES

D. SMALL SCALE NEIGHBORHOODS

Policies for Visual and Scenic Resources

Policy 1: Protection of Visual and Scenic Resources
Unique and attractive features of the landscape, including but not limited to unusual landforms, scenic vistas and sensitive habitats are to be preserved, protected, and in visually degraded areas restored where feasible. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 2: Site Selection for New Development
Permitted development shall be sited so as to protect views to and along the ocean and scenic coastal areas. Wherever possible, site selection for new development is to emphasize locations not visible from major public view corridors. In particular, new development should utilize slope created "pockets" to shield development and minimize visual intrusion. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 4: New Development in Rural Areas
New development shall be sited to minimize its visibility from public view corridors. Structures shall be designed (height, bulk, style) to be subordinate to, and blend with, the rural character of the area. New development which cannot be sited outside of public view corridors is to be screened utilizing native vegetation; however, such vegetation, when mature, must also be selected and sited in such a manner as to not obstruct major public views. New land divisions whose only building site would be on a highly visible slope or ridgetop shall be prohibited. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.04.021 OF THE CZLUO.]

Policy 5: Landform Alterations
Grading, earthmoving, major vegetation removal and other landform alterations within public view corridors are to be minimized. Where feasible, contours of the finished surface are to blend with adjacent natural terrain to achieve a consistent grade and natural

appearance. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.05.034 OF THE CZLUO.]

Policy 6: Special Communities and Small-Scale Neighborhoods
Within the urbanized areas defined as small-scale neighborhoods or special communities, new development shall be designed and sited to complement and be visually compatible with existing characteristics of the community which may include concerns for the scale of new structures, compatibility with unique or distinguished architectural historical style, or natural features that add to the overall attractiveness of the community. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO CHAPTER 23.11 (DEFINITIONS) OF THE CZLUO.]

Policy 7: Preservation of Trees and Native Vegetation
The location and design of new development shall minimize the need for tree removal. When trees must be removed to accommodate new development or because they are determined to be a safety hazard, the site is to be replanted with similar species or other species which are reflective of the community character. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.05.064 OF THE CZLUO.]

Policy 8: Utility Lines within View Corridors
Where feasible, utility lines within public view corridors should be placed underground whenever their aboveground placement would inhibit or detract from ocean views. In all other cases, where feasible, they shall be placed in such a manner as to minimize their visibility from the road. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTION 23.08.284 OF THE CZLUO.]

Policy 10: Development on Beaches and Sand Dunes
Prohibit new development on open sandy beaches, except facilities required for public health and safety (e.g., beach erosion control structures). Limit development on dunes to only those uses which are identified as resource dependent in the LCP. Require permitted development to minimize visibility and alterations to the natural landform and minimize removal of dune stabilizing vegetation. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

4.7.4.2 Oceano Specific Plan Goals

3 Vision, Goals, Core Values

Vision
Oceano wishes to maintain its roots in agriculture, upgrade housing, improve the tourism potential for the downtown commercial area and Pier Avenue and solve many infrastructure problems. Oceano has long been considered a “gem in the rough,” and with this plan would like to increase its luster.

Goals
Four goals define Oceano’s desired future:

1. Community Character. A clean, safe and livable community with a small town character that maintains both its agricultural economy, natural resources and coastal flavor, as well as promoting unity in a diverse community.

2. Community Design. Improved buildings, public spaces, pedestrian walkways, safe bikeways, more natural areas, parks and high quality landscaping.

3. Public Facilities and Services. A community with good streets, adequate drainage, excellent public services and amenities.

4. Economic Advances. Pier Avenue taking advantage of its proximity to the beach with regard to both commercial and recreation aspects. Downtown being developed to create a true village with expanded commercial and residential uses. Tourism enhanced.

Core Values

Community Character

1. Oceano is a coastal community with small-town qualities. These characteristics should be protected and enhanced as the community's future is planned. Citizens note the community's potential to become the "gem" of the Central Coast.

2. Oceano's population is diverse, and within that diversity there remains an atmosphere of friendliness. The Specific Plan should reinforce efforts to maintain this neighborliness in a true community.

Community Design

5. Oceano is a distinct community with its own identity and values. The principal entrances to the community should be developed with "gateways" which announce that one has entered the Town. Elements of such gateway treatments can include structures, special landscaping and signs, but should also include litter control to create a pleasing appearance. Gateways should also be well marked at Pier Avenue announcing the entrance to the State Beach. Efforts to enhance the image of the community should also include public improvements in the Downtown and along Pier Avenue.

4.7.4.3 San Luis Bay Area Plan Standards

CHAPTER 8: Planning Area Standards

D. OCEANO URBAN AREA STANDARDS

2. Oceano Specific Plan Included by Reference. The 2001 Oceano Specific Plan, and any amendments made thereto, is hereby incorporated into this Land Use Element as though it were fully set forth here. All development within the Oceano Specific Plan planning area, which coincides with the Oceano Urban Reserve Line, is to be in conformity with the adopted Specific Plan, in addition to any applicable planning area standards. In addition to complying with these requirements, new development shall conform to all applicable Local Coastal Plan provisions (e.g., Coastal Plan Policies, Coastal Zone Land Use Ordinances and San Luis Bay Area Plan standards), including but not limited to those provisions cross-referenced by the Specific Plan. Any deviation of existing or proposed development from the provisions of the Specific Plan is to occur only after appropriate amendment of the Specific Plan.

4.7.4.4 PWP Consistency

As described in the PWP, Pismo State Beach and the Oceano Dunes SVRA are situated in the Guadalupe-Nipomo Dune Complex, an 18-mile long coastal dune landscape that occupies approximately 18,000 acres in southwestern SLO County and northwestern Santa Barbara County. Several sources identify the Guadalupe-Nipomo Dune Complex as "one of the largest coastal dune landscapes along the west coast of North America". A portion of the dune complex was designated in 1974 as the Nipomo Dunes-Point Sal Coastal Area Natural National Landmark, an area that contains "the largest, relatively undisturbed coastal dune tract in California, and is one of the last remaining tracts of pristine rocky coastline in the South Coast Ranges." Though these descriptions vary slightly, they generally identify the Guadalupe-Nipomo Dune Complex as a unique coastal dune landscape with few, if any, parallels in size.

The PWP projects include small-scale improvements to support public access and recreational enjoyment of the beach and dune area which do not involve major structures, extensive landform changes or habitat or dune vegetation removal and therefore, will not impede significant public views. All PWP projects shall be designed and sited to complement and be visually compatible with the existing characteristics of the Park, and where feasible, contours will blend with adjacent natural terrain to achieve a consistent grade and natural appearance.

Views of the beach and the Pacific Ocean in the PWP planning area represent a scenic vista. The Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project are in existing developed areas and do not include views of the beach or the Pacific Ocean due to intervening topography and vegetation. The projects would include upgrades and improvements at existing facilities that are not part of the viewshed of a scenic vista, nor would the proposed improvements block any views of the beach or the Pacific Ocean. The 40 Acre Riding Trail Project would not be in the viewshed of the beach or the Pacific Ocean because of the intervening sand dunes. The Phillips 66/Southern Entrance Project consists of an approximately 200-acre oil refinery; the remainder of the property is used for cattle grazing and open space. Brief public views of the Phillips 66/Southern Entrance Project are only available for a few seconds from vehicles traveling on two small portions of SR 1, to the east and north. As viewed from SR 1, the land is nearly flat and is featureless, consisting of brown sandy soil with small, low-growing clumps of vegetation. The sand dunes, beach, and Pacific Ocean are not visible. There is no scenic vista.

The Pier Avenue Entrance and Lifeguard Tower Project in the community of Oceano is in an urbanized and highly developed area and would replace the aging entrance station and restroom building, and temporary lifeguard tower, with new, more modern facilities. The replacement entrance kiosk would be of similar size, mass, and scale as compared to the existing facility. The lifeguard tower will be constructed on top of the improved restroom building and would therefore result in increasing the height of the existing structure (to 23 feet above the ground surface). The increased height of the lifeguard stations would represent a change in the viewshed and would be visible from public vantage points including the beach areas, visitor parking areas, and the adjacent public roadways. The new lifeguard station would be taller but would retain the same small circumference. By building onto the existing restroom structure, the lifeguard tower will reach the required height for proper observations of the beachfront. This project is limited in scope, within an existing structure footprint,

and is consistent with beach patrol and maintenance improvements often associated with public beach areas. The permanent lifeguard tower will allow preventative and responsive aquatic public safety response. The structure will also provide space for medical and first aid to Park visitors, an information center for visitors, ADA accessible restrooms, and an office for lifeguards to perform administrative functions.

The Pismo State Beach Boardwalk Project would be in a non-urbanized area. The new boardwalk would result in development of a new local resident and visitor amenity. Boardwalks are common recreational features in ocean-based recreational areas; they are generally viewed by the public as "traditional" beach amenities. The new beach boardwalk will be elevated just above the existing shoreline grade, with higher elevated areas where existing equestrian trail or maintenance access routes converge with the proposed boardwalk, to allow safe crossings underneath. Furthermore, the small size and natural visual appearance of the boardwalk would blend in with the existing dunes landscape and therefore would not substantially alter the coastal viewshed. The boardwalk would not detract from eastward facing views from the beach, and would not block westward facing views of the beach or the ocean. In fact, the new boardwalk and viewing platforms are designed to improve viewing opportunities of the existing scenic vista (i.e., beach and ocean) by providing pedestrians with improved access to Pismo State Beach resources.

The Safety and Education Center Project would replace the existing public health and safety facility with a newer, more modern facility, and therefore would improve the existing viewshed in this area of the beach and not detract from the existing scenic vista. The Trash Exclosure project site already includes an area where dumpsters are situated to collect trash, which detracts from the scenic vista of the beach and the Pacific Ocean under existing conditions. The Trash Exclosure Project would substantially improve the existing visual conditions by providing screening around the dumpsters.

The Oso Flaco Improvement Project site consists primarily of agricultural fields (i.e., row crops). Implementing this project would result in a substantial change to the existing viewshed, since approximately 166 acres of agricultural land (row crops) would be converted to tent and RV campgrounds, rental cabins, restroom buildings, campfire center area environmental education center and amphitheater, a maintenance area with office buildings and parking, materials storage area, greenhouses, staff residences, concession building(s), and an entrance kiosk. New trails would also be developed around the campgrounds and around Little Oso Flaco Lake. Views from the Oso Flaco Lake recreational area looking east to the agricultural fields where development would occur are blocked by heavy tree cover around the lake and along both sides of Oso Flaco Creek. Therefore, public views of the new Oso Flaco Improvement Project site would only be visible to recreationists traveling on Oso Flaco Lake Road. The Oso Flaco Improvement Project includes extensive native vegetation planting to create a buffer to the adjacent creek and to shield the site from neighboring agricultural lands. Recreationists traveling on Oso Flaco Road would have views of the new landscaping, the entrance kiosk, and the southern edge of the tent and RV campgrounds; views of the other proposed facilities would be blocked by proposed landscaping and campground development. Views of the new landscaping, entrance kiosk, and the tent and RV campgrounds would be consistent with typical views of both State Parks facilities and privately-owned recreational facilities throughout the state. There is no scenic vista at the Oso Flaco Improvement Project site.

The Phillips 66/Southern Entrance Project consists of an approximately 200-acre oil refinery; the remainder of the property is currently used for cattle grazing and open space and consists of flat, featureless land. Implementing this project would result in a substantial change to the existing viewshed, since the existing Santa Maria refinery would be demolished and replaced with much smaller State Parks facilities consisting of small new buildings and OHV racing and practice tracks. Furthermore, portions of the existing cattle grazing and open space would be replaced with OHV trails, tracks, and new tent and RV campgrounds. However, the Santa Maria Refinery, and the proposed new State Parks facilities at the refinery, are not visible from any public vantage point. The only new facilities at the Phillips 66/Southern Entrance Project that would be visible from public views would be the new campgrounds, which would be approximately 0.5 mile west of SR 1 and only visible for a few seconds from vehicles traveling on the roadway. Depending on the exact location of the new entrance kiosk near the intersection of SR 1 and the private access road to the Santa Maria Refinery (which would be determined in the future), the kiosk could be visible to motorists travelling on SR 1; however, the topography in this area consists of gently rolling hills, which could block all views of the entrance kiosk from SR 1. There is no scenic vista at Phillips 66/Southern Entrance project site.

The Oso Flaco Lake Boardwalk Replacement Project would replace the existing aging boardwalk across the lake with a new boardwalk of a similar size and appearance, and therefore would not degrade the existing scenic vista at Oso Flaco Lake nor degrade the existing visual character or quality of public views of the sites or their surroundings.

The Park Corporation Yard Improvement Project would include construction of a new two-story facilities building, along with a several one-story buildings, storage sheds, and parking. Although a portion of the existing trees and shrubs that currently provide visual screening from SR 1 would be removed to accommodate additional Corporation Yard parking, an approximately 50-foot-wide setback from SR 1 along the east side of the new parking area would be implemented. This setback area would include a portion of the existing trees and shrubs, which would help to provide visual screening of the new and modified facilities at the Corporation Yard from adjacent public viewpoints along SR 1. The existing approximately 80-foot-wide setback between the Corporation Yard and SR 1 along the northern half of the project site, which is currently vegetated with grass and scattered trees, would continue to be maintained.

As described in section 4.7.1, all State Parks facilities would be designed in accordance with California State Parks Guiding Principles for Aesthetic Design and because of their more modern appearance, visually would represent an improvement in the viewshed. Any structures that are visible from the highway or other public vantage places will be screened with vegetation to limit visual impacts from key vantage points. Additionally, because State Parks will comply with PWP Lighting Design Standards, any new lighting sources would be visually consistent with building styles, new nighttime security lighting would be shielded and directed downward to reduce light spillover and skyglow effects, and the use of reflective surfaces would be minimized. Where feasible, all new utilities will be located underground and routed to the proposed project facilities (e.g. kiosks, restroom buildings, Park administration buildings). All new project facilities would better serve the needs of Park visitors and staff. See section 4.2.5.5 for additional details.

Furthermore, implementation of the PWP, the Pier Avenue Entrance and Lifeguard Tower Project, and the Pismo State Beach Boardwalk Project supports

the Oceano Specific Plan, including the community's wishes to improve tourism potential for Pier Avenue, enhance the image of the community, and preserves its small-town character that maintains its natural resources and coastal flavor. The PWP projects would support efforts to provide a clean, safe and livable community in the area of Pier Avenue by implementing entrance station improvements in support of existing and ongoing efforts to improve traffic flow, provide additional regulatory signage, and further manage and increase trash receptacles to control litter. The PWP projects would also serve to maintain and enhance public access and recreational use of Pismo State Beach. The Pismo State Beach Boardwalk Project, which would be accessed directly from Pier Avenue, will provide enhanced coastal viewing and passive recreational opportunities for a variety of recreationists and visitors within Oceano.

The proposed PWP projects and operation and maintenance activities are consistent with the San Luis Obispo County Local Coastal Program polices related to coastal visual resources.

4.8 Coastal Hazards

4.8.1 Public Works Plan EIR Findings

4.8.1.1 Erosion

As described in the PWP EIR and based on a review of soil data, the soil types where PWP projects would occur have a low water erosion hazard. The dunes are active and dynamic, influenced by prevailing ocean winds and seasonal spring winds shaping the dunes. The Dune land (i.e. sand dunes) soil type is highly susceptible to wind. State Parks OHMVR Division would continue to actively protect Park infrastructure and vegetation from encroaching sand dunes through implementation of a variety of measures, including the installation of wind fencing from approximately March to July of each year upwind of Grand Avenue in Grover Beach and Pier Avenue and Strand Way in Oceano. Additionally, PWP implementation may include grading of amounts larger than 50 cubic yards is subject to all resource management guidelines and would be conducted in full compliance with all applicable permits such as the National Pollutant Discharge Elimination System (NPDES) permits issued by the State Water Resources Control Board (SWRCB). State Parks also implements a Soil Conservation Plan for the Oceano Dunes SVRA.

State Parks implements the Soil Conservation Standard and Guidelines, which require that OHV recreation facilities be managed for sustainable long-term prescribed use including the minimization of negative effects such as soil loss, erosion, and sedimentation. The 2008 Guidelines provide tools and techniques that may be used to meet the 2008 Standard. OHV facilities are further mandated by PRC Sections 5090.2, 5090.35, and 5090.53, which emphasize that OHV use should be managed for sustained long-term use and that the protection of public safety, the appropriate utilization of lands, and the conservation of land resources are of the highest propriety in the management of SVRAs.

The OHV Best Management Practices (BMPs) Manual gives guidance on selecting, implementing, and maintaining BMPs for OHV-type facilities and construction activities. The manual provides details on BMPs for erosion control (e.g., blankets, mulches, hydroseeding techniques), scour control (e.g., check dams and armoring as in upland swales and ditches), dust control, sediment traps, and waste management. Furthermore, ground disturbance for new developments of areas larger than 1 acre requires a Stormwater Pollution Prevention Plan with associated BMPs specifically designed to prevent erosion.

State Parks also implements a Stormwater Management Plan (SWMP) for Oceano Dunes SVRA and Pismo State Beach consistent with the requirements of the NPDES permits issued by the SWRCB.

State Parks' standard construction contracts require site-specific contractors to implement SWPPPs that include stabilization of construction access points to minimize sediment track out, and BMPs to control short-term construction and long-term operational erosion. As part of State Parks standard construction contracts, contractors are required to ensure that stormwater and non-stormwater pollution control work (including erosion control) complies with the requirements in the latest version of the California Stormwater Quality Association (CASQA) BMP Handbook. The contractor must also implement a Construction Site Monitoring Program to ensure that all erosion and sediment control requirements are met. Therefore, implementation of PWP projects and operation and maintenance activities would result in less-than-significant impacts related to erosion hazards. (see below LCP subsections and PWP Vol. III, EIR Chapter10, "Geology, Soils, and Paleontological Resources," for detailed information)

Seismic Activity

Pursuant to the PWP EIR, construction of all project-related buildings that are intended for human habitation is required by law to comply with the requirements of the California Building Standards Code (CBC). All PWP project buildings (e.g. kiosks, restrooms, lifeguard towers, Park administrative buildings) would be designed and constructed according to applicable building codes, including the CBC, which are designed to reduce risks from seismic and geological hazards, including seismic ground shaking and liquefaction, to the maximum extent practicable during the operational life of the structures. As required by the CBC, site-specific geotechnical reports would be prepared by licensed engineers, and recommendations contained therein to provide for seismic safety (as determined by CBC requirements) would be incorporated into the project design and construction of all buildings. Additionally, PWP operations and maintenance activities involves structural maintenance and upkeep of facilities that are consistent with existing facilities and do not expand the existing footprint above 10 percent and for which grading is generally minor. Therefore, implementation of PWP projects and operation and maintenance activities would result in less-than-significant impacts related to geologic and seismic hazards. There are no Alquist-Priolo Fault Zones mapped either within or immediately adjacent to the PWP planning area. Therefore, no impact related to surface fault rupture would occur. (see PWP Vol. III, EIR Chapter10, "Geology, Soils, and Paleontological Resources," for detailed information)

Landslides

There are no mapped landslides or landslide hazard zones either within or adjacent to the PWP planning area, and all PWP project sites are located on flat terrain. There are no steep slopes either within or adjacent to the PWP planning area that could represent a landslide hazard. Therefore, no impact related to landslide hazards would occur. (see PWP Vol. III, EIR Chapter10, "Geology, Soils, and Paleontological Resources")

Unstable and Expansive Soils

As described in the PWP EIR, buildings and other structures must be designed according to the requirements of the CBC, which contains criteria for reducing structural damage from unstable and expansive soils to the maximum extent practicable. With compliance with the CBC, the PWP projects would result in less-than-significant impacts related to

unstable and expansive soils. (see PWP Vol. III, EIR Chapter 10, “Geology, Soils, and Paleontological Resources”)

Soil Suitability for Septic Systems

Septic systems are not used on state lands within the PWP planning area. Wastewater treatment is provided either via underground pipelines connected to existing sewage treatment plants within local municipalities, or by vault toilets. Therefore, no impact related to soil suitability for septic systems would occur. (see PWP Vol. III, EIR Chapter 10, “Geology, Soils, and Paleontological Resources”)

Unique Geologic Feature

Operation and maintenance activities associated with PWP implementation would have no impact on a unique geologic feature (i.e., the Dune land associated with the Nipomo Dunes-Point Sal Coastal Area Natural National Landmark or the Guadalupe-Nipomo Dune Complex) because these activities involve only minor construction and grading associated with PWP operations and maintenance activities. Ongoing OHV riding at the Oceano Dunes SVRA does not destroy or substantially modify the dunes. The dunes constitute an active, not a static, geologic feature; the sand is always present and the dunes themselves are continually reshaped on a daily basis by strong winds blowing from the Pacific Ocean. OHV riding does not eliminate the sand. Tracks in the sand from OHV riding are eliminated overnight or within 1–2 days from the force of the wind, which constantly redistributes the sand into different patterns regardless of whether OHV riding occurs or not. Furthermore, the OHV riding area includes only approximately 2 miles of the 18-mile-long Guadalupe-Nipomo Dune Complex. Therefore, implementation of the PWP would result in less-than-significant impacts related to destruction of a unique geologic feature. Regarding implementation of PWP projects, there would be a less-than-significant impact or no impact based on project location (see below LCP subsections and PWP Vol. III, EIR Chapter 10, “Geology, Soils, and Paleontological Resources,” for detailed information)

Wildfire

As described in the PWP EIR, wildfire risks related to PWP projects and operation and maintenance activities including use of heavy equipment in all areas of the Park would be offset by State Parks compliance with all PRCs related to fire safety and wildfire suppression, including PRC Section 4290, requiring minimum wildfire protection standards in conjunction with building, construction, and development in State Responsible Areas (SRAs) and PRC Section 4291, requiring defensible space of up to 100 feet on each side of a structure determining the amount of fuel modification necessary to account for flammability of the structure as affected by building material, building standards, location, and type of vegetation. Vehicles would be maintained in good working order and equipped with spark arrestors consistent with PRC Section 4442. Additionally, State Parks would prepare wildfire and prescribed burn management plans as well as implement additional Park fire management programs designed to meet Park resource management objectives while ensuring that firefighter and public safety are not compromised as required by the State Parks District Management Plan. In addition, visitors to the Oceano Dunes SVRA would be subject to the provisions identified in Oceano Dunes District Order 544-008-2020, which provides regulations for lighting, building, or use of campfires, and PRC Section 4311, which prohibits lighting, building, or use of a fire except in a camp stove or fireplace provided, maintained, or designated for such purpose. Strict adherence to applicable PRC requirements would ensure that any risk to

exacerbate wildfire are minimized. Impacts related to the implementation of the PWP operation and maintenance activities would be less than significant and PWP projects, based on location of the project, would result in either no impact or a less-than-significant impact related to exacerbating wildfire risks. (see below LCP subsections and PWP Vol. III, EIR Chapter 22, "Wildfire" for detailed information)

Hydrology - Flood Flows and Inundation

Pursuant the PWP EIR, because PWP operation and maintenance activities would involve only minor construction and grading, there would no impact from substantial alteration of drainages resulting in erosion, flooding, exceedance of stormwater drainage systems, or impedance of flood flows.

Implementation of PWP projects would not result in substantial alteration of existing drainage patterns; and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff, which could in turn result in increased flooding or exceed existing stormwater drainage capacity, because all new PWP project construction that disturbs more than 1 acre of land are required by law to prepare and implement a SWPPP with associated BMPs that are specifically designed to prevent erosion and siltation. Additionally, all projects are required by law to be designed and operated according to the specific requirements contained in the SWMP for Oceano Dunes SVRA and Pismo State Beach.

All of Pismo State Beach, along with those portions of the Oceano Dunes SVRA that are along the beach adjacent to the ocean are already within flood hazard and tsunami inundation zones. Therefore, implementation of the PWP development projects and operation and maintenance activities along the beach adjacent to the ocean—which many consist of improvements at existing facilities—would not subject additional people or the environment to new or substantially greater impacts from inundation or impede flood flows as compared to existing conditions. The Oso Flaco Improvement Project would provide a large area available for visitors to recreate. Most of the Oso Flaco Improvement Project site, which is currently leased by State Parks for agricultural use, campgrounds and facilities would be developed in a tsunami inundation zone, which is common in low-lying areas along the Pacific Ocean. The National Oceanic and Atmospheric Administration (NOAA) operates warning centers that track earthquakes or landslides that have the potential to trigger a tsunami in the Pacific Ocean. Tsunami-generating incidents can be detected, pinpointed, and the magnitude computed within 2–12 minutes depending on the distance from the warning center. The Governor's Office of Emergency Services (OES) and the National Weather Service, in cooperation with the West Coast/Alaska Tsunami Warning Center operated by NOAA, distribute tsunami information to law enforcement, public safety organizations, and the media. San Luis Obispo County also distributes tsunami information to local law enforcement, public safety organizations, and the media. Additionally, the County can activate strategic coastal warning sirens to alert the public to tune in to local radio and television stations for emergency information. The County can also provide tsunami warnings by activating the Emergency Alert System (San Luis Obispo County Office of Emergency Services 2016). In the event of a tsunami hazard, State Parks would coordinate with the State OES, the County OES, and local law enforcement to provide notification to park staff and visitors, and to provide for orderly evacuation out of the Park. The PWP projects and operation and maintenance activities would result in less-than-significant impacts related to inundation or impedance of flood flows. (see below

subsections and PWP Vol. III, EIR Chapter13, “Hydrology and Water Quality” for detailed information)

Sea Level Rise

Final structure designs for habitable structures would take into consideration design recommendations to accommodate future potential sea level rise and/or will be designed to adapt to sea level rise, as necessary. None of the PWP projects and uses would require the construction of shoreline protective devices.

Hazards and Hazardous Materials

As described in the PWP EIR, PWP project construction and operation and maintenance activities in the vicinity of the Oceano County Airport approach and departure zones would not involve the use of tall cranes that could violate Federal Aviation Administration (FAA) height restrictions. Furthermore, implementation of the PWP projects and operation and maintenance activities would not create new sources of glare that could adversely affect aircraft pilots, would not create new lighting that is difficult to distinguish from airport lighting, and would not involve new uses that could attract birds and thereby create bird strike hazards. Additionally, the PWP projects within the approach surfaces for the airport would not involve installation of tall structures; therefore, these projects would not violate the FAA Part 77 requirements related height restrictions and are compatible within land classified in the airport’s land use plan as open space. Other PWP projects within 5 miles of the airport would also not involve new uses that could attract birds and thereby create bird strike hazards. Therefore, implementation of the PWP and PWP projects would result in no impacts related to airport safety hazards.

PWP operation and maintenance activities would result in less-than-significant impacts associated with the routine use, transport, disposal, upset, and accident conditions related to hazardous materials. Hazardous materials used during construction activities would be handled and stored in accordance with all federal, state, and local regulations, thus minimizing any potential for an accidental release of or exposure to such materials. Additionally, State Parks requires that construction, maintenance, and operation of all facilities occur in compliance with federal, state, and local regulatory requirements regarding the handling and disposal of hazardous materials for the protection of surface water and groundwater, soils, and people. State Parks staff are also required to promptly clean up small hazardous (gas, oil) spills related to OHVs (if any occur) and dispose of trash for the health and safety of the environment. Therefore, impacts from the routine use, transport, and disposal of hazardous materials associated with all the PWP projects would be less than significant. Because there are no K-12 schools within .25 miles of the PWP projects or the Park, there are no impacts related to emissions or handling of hazardous materials within .25 miles of a school.

Because asbestos and lead-based paint could be encountered during PWP project demolition activities due to the age of building, the impact is considered significant. However, the following mitigation measures would reduce the impact to less than significant.

> **Mitigation Measure 12-2a:** Perform a Hydraulic Analysis, Human-Health Risk Assessment, and Screening-Level Ecological Risk Assessment, Coordinate with SWRCB, and Revise Site Plans as Necessary.

Prior to finalization of site-specific improvement plans, State Parks shall hire a licensed civil engineer to prepare a site-specific Hydraulic Analysis related to the new groundwater well at the Phillips 66/Southern Entrance Project site. The study shall include recommended setbacks for drilling of the new groundwater well in a location that will not influence the contaminated groundwater plume, and shall include recommendations for groundwater treatment for human consumption as drinking water (if necessary).

State Parks shall also hired a licensed environmental professional to perform a Human-Health Risk Assessment (including an indoor air quality analysis), along with a Screening-Level Ecological Risk Assessment for the development proposed at the Phillips 66/Southern Entrance Project site.

Finally, State Parks shall coordinate with SWRCB regarding the results of the Hydraulic Analysis for the new well and the indoor air quality analysis, to ensure that human health and surface and groundwater quality are sufficiently protected. State Parks shall also coordinate with SWRCB and Phillips 66 to ensure that proposed development of the Phillips 66/Southern Entrance Project does not interfere with ongoing remedial activities.

Recommendations contained in the Hydraulic Analysis, Human-Health Risk Assessment, and Screening-Level Ecological Risk Assessment shall be implemented by State Parks, and site plans for the Phillips 66/Southern Entrance Project shall be revised as necessary to incorporate such recommendations. Any necessary on-site groundwater treatment infrastructure (if required) shall be implemented to ensure that the on-site groundwater well meets State drinking water standards.

Mitigation Measure 12-2b: Perform a Survey for Lead-Based Paint and Asbestos-Containing Materials and Implement Proper Demolition and Disposal Procedures.

Prior to demolition or reuse of any on-site buildings, State Parks shall retain a California Division of Occupational Safety and Health (Cal-OSHA) certified asbestos consultant to investigate whether any asbestos-containing materials or lead-based paints are present, and could become friable or mobile during rehabilitation or demolition activities. If any materials containing asbestos or lead-based paints are found, they shall be removed by an accredited contractor in accordance with EPA and Cal/OSHA standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The materials containing lead or asbestos shall be disposed of properly at an appropriate off-site disposal facility.

PWP operation and maintenance activities would not occur within any known hazardous materials sites on the Cortese list. Additionally, there would be no impacts related to construction or operation in a site on the Cortese list except for a small portion of the Phillips 66/Southern Entrance Project site. There is also no impact or less-than-significant impacts related to construction and operation of a PWP project in a

site known to contain low levels of hazardous materials. Implementation of the above measures would reduce impacts related to any contaminated groundwater, and require a survey for lead-based paint and asbestos-containing materials that if found, would be removed in accordance with federal and state standards and disposed of of-site at an appropriately permitted facility.

All PWP projects would be designed according to State and local standards related to road widths, emergency vehicle access, and turn radii. All project-related construction materials, equipment, and work vehicles would be confined to specific staging areas within each project site. These staging areas would not be located on public streets. Therefore, no impact related to impairment or interference with emergency response or evacuation plans would occur. (see below LCP subsections and PWP Vol. III, EIR Chapter 12, "Hazards and Hazardous Materials" for detailed information)

4.8.2 City of Pismo Beach LCP

4.8.2.1 Facilities and Services Element Policies

Fire Services

F-14 Fuel Clearance: All structures shall have fuel cleared for a minimum of 30 feet in moderate to high hazard areas as may be specified by the Fire Department. Additional setbacks from property lines may be required in relation to severity of wild-land fire hazards.

4.8.2.2 Safety Element Principles

P-23 Protection of Life & Safety: Pismo Beach shall develop policies to minimize injury and loss of life, to minimize damage to public and private property (particularly damage to critical facilities and structures where large numbers of people are apt to congregate at one time), and to minimize social and economic dislocations resulting from injuries, loss of life, and property damage.

P-24 Maintain Unique Physiographic Characters: The unique physiographic character of Pismo Beach, including the City's sandy and rocky beaches, hills and valleys, creek corridors and riparian areas within the City and within its spheres of influence shall be maintained through the proper management of vegetal cover, natural surface water runoff patterns, and patterns of groundwater recharge. Management of these natural features will conserve soil resources and prevent excessive erosion due to wind and water.

4.8.2.3 Safety Element Policies

S-2 New Development: New development within the City's jurisdiction shall be designed to withstand natural and manmade hazards to acceptable levels of risk by:

f. Adoption of the most recent safety requirements in the Building and Fire Code.

g. Using the planning and technical criteria presented in the Safety Element, as basic guidelines for all new public facilities.

h. Evaluating new development, particularly industrial, commercial or utility development, to ensure that construction or operation of the project will not cause hazardous conditions at an unacceptable level of risk.

i. Requiring new development to avoid portions of sites with high hazard levels.

Flood Hazards

S-8 Flood Plain Zoning: Areas subject to flooding shall be mapped within and subject to the requirements of the Flood Plain Overlay Zone.

S-9 Restrictions on Development Within the 100-Year Flood Plain:

1. No habitable structure shall be approved for construction within the area of the 100-year flood plain unless the applicant demonstrates that the finished floor elevations are at least one foot above the projected elevation of the 100-year flood, except as allowed by FEMA regulations.

2. No new fill, structure, or other obstruction shall be permitted to be placed or constructed within a flood-way unless a detailed hydrologic study has been prepared and approved by the City Engineer ensuring that the proposed project will not obstruct, in any way, passing floodwaters.

3. No new development shall be allowed in the 100-year flood plain which will contribute to or increase flood hazards on the same or other properties or which would require construction of flood control devices.

4. Any application for development on a parcel any portion of which is within the boundary of the 100-year floodplain shall be required to submit a hydrological engineer's report which assesses the nature of the flood risks, identifies the boundary of the 100-year flood plain and specifies the protective measures that should be undertaken to attain compliance with the city's flood plain zoning and with FEMA regulations

Geological/Seismic Hazards

S-10 Hazardous Overlay Zone: Land areas subject to hazards associated with steep slope, slope instability and drainage problems shall be included within the Hazardous Overlay and Protection Zone. Generally, all lands in excess of 10% slope shall be included.

S-11 Development Review in Hazardous Overlay Zone: Geologic reports may be required and shall be re- viewed by the appropriate decision-making body, prior to approval of any development permits for projects located within the Hazardous Overlay Zone.

S-12 Education Programs: The City should develop an information program to familiarize citizens with seismic safety issues. School districts and agencies related to aged, handicapped and seismically susceptible industries should be encouraged to develop education programs relative to seismic awareness.

Wildland Fire Protection

S-18 Wildland Fire Analysis: The City shall require a wildland fire analysis and plan as part of all future annexations. Additionally, the city shall prepare a

wildland fire analysis and plan prior to implementation of the required open space/park, Conservation Element Policy CO-8. At a minimum these plans shall specify:

a. Appropriate fuel clearance areas

b. Building set-backs from undeveloped areas

c. Access to high hazard areas

d. Standards for evaluation of areas

e. Identified turnouts and helispots in road system

f. Water supplies

g. Manpower and equipment requirements.

4.8.2.4 PWP Consistency

See Section 4.8.1 regarding PWP EIR findings related to coastal hazards. Implementation of the PWP and PWP projects in Pismo State Beach do not include construction of habitable structures. With regard to wildfire, the North Beach Campground Facility Improvements Project site, Butterfly Grove Public Access Project site, and the Pismo Creek Estuary Seasonal (Floating) Bridge Installation project site are not within a SRA and would not be on lands classified as a very high fire hazard severity zone; therefore, they would not exacerbate wildfire risks (also see Section 4.2.1 and 4.2.3.8 regarding fire protection services).

Based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the Pismo Creek Estuary Seasonal (Floating) Bridge Installation site and North Beach Campground are within the 100-year floodplain of Pismo Creek or Meadow Creek (Zone AE) and are subject to occasional seasonal flooding. The replacement entrance kiosk and associated infrastructure improvements proposed at the North Beach Campground would be in the existing paved footprint of the facility and constructed at a higher elevation than the existing facilities to prevent flood damage and ensure continued operation. Most of the Butterfly Grove Public Access Project is also within a 100-year flood zone (Zone AE), although the southern portion is within Zone X—areas subject to a 500-year flood or areas subject to a 100-year flood with an average depth of less than 1 foot. The North Beach Campground and Butterfly Grove projects involve improvements to existing facilities so would not result in substantial alteration of existing drainage patterns; and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff, which could in turn result in increased flooding or exceed existing stormwater drainage capacity.

Implementation of the PWP and PWP projects in Pismo State Beach do not include construction of habitable structures or any other improvements that would contribute to or increase flood hazards or which would require construction of flood control devices. The new Pismo Creek floating bridge would be removed seasonally to ensure that additional flooding hazards do not occur from reducing the size of the flood flow channel. The bridge would not increase the amount of impervious surfaces, because rainwater would continue to flow through the sand via cracks in the boards; therefore, there would be no increase in stormwater

runoff. Additionally, the bridge crossing would serve to reduce bank erosion and in-creek disturbance from pedestrian use and thereby assist with protecting and restoring Pismo Creek and its associated sensitive habitat.

All of Pismo State Beach, along with those portions of the Oceano Dunes SVRA that are along the beach adjacent to the ocean, are already within flood hazard and tsunami inundation zones. Therefore, implementation of the North Beach Campground Facility Improvements Project, Butterfly Grove Public Access Project, and Pismo Creek Estuary Seasonal (Floating) Bridge Installation project would not subject additional people or the environment to new or substantially greater impacts from inundation or impede flood flows as compared to existing conditions.

There is no known hazardous materials contamination either within or adjacent to Pismo Creek Estuary Seasonal (Floating) Bridge Installation Project site.

The North Beach Campground Facility Improvements Project site is an existing developed area that would not constitute a unique geological feature. The Butterfly Grove Public Access Project is specifically designed to prevent erosion and overcrowding at this existing natural area composed of a mixed forest and coastal scrub community. This forested area is not a unique geologic feature.

The PWP development projects and operation and maintenance activities are consistent with the City of Pismo Beach Local Coastal Program policies related to coastal hazards.

4.8.3 City of Grover Beach LCP

4.8.3.1 Coastal Resources Components Policies

2.1 PART I-NATURAL RESOURCE AREAS

2.1.5 RECOMMENDATIONS

A. MARINE RESOURCE AREAS

Subtidal Zone

1. Policy: All new development shall minimize risks to life and property in area of high geologic, flood and fire hazard and assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms.

2. Policy: New development shall be located outside of the San Luis Obispo County Tsunami Inundation Area to the maximum extent feasible. If all or part of a new construction project is required to be located within the Tsunami Inundation Area, a Coastal Development Permit authorizing such development shall be conditioned to require property owners to submit a tsunami safety plan to the permitting agency for review and approval. The tsunami safety plan shall clearly describe the manner in which hazards associated with tsunamis shall be addressed. At a minimum, the plan shall be prepared in cooperation with the San Luis Obispo County Office of Emergency Services, and shall be in general conformance with

any area-wide tsunami safety plan that has been prepared for this section of the coast.

3. Policy: As a condition of any development in a known coastal hazard zone, the property owner shall be required to acknowledge and assume all risks from coastal hazards (including but not limited to hazards from episodic and long-term shoreline retreat and coastal erosion, high seas, ocean waves, storms, tsunami, tidal scour, flooding, and the interaction of same) associated with development on the property, waive any claims of damage or liability against the permitting agency, and agree to indemnify the permitting agency against any liability, claims, damages or expenses arising from any injury or damage due to such hazards. Prior to issuance of a Coastal Development Permit, any private property owner shall execute and record a deed restriction against the property that explicitly assumes these risks, on behalf of themselves and any successors or assigns.

4. Policy: No revetments, breakwaters, groins, channels or similar structures that might alter tidal and current action or wind action and thus effect replenishment of the beach and sand dunes shall be permitted except where necessary for the public safety, specifically for the protection of existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

4.8.3.2 PWP Consistency

See Section 4.8.1 regarding PWP EIR findings related to coastal hazards. The PWP development projects within the City of Grover Beach (Grand Avenue Entrance and Lifeguard Tower Project and a portion of the Pismo State Beach Boardwalk consist of only small-scale public access and recreational improvements, and therefore do not involve construction of significant new structures that would be subject to coastal hazards. Implementation of the PWP and PWP projects in Pismo State Beach do not include construction of habitable structures.

The Grand Avenue Entrance and Lifeguard Tower Project involves replacement of existing facilities in the same locations. The Grand Avenue entrance kiosk would replace the existing kiosk structure within the existing footprint and the lifeguard tower would be constructed above an existing public restroom facility footprint so would not result in substantial alteration of existing drainage patterns; and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff, which could in turn result in increased flooding or exceed existing stormwater drainage capacity. Additionally, the Grand Avenue Entrance and Lifeguard Tower Project site is not within a SRA and would not be on lands classified as a very high fire hazard severity zone; therefore, it would not exacerbate wildfire risks (also see Section 4.2.1 and 4.2.4.3 regarding fire protection services). The Pismo State Beach Boardwalk is within an SRA and designated by CAL FIRE as Moderate Fire Severity Zone; however, the risk of wildfire is low. The project will run south along the foredunes. Sand dunes, which include foredunes, are generally considered non-burnable. The new beach boardwalk will be elevated just above the existing shoreline grade, with higher elevated areas where existing equestrian trail or maintenance access routes converge with the proposed boardwalk, to allow safe crossings underneath. The boardwalk will be designed to minimize sand accumulation on the boardwalk to maintain accessibility and lifespan, and therefore assure stability and structural integrity and avoid significantly altering wind action that could otherwise effect replenishment of the beach and sand dunes. Construction and operation of the boardwalk would not increase the amount of impervious surfaces, because rainwater would continue

to flow through to the sand via cracks between the boards. Thus, there would be no increase in the amount of stormwater runoff, and there would be no related increase in flooding or exceedance in existing stormwater drainage capacity.

All of Pismo State Beach, along with those portions of the Oceano Dunes SVRA that are along the beach adjacent to the ocean, are already within flood hazard and tsunami inundation zones. The project improvements at the existing facilities at Grand Avenue would not subject additional people or the environment to new or substantially greater impacts from inundation or impede flood flows as compared to existing conditions. Similarly, beach and dune use is already occurring within Pismo State Beach, and therefore implementation of the Pismo State Beach Boardwalk Project would also not subject additional people or the environment to new or substantially greater impacts from inundation as compared to existing conditions.

Finally, due the age of on-site buildings that would be demolished as part of the Grand Avenue Entrance and Lifeguard Tower Project, asbestos and lead-based paint could be encountered during demolition activities. However, Mitigation Measure 12-2a and 12-b would require that a survey for lead-based paint and asbestos-containing materials would be performed and any such materials would be removed in accordance with federal and state standards and disposed of off-site at an appropriately permitted facility. (see Section 4.8.1)

The proposed replacement facilities would substantially enhance the viewshed and scenic quality for visitors to the dunes. Because this project involves replacement in the same locations, construction would not destroy or substantially modify the unique geologic feature (i.e., sand dunes) as compared to current conditions. The Pismo State Beach Boardwalk Project is designed to improve recreational access for pedestrians to the dune landscape. Installation of the boardwalk involves a narrow wooden linear platform, which would not destroy or substantially modify the unique geologic feature (i.e., sand dunes) as compared to current conditions.

The proposed PWP development projects and operation and maintenance activities are consistent with the City of Grover Beach Local Coastal Program policies related to coastal hazards.

4.8.4 San Luis Obispo County LCP

4.8.4.1 Coastal Plan Policies

Chapter 11: Hazards

Policies for Hazards

Policy 1: New Development

All new development proposed within areas subject to natural hazards from geologic or flood conditions (including beach erosion) shall be located and designed to minimize risks to human life and property. Along the shoreline new development (with the exception of coastal-dependent uses or public recreation facilities) shall be designed so that shoreline protective devices (such as seawalls, cliff retaining walls, revetments, breakwaters, groins) that would substantially alter landforms or natural shoreline processes, will not be needed for the life of the structure. Construction of permanent structures on the beach shall be

prohibited except for facilities necessary for public health and safety such as lifeguard towers. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD.]

Policy 2: Erosion and Geologic Stability

New development shall ensure structural stability while not creating or contributing to erosion or geological instability. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.07.086 OF THE CZLUO.]

Policy 3: Development Review in Hazard Areas

The county shall require a detailed review of development proposed within the geologic study area and flood hazard combining designations as indicated on the Land Use Element maps for the coastal zone. The review shall be performed by a qualified registered and/or certified engineering geologist and shall be adequately detailed to provide recommendations and conclusions consistent with this plan. Residential, commercial and industrial development shall be prohibited within the l00 year floodplain (l% chance of inundation in any year) as delineated in the Flood Hazard combining designation except for those areas within an urban reserve line. [THIS POLICY SHALL BE IMPLEMENTED PURSUANT TO SECTIONS 23.07.082, 23.07.084, 23.07.062 AND 23.07.066 OF THE CZLUO.]

Policy 11: Areawide Shoreline Erosion and Bluff Retreat Management Plan

The County should seek grant funding and develop a program with a long-term comprehensive approach to avoid the permanent armoring of the shoreline or to minimize impacts to shoreline in existing developed areas. The program should also offer a means to address some area specific constraints. This includes the preparation of an Areawide Shoreline Erosion and Bluff Retreat Management Plan focusing on annual bluff erosion rates, bluff setbacks, emergency armoring procedures, shoreline protection standards, structural design, engineering, monitoring and maintenance. [THIS POLICY SHALL BE IMPLEMENTED AS A PROGRAM.]

4.8.4.2 PWP Consistency

The PWP development projects will support public access and recreational use of the beach and dune area which have been located and designed to minimize risks to human life and property and to ensure that shoreline protective devices would not be required for the life of the improvements. The PWP development projects include passive and active recreational facilities in the form of a public boardwalk, new hiking and biking trails, expanded and improved low-cost camping facilities to support passive public access and recreational enjoyment, all of which are appropriately located and readily adaptable to minimize potential coastal hazards.

See Section 4.8.1 regarding PWP EIR findings. The Pier Avenue Entrance and Lifeguard Tower Project site and the Safety and Education Center Replacement project are not within an SRA and would not be on lands classified as a very high fire hazard severity zone; therefore, they would not exacerbate wildfire risks. The Oceano Campground Infrastructure Improvement Project site, Pismo State Beach Boardwalk Project site, Park Corporation Yard Improvement Project site, 40 Acre Riding Trail Installation project site and Oso Flaco Boardwalk Replacement project site are within an SRA. However, these project sites are designated by CAL FIRE as Moderate Fire Severity Zone and the risk of wildfire low. Additionally, the 40 Acre Riding Trail Installation and Oso Flaco Boardwalk Replacement projects do not include features that exacerbate wildfire risks.

The western/northwestern portion of the Oso Flaco Improvement Project site and Phillips 66/Southern Entrance Project site are within an SRA. These project sites are designated by CAL FIRE as Moderate Fire Severity Zones and a portion of the Phillips 66/Southern Entrance Project site is designated as a High Fire Severity Zone. With construction of the Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project, a larger area would be available in which visitors could recreate, thereby increasing the potential for accidental fires and potentially increasing the number of people and structures that could be exposed to wildfire. However, wildfire risks would be offset by State Parks compliance with fire safety and wildfire suppression measures identified in Section 4.8.1. Adherence to these safety measures, when considered together, would minimize the risk of increased frequency, intensity, or size of wildfires and decrease the risk of exposure of people or structures to wildfire. (also see Section 4.2.1 and 4.2.5.5 regarding fire protection services).

The Pier Avenue Entrance and Lifeguard Tower Project site, Park Corporation Yard Improvement Project site, and Oceano Campground Infrastructure Improvement Project site, Oceano Campground Campfire Replacement project site, and the Safety and Education Center Replacement project consist of improvements at existing facilities. These projects, along with the Trash Enclosure Project and the 40 Acre Riding Trail Project, would not result in substantial alteration of existing drainage patterns; and would not result in a substantial increase in impervious surfaces that would increase stormwater runoff, which could in turn result in increased flooding or exceed existing stormwater drainage capacity. Construction and operation of the Pismo State Beach Boardwalk would not increase the amount of impervious surfaces, because rainwater would continue to flow through to the sand via cracks between the boards so there would be no increase in the amount of stormwater runoff, and there would be no related increase in flooding or exceedance in existing stormwater drainage capacity.

The Oso Flaco Improvement Project and the Phillips 66/Southern Entrance Project would require grading, excavation, and earthmoving activities associated with construction of new campgrounds, buildings, other Park facilities, and underground utilities over a large area. The increased impervious surfaces could result in additional stormwater runoff. However, compliance with SWRCB's NPDES Construction General Permit requirements and the Phase II MS4 Permit requirement, along with the State Parks SWMP requirements related to stormwater management and discharge and control, would minimize both short-term impacts from construction and long-term impacts associated with new development. Additionally, any necessary basins for control of stormwater volume, rate, and pre-treatment would be designed for short-term detention rather than long-term retention (to ensure that new habitat for waterfowl that could result in birdstrike hazards at the Oceano County Airport would not occur). Therefore, the projects would not result in substantially increased erosion, siltation, or exceedance of stormwater drainage capacity, and would not create new flood conditions as a result of stormwater runoff.

All of Pismo State Beach, along with those portions of the Oceano Dunes SVRA that are along the beach adjacent to the Oceano, are already within flood hazard and tsunami inundation zones. The Pier Avenue Entrance and Lifeguard Tower Project site, Park Corporation Yard Improvement Project site, and Oceano Campground Infrastructure Improvement Project site, Oceano Campground Campfire Replacement project site, and the Safety and Education Center Replacement project would not subject additional people or the environment to new or substantially greater impacts from inundation or impede flood flows as

compared to existing conditions. Similarly, beach and dune use is already occurring within Pismo State Beach and therefore implementation of the Pismo State Beach Boardwalk Project would not subject additional people or the environment to new or substantially greater impacts from inundation as compared to existing conditions. The Oso Flaco Improvement Project (aside from the proposed trail around Little Oso Flaco Lake) is not located in a flood hazard zone (see information related to tsunamis is Section 4.8.1). The Phillips 66/Southern Entrance Project is not located in a flood hazard zone or a tsunami inundation zone.

There is no known hazardous materials contamination either within or adjacent to the following new project sites—Pismo State Beach Boardwalk Project, Trash Exclosure Project, and 40 Acre Riding Trail Installation Project. Additionally, a contaminated groundwater plume at a Cortese-listed site approximately 1,200 feet east of the Grand Avenue Entrance and Lifeguard Tower site did not extend from the property and the property owner demonstrated that both soil and groundwater had been remediated. Sediment in Oso Flaco Lake and Little Oso Flaco Lake contains elevated residues of DDD, DDE, and DDT (i.e., hazardous materials) from pesticide runoff related to agricultural activities. However, the level of contamination does not meet the threshold for a California hazardous waste. Existing ongoing recreational activities include a hiking trail and nonmotorized boating on Oso Flaco Lake. As part of the Oso Flaco Improvement Project, a new hiking trail would circle Little Oso Flaco Lake and connect with the existing trail network. Human contact with lake sediment would be minimal as a result of these activities, and the levels of residual pesticides are not high enough to result in the endangerment of human health from construction or operation of the trail and the replacement of the Oso Flaco Lake Boardwalk.

A small portion of the Phillips 66/Southern Entrance Project would be located within an open-active hazardous materials site on the Cortese List. Groundwater has been contaminated. Additionally, due to the age of the buildings that could be demolished as part of the Pier Avenue Entrance and Lifeguard Tower Project, Park Corporation Yard Improvement Project, Oceano Campground Infrastructure Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Replacement Project, and Phillips 66/Southern Entrance Project, asbestos and lead-based paint could be encountered during demolition activities. Mitigation Measures 12-2a and 12-2b would require a survey for lead-based paint and asbestos-containing materials be performed and any such materials to be removed in accordance with federal and state standards and disposed of off-site at an appropriately permitted facility. Additionally, a new groundwater well would be installed in a location and at a depth such that the contaminated groundwater plume would not be affected.

The Oceano Campground Facility Improvements Project, Oceano Campfire Center Replacement project, Park Corporation Yard Improvement Project, and the Phillips 66/Southern Entrance Project are located within existing developed areas that would not constitute a unique geological feature. The Oso Flaco Improvement Project site consists primarily of agricultural cropland and a riparian area long Oso Flaco Creek. The Oso Flaco Lake Boardwalk Replacement Project would be located across this small natural lake in an east-west direction. Installation of a new pedestrian-only access trail in the Dune land on the north side of Oso Flaco Creek, and replacement of the existing boardwalk over Oso Flaco Lake, would improve and continue recreational access and would not directly or indirectly destroy the unique geologic feature (i.e., sand dunes north of Oso Flaco Creek or Oso Flaco Lake) as compared to current conditions.

The Pier Avenue Entrance and Lifeguard Tower Project and Safety and Education Center Replacement Project involves replacement of existing facilities in the same location. The proposed replacement facilities would substantially enhance the viewshed and scenic quality for visitors to the dunes. Because this project involves replacement in the same locations, construction would not destroy or substantially modify the unique geologic feature (i.e., sand dunes) as compared to current conditions.

The Pismo State Beach Boardwalk Project is designed to improve recreational access for pedestrians to the dune landscape. Installation of the boardwalk involves a narrow wooden linear platform, which would not destroy or substantially modify the unique geologic feature (i.e., sand dunes) as compared to current conditions. Similarly, the additional 40 Acre Riding Trail at the southern end of the Oceano Dunes SVRA Riding Area would allow OHV riding on a designated trail, similar to the other trails throughout the State Parks' OHV system, and therefore would not directly or indirectly destroy the unique geologic feature (i.e., sand dunes) as compared to current conditions. The Trash Exclosure Project is too small to adversely affect the dune complex as a unique geologic feature.

The PWP development projects and operation and maintenance activities are consistent with the County of San Luis Obispo Local Coastal Program policies related to coastal hazards.

4.9 Air Quality, Energy Conservation and Promotion of Public Transit

4.9.1 Public Works Plan Policies and EIR Findings

PWP Vol. III, EIR, Chapter 9, Energy, Chapter 11, Greenhouse Gas Emissions, Chapter 20, Transportation and Traffic, and Chapter 6, Air Quality, collectively analyze potential impacts of the proposed PWP Development Projects and PWP operation and maintenance activities to air quality and those associated with energy consumption greenhouse gas (GHG) emissions.

The San Luis Obispo Air Pollution Control District (SLOAPCD) has primary responsibility for regulating sources of air pollution situated within its jurisdictional boundaries. In 2001, the SLOAPCD adopted its 2001 Clean Air Plan. This plan updates the 1998 Clean Air Plan and identifies control measures to reduce ROG and NOx emissions, precursors to ozone, as well as PM emissions. The 2001 Clean Air Plan identifies the control measures necessary to attain ozone air quality standards. The 2001 Clean Air Plan includes ozone precursor pollutant emissions of ROG and NOX from mobile and area-wide emission sources in its reference (1991) and forecasted (2015) emissions inventories, and it plans for achieving attainment of air quality standards.

Many of the SLOAPCD's air pollution programs implemented throughout the county to reduce ozone forming pollutants and toxic air contaminant emissions also have ancillary benefits of reducing GHG emissions. The APCD's Climate Protection Program identifies particular actions that could be implemented to specifically address GHG emissions at the local level. These actions include but are not limited to: developing public education and outreach campaigns on climate change; targeting a percentage of mitigation grant funds for GHG emission reductions; encouraging and providing support for local governments to join the Cities for Climate Protection Program; and developing a partnership with California Polytechnic State University for addressing climate change. In addition, in March 2012, the APCD approved thresholds for

Greenhouse GHG emission impacts, and these thresholds have been incorporated into the CEQA Air Quality Handbook.

The PWP area is served by a network of highways, arterial, and collector streets and the EIR concludes that the roads and other transportation facilities within the PWP area currently operate at relatively good service levels, except for congestion experienced during weekends, holidays, and summer months on Pier Avenue and Grand Avenue at the entrances to the Park. It is anticipated that the proposed enhancement and expansion of recreational facilities and opportunities will not attract additional visitors to the PWP area and that staff levels will not increase above existing conditions for project operations and maintenance, though implementation of the PWP Development Projects may shift overall user and staff traffic patterns. Accordingly, trip generation levels associated with park operations and management would not result in significantly increased traffic congestion or vehicle miles traveled (VMT), energy consumption and associated air emissions. In addition, the relatively limited duration and intensity of construction activity associated with the PWP Development Projects do not have the potential to result in significantly increased traffic congestion, VMT, energy consumption or air emissions. As such, the PWP Development Projects and PWP operation and maintenance activities would not substantially increase overall vehicle use and therefore would not result in significant energy consumption or associated mobile-source air emissions.

Construction-related activities for proposed PWP Development Projects would result in short-term emissions of criteria pollutants, precursors, and toxic air contaminants (TACs) from a variety of sources including off-road construction equipment, on-road vehicles, earthmoving activities, off-gas from paving activities, and application of architectural coatings. However, the EIR analysis concludes that estimated emissions resulting from construction of the site-specific improvement projects would not exceed the applicable daily or quarterly thresholds for combined ROG and NO_X, DPM, or fugitive dust PM. Although the EIR emissions modeling demonstrates that thresholds are not anticipated to be exceeded, SLOAPCD recommends that all projects implement fugitive dust control measures and the EIR therefore concludes that, without implementation of the SLOAPCD-recommended fugitive dust control measures, or other measures of equal or better effectiveness, construction-related impacts would be potentially significant. The EIR recommended the following mitigation measures to ensure that fugitive dust mitigation measures are implemented at the PWP Development Project sites, which would also be incorporated in the proposed PWP as a project element designed to avoid and minimize impacts to air quality.

> **Mitigation Measure 6-1:** Fugitive Dust Mitigation Measures for Projects with Grading Areas Less than 4-acres and Not Within 1,000 Feet of any Sensitive Receptor.
>
> To mitigate fugitive dust emissions generated by construction activities, the following shall be implemented at site-specific improvement project construction sites:
>
> a. Reduce the amount of the disturbed area where possible;
>
> b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;

c. All dirt stock-pile areas should be sprayed daily as needed;

d. All roadways, driveways, sidewalks, etc., to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

e. All of these fugitive dust mitigation measures shall be shown on grading a building plans; and

f. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent the transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

Mitigation Measure 6-2: Fugitive Dust Mitigation Measures for Projects with Grading Areas Greater than 4-acres or Within 1,000 Feet of any Sensitive Receptor.

To mitigate fugitive dust emissions generated by construction activities, the following shall be implemented at site-specific improvement project construction sites:

a. Reduce the amount of the disturbed area where possible;

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;

c. All dirt stock-pile areas should be sprayed daily as needed;

d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;

e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD;

g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;

j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;

k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;

l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and

m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

The proposed PWP Development Projects would involve replacement and upgrading of several existing and dated buildings and infrastructure. These improvements would be constructed to meet current energy efficiency standards at the time of construction. In accordance with California Code of Regulations Title 20 and Title 24, development under the PWP would be required to comply with the building energy standards and California Building Standards Code, including California Green Building Standards Code (CALGreen), which includes meeting energy standards for water and space heating and cooling equipment, insulation for doors, pipes, walls, and ceilings, and appliances, and other requirements. As noted in the EIR, the California Energy Commission (CEC) estimates that the 2019 Building Energy Efficiency Standards reduce average energy demand of new nonresidential development by 30 percent relative to comparable buildings constructed under the 2016 California Energy Code, and more so for older buildings. As such, replacement buildings and infrastructure constructed under the proposed PWP Development Projects are anticipated to be more energy efficient and therefore generate fewer air emissions than the existing facilities.

New buildings and infrastructure associated with the Park Corporation Yard, Oso Flaco and Phillips 66 site improvements would generate new demand for electricity and natural gas. However, these improvements would also be required to comply with increasingly stringent State building efficiency requirements under the California Building Standards Code, including CALGreen. In addition, the proposed improvements would accommodate existing park operations and staffing needs and therefore would not result in new land uses that would significantly change or increase energy demands of the park. The EIR concludes that new facility construction would result in minor energy demands associated with building and facility operations, but that these improvements would not be expected to cause inefficient, wasteful, or unnecessary consumption of energy and therefore would not result in significant energy consumption or associated operational air emissions.

The PWP Development Projects and PWP operation and maintenance activities would not result in significant impacts associated with increased energy consumption or air emissions and would not result in changes to park visitation or vehicle use levels and are therefore consistent with the emission-generating characteristics and assumptions used by the SLOAPCD to forecast emissions in the 2001 Clean Air Plan, as well as the measures and strategies identified to reduce emissions. See LCP subsections and PWP Vol. III, EIR, Chapter 9, Energy, Chapter 11, Greenhouse Gas Emissions, Chapter 20, Transportation and Traffic, and Chapter 6, Air Quality, for more detailed information.

4.9.2 City of Pismo Beach LCP

4.9.2.1 Conservation & Open Space Element Policies

Air Quality

CO-4 Trip Reduction: In order to reduce pollution, the city shall emphasize various procedures to reduce the number of vehicle trips in the community. Techniques shall include, but not be limited to, transportation management measures such as vanpools, carpools, and subsidized transit passes; jobs/housing balance (Policy CO-2); bikeways and facilities (Policies C-12, C-13, and C-22); pedestrian facilities (Policy C-14); and transit improvements (Policies C-19, C-21).

4.9.2.2 PWP Consistency

The proposed PWP Development Projects and PWP operation and maintenance activities would maintain and improve pedestrian and bicycle access to the Park. The PWP also includes internal public access improvements for the public trail system within the Park. The proposed Butterfly Grove Public Access Project will improve visitor access and amenities, including development of a new ADA compliant pedestrian entrance and foot path from SR 1 to the Grove's visitor gathering area, with interpretive and wayfinding signage; enhanced bike trails; installation of new and additional bike parking racks; installation of new and improvements to existing interpretive and wayfinding signage within the Grove and along SR 1; new vehicle parking area with 12 to 16 parking stalls, including ADA compliant parking stalls; and a new visitor drop off/loading zone in front of the new pedestrian entrance. The Butterfly Grove Public Access Project improvements would be accessible from an existing nearby transit stop and would also enhance trail connections to the City of Grover Beach, where enhanced multi-use trails to and through Pismo State Beach which will interconnect with trails leading to the North Beach Campground to the Grand Avenue entrance in Grover Beach and beyond.

The planning team conducted consultation, including in person meetings with local jurisdictions, and with Caltrans during the PWP planning process to ensure local and regional planning efforts were considered. These proposed improvements would facilitate multi-modal transportation options for travel to and through the Park and adjacent communities, consistent with local transportation plans and assist in alleviating potential congestion along the adjacent Grand Avenue corridor, thereby minimizing energy consumption and air emissions associated with vehicle travel.

The proposed PWP Development Projects and PWP operation and maintenance activities are consistent with the City of Pismo Beach Local Coastal Plan policies related to promoting multi-modal transportation and reducing the number of vehicle trips in the community, thereby facilitating energy conservation, reducing GHG emissions and minimizing air quality impacts.

4.9.3 City of Grover Beach LCP

4.9.3.1 Coastal Air Quality and Vehicular Energy Consumption Component Policies

4.3 RECOMMENDATIONS

1. The Chamber of Commerce should institute "off-season" beach-related events which will have a regional or statewide interest and will attract beach visitors at non-peak periods. A mobile home and/or recreational vehicle show; an arts and crafts festival; a beach olympics with a beach jogging marathon; volleyball and frisbee tournaments; kite-flying competitions; swimming races and so on; or any other family-oriented, broad appeal activity.

2. Cal Trans should develop and implement means of increasing use of mass transit by beach visitors from long distances as well as by those who are local residents. The success of such a program will depend on the following conditions:

    - Provision of lodging and dining facilities near the beach which are convenient for beach visitors without cars. Appropriate sites for a beach visitor-oriented hotel/motel are: (1) the six acres currently owned by the State Parks and Recreation which was previously a golf driving range; and (2) a strip of land privately owned and currently occupied by a mobile home/recreational vehicle park north of Grand Avenue along the west side of Highway 1. Approximately 42 of the 60 mobile homes located here are presently used only as vacation homes.

    - Expansion of the existing local bus system to provide service on weekends with beach stops.

    - Upgrading by the property owners and users of the railroad easement of the visual quality of land along Highway 1 north of Grand Avenue. Improvements should include, at minimum, landscaping or screening of the railroad easement north of Grand Avenue, removal of deteriorated structures at the intersection of the railroad tracks and Grand Avenue, and screening of storage yards abutting the railroad easement immediately north of Grand Avenue. These objectives should be achieved through a land use designation requiring amortization or screening of unsightly uses in coastal corridors.

4.9.3.2 PWP Consistency

The proposed PWP Development Projects and PWP operation and maintenance activities would maintain and improve vehicular and pedestrian access to the Park at Grand Avenue and includes internal public access improvements for the public trail system within the Park. Proposed entrance station improvements, new and enhanced trail connections and bicycle amenities would improve overall mobility to the Park along Grand Avenue. The Proposed improvements would also enhance trail connections to the City of Pismo Beach where PWP improvements include the Butterfly Grove Public Access Project, consisting of enhanced bike connections to adjacent bike trails, new bike parking, interpretive and wayfinding signage within the park and Highway 1, and new vehicular parking (12 stalls), all of which would be accessible from an existing nearby transit stop. As such, the proposed PWP Development Projects would facilitate multi-modal transportation options for travel to and

through the park and assist in alleviating potential congestion along the Grand Avenue corridor, thereby minimizing energy consumption and air emissions associated with vehicle travel.

The proposed PWP Development Projects and PWP operation and maintenance activities are consistent with the City of Grover Beach Local Coastal Plan policies related to promoting multi-modal transportation and reducing the number of vehicle trips in the community, thereby facilitating energy conservation, reducing GHG emissions and minimizing air quality impacts.

4.9.4 San Luis Obispo County LCP

4.9.4.1 Coastal Plan Policies

Chapter 13: Air Quality

Policy for Air Quality

Policy 1: Air Quality

The county will provide adequate administration and enforcement of air quality programs and regulations to be consistent with the county's Air Pollution Control District and the State Air Resources Control Board. [THIS POLICY SHALL BE IMPLEMENTED AS A STANDARD AND PURSUANT TO SECTION 23.06.080 OF the CZLUO]

4.9.4.2 PWP Consistency

The proposed PWP Development Projects and PWP operation and maintenance activities would support and enhance passive recreational uses to and through the Park with several trail and bicycle amenity improvements and the Oso Flaco improvement project anticipates a potential regional bike trail connection from the community of Santa Maria in Santa Barbara County, to the south, all of which would assist the County's efforts to reduce VMT and transportation-related energy consumption, thereby minimizing air emissions and air quality impacts.

PWP Vol. III, EIR, Chapter 9, Energy, Chapter 11, Greenhouse Gas Emissions, Chapter 20, Transportation and Traffic, and Chapter 6, Air Quality, collectively analyze potential impacts of PWP Development Projects and PWP operation and maintenance activities to air quality and those associated with energy consumption and greenhouse gas (GHG) emissions and concludes that the proposed PWP Development Projects and PWP operation and maintenance activities would not substantially increase traffic congestion or VMT and therefore would not result in significant energy consumption or associated mobile-source air emissions. The EIR further finds that construction-related activities for proposed PWP Development Projects would result in short-term emissions of criteria pollutants, precursors, and toxic air contaminants (TACs) from a variety of sources including off-road construction equipment, on-road vehicles, earthmoving activities, off-gas from paving activities, and application of architectural coatings, but that estimated emissions resulting from construction of the site-specific improvement projects would not exceed the applicable daily or quarterly thresholds for combined ROG and NO_X, DPM, or fugitive dust PM, and mitigation measures have been identified to ensure that fugitive dust mitigation measures are implemented at the PWP Development Project sites. In addition, the EIR concludes that the proposed PWP facility replacement and upgrade projects, and new recreational and park operation facility improvements, would not cause inefficient, wasteful, or unnecessary consumption of energy and therefore would not result in significant energy consumption or associated operational air emissions.

In addition, State Parks has signed a Stipulated Order of Abatement (SOA) (Abatement Order; filed May 4, 2018, as amended in November 2019) with the SLOAPCD to address PM emissions and has since implemented a program to control and minimize indirect emissions of fugitive to achieve state and federal air quality standards. The SOA includes measures for initiating Initial Particulate Matter Reduction Actions, developing and implementing a Particulate Matter Reduction Plan (PMRP) and developing an Annual Report and Work Plan (ARWP).

In compliance with the SOA, State Parks submitted a Draft PMRP to the SLOAPCD in June 2019 as well as ARWPs for each year. The types of control measures contemplated in the Draft PMRP generally include planting of native dune vegetation, installation and operation of sand track-out devices, and emplacement of porous fencing (i.e., wind fencing) and artificial roughness elements (e.g., strawbales). PMRP implementation, including foredune development, is subject to the findings of ongoing CEQA review under the Oceano Dunes SVRA Dust Control Program EIR and 2020 Subsequent EIR (State Clearinghouse #2012121008), separate from the PWP. Ongoing and future dust control actions that have been and will be implemented pursuant to this regulatory requirement would occur (at a minimum) during the first few years of the PWP implementation, through December 2023.

Implementation of the AQ…management plans and programs in conjunction with the PWP would be consistent with the SOA and actions mandated under that order, developed for the purpose of ensuring fugitive PM dust from activities within the Park would not result in a significant effect on regional air quality.

The proposed PWP Development Projects and PWP operation and maintenance activities would promote multi-modal transportation thereby reducing the number of vehicle trips in the community, facilitating energy conservation, reducing GHG emissions and minimizing air quality impacts. In addition, implementation of the PWP would not result in significant impacts associated with increased energy consumption or air emissions and is consistent with the emission-generating characteristics and assumptions used by the SLOAPCD to forecast emissions in the 2001 Clean Air Plan, as well as the measures and strategies identified to reduce emissions. Finally, the PWP would be implemented with the EIR recommended mitigation measures to address short-term construction-related fugitive dust emissions and existing park programs designed to control and minimize indirect emissions of fugitive to achieve state and federal air quality standards. Therefore, the PWP is consistent with the County of San Luis Obispo Coastal Plan Local Coastal Plan policies related to air quality.

See LCP subsections and PWP Vol. III, EIR, Chapter 9, Energy, Chapter 11, Greenhouse Gas Emissions, Chapter 20, Transportation and Traffic, and Chapter 6, Air Quality, for more detailed information.