3.0 THE PLAN

3.1 Public Works Plan Goals, Guiding Principles and Objectives

The goals, guiding principles, and objectives for the PWP were developed by the planning team at the beginning of the planning process. They were shared during public and stakeholder meetings for review and input.

3.1.1 Goals and Guiding Principles

Sustainability. Adaptively manage lands, resources, and recreational opportunities, so many future generations of Californians may enjoy them.

- ***Adaptability.*** Consider the effects of climate change and sea-level rise during planning and investment decisions for infrastructure. Create flexible operations and maintenance procedures that can easily be adapted in response to environmental change.
- ***Protect the Natural Environment.*** Conserve and restore natural habitats, maintain healthy ecosystem processes, and help recover degraded ecosystems per State and federal regulations. Minimize environmental impacts on the natural environment through appropriate site planning.
- ***Diversity.*** Continue to provide a variety of affordable recreational opportunities for all park users.

Transparency. Share the reasoning behind decision-making that affects land uses with those that are affected by them.

- ***Enhancing Communication to the Public.*** Consistently use various methods and formats to regularly educate and update the public about park history and current activities. Increase opportunities for visitors to have direct interaction with District staff.
- ***Considering the Needs and Concerns of Stakeholders.*** Gather input from all constituents (public, visitors, local Native American tribes, agencies, neighbors, District staff) throughout planning processes, as appropriate.
- ***Promoting Stakeholder Participation.*** Regularly provide stakeholders and community groups with convenient opportunities to learn and give input on District activities through various modes of communication, such as a project website, email blasts, public meetings, focused stakeholder meetings, Spanish language translation services, and surveys.
- ***Cultivating Stakeholder Relationships.*** Create or strengthen relationships with stakeholders and community groups by identifying and validating their interests and motivations, being responsive to their input, identifying issues, and seeking feasible solutions to those issues.

Working with Partners and Volunteers. Actively seek input and meaningful dialogue.

- ***Inspiring Partner and Volunteer Contribution.*** Create a communication forum that respects differences, welcomes divergent ideas, considers non-traditional solutions, creates opportunities for meaningful dialogue, and acknowledges community partners and volunteers' importance.

- ***Implementing Full Circle Communication***. Practice active listening, intentional speaking, and conscious self-monitoring to articulate expectations and encourage diverse contributions while building consensus.

Sound Data for Management. Obtain the latest and best available data to make informed management decisions and communicate them well.

3.1.2 Objectives

Obtain and Manage for Coastal Act Compliance within the Oceano Dunes District

- ***Develop a Long-Term Sustainable Plan*.** Create a reasonable and achievable long-term operation plan that supplements the CDP, resolves conflicting language between LCPs and the CDP, and addresses outstanding CDP issues.

- ***Communicate the Complexity of Existing Conditions and Regulation Compliance.*** Clearly document the dynamic environment and existing conditions at the District, and communicate the related mandates, including the Coastal Act, San Luis Obispo APCD's SOA, and other federal and state regulations.

- ***Illustrate State Parks Recreation Management Expertise.*** Demonstrate State Parks' expertise in park management and its ability to identify the appropriate balance between OHV use and resource protection.

- ***Highlight Community Relevancy*.** To strengthen relationships with tourism associations, public agencies, local business organizations, Native American tribes, and local residents, highlight the District's unique recreational opportunities and amenities, including both the OHV and non-motorized experiences; expound on the District's cultural history and heritage in the community, and demonstrate its contributions to local recreation and economy.

- ***Develop Streamlined Park Management Guidelines and Procedures.*** Strengthen the relationship between State Parks, the Coastal Commission, surrounding communities, and other stakeholders by clarifying jurisdictional boundaries and responsibilities. Streamline the permitting and implementation of PWP Development Projects, establish natural resource reporting procedures, and provide consistent and well-defined adaptive management guidelines for park operations, management, and maintenance.

- ***Promote Efficient Communication*.** Provide a forum for streamlined, efficient, and productive meetings and communications between State Parks and the Coastal Commission, focusing on project development, operations, maintenance, and management consistent with the PWP.

Manage the Park Consistent with State and Federal Resource Protection Goals and Mandates and Other Applicable Plans

- ***Comply with Applicable Plans and Regulations.*** Comply with State and federal regulations and permit requirements, and manage the parks consistent with relevant LCPs and park plans, such as the Particulate Matter Reduction Plan, Habitat Conservation Plan, Biodiversity Management Plan and applicable park management plans.

- ***Partner with Local Agencies to Conserve and Improve Habitat.*** Partner with local agencies to improve habitat management within the Oceano Dunes SVRA and enhance natural resource monitoring.

- ***Highlight Success in Park Revegetation and Air Quality Efforts.*** Describe the District's past and current success in revegetating dune areas to reduce dust and improve air quality**.**

- ***Protect Cultural Resources.*** Continue cultural resource inventorying and monitoring.

- ***Educate the Public about Resource Management.*** Build on existing resource management programs and expand opportunities to educate the public about resource protection and management.

- ***Development Standards.*** PWP Development Projects will be constructed per State Parks' *Guiding Principle of Quality Aesthetic Design* and will be similar in the District's existing facilities' appearance and character.

Improve Public Access to the Park

- ***Foster Accessibility for All User Groups.*** Recognize the vast range of user groups, maintain accessibility for all visitors, encourage user diversity and inclusivity, and enhance low-cost recreational opportunities.

- ***Improve Traffic Circulation***. Improve local traffic circulation associated with vehicle access to Oceano Dunes SVRA and explore additional parking and alternative transportation options between amenities and parking facilities within the parks. Consider mutual solutions with the surrounding communities and jurisdictions.

- ***Provide Park Trip Planning Tools, Improved Connectivity, and Enhanced Wayfinding.*** Provide additional visitor/trip planning tools in formats congruent with a diverse group of park users, increase connectivity between park facilities and amenities, and improve recreational circulation and wayfinding signage.

Optimize Recreation

- ***Optimize Motorized Recreation at Oceano Dunes SVRA.*** Optimize motorized recreational opportunities and incorporate new technology where feasible while preserving the parks' natural habitat.

- ***Enhance Compatible Non-Motorized Recreation.*** Preserve access to and explore opportunities to enhance compatible non-motorized recreation opportunities.

- ***Ensure Future Park Access.*** Demonstrate the value of managed recreation for the local community and visitors and preserve access to the parks' unique recreational amenities and facilities for existing and future generations.

Enhance Visitor Experiences

- ***Improve Visitor Facilities and Amenities*****.** Add or improve existing facilities and amenities, such as restrooms entrances, campgrounds, trails, education programs, and Wi-Fi.

- ***Enhance Recreational Experiences.*** Incorporate new recreational ideas, such as guided tours, concessions, diverse camping accommodations, and aesthetics that complement and support the parks' purpose and natural environment.

- ***Expand Interpretive Programs*****.** Improve the District's interpretive programs and add educational programs or facilities where most needed and appropriate. Partner with local schools to enhance youth education and recreational programs and activities.

Increase District Operational Efficiency and Mission Implementation Consistent with the General Plan, Park Classification, and Statutory Mandates

- ***Maximize the Long-Term Utility of Park Facilities.*** Consider long-term functionality, natural hazards, potential effects of climate change, emergency response, and optimizing visitor experience when planning and (re)locating park facilities and infrastructure, and incorporate these considerations into development decisions.

- ***Improve Management Space and Storage.*** Create, consolidate, upgrade, and rearrange facilities to create more office space, equipment storage, and staff and fleet parking where feasible.

- ***Ensure Visitor Safety.*** Provide for improved public safety through enhanced education, safety training programs, and facilities.

- ***Provide for Improved Data Collection and Maintenance***. Provide regular review and update of data needs, as practicable, to adequately support park operations and programs, improve processes and procedures for centralized storing and maintenance of data, and make data more easily accessible to staff and constituents.

3.2 Issues to Be Resolved from Previous CDP

This section discusses issues remaining from CDP 4-82-300 regarding park operations and development as amended and specifically addressed in this PWP. Once adopted the PWP will clarify long-standing issues of the existing Coastal Development Permit (CDP 4-82-300), identify compatibility and actions for LCP compliance, and become the parks' long-term management plan. The Commission's approval of the PWP will not affect any authority or vested rights

afforded State Parks from statute or the previous CDP and associated amendments.

This PWP includes the following recommendations to address issues identified during the planning effort:

- Permanently designate Grand and Pier avenues as primary access points to Oceano Dunes SVRA.
- Permanently designate Post 2 as the OHV staging area in Oceano Dunes SVRA. Clarify Environmentally Sensitive Habitat Areas (ESHA) within the parks. The PWP compares ESHA areas with areas of Oceano Dunes SVRA that support OHV recreation and camping to enable staff to protect ESHA and clarify impact analysis and mitigation requirements for future projects. (See Chapter 4, Consistency with Local Coastal Programs and the Coastal Act, for more information on ESHA in the parks.)
- Clarifying uses of the La Grande Tract and State Park's consistency with the San Luis Obispo County LCP requirements. (See Chapter 4, Consistency with Local Coastal Programs and the Coastal Act, for more information on the La Grande Tract.)
- Codifying the seasonal installation of the snowy plover and least tern nesting exclosure consistent with the HCP.
- Solving the interim nature of the vehicle use limits and determining appropriate limits and a methodology for adaptive management (see Section 3.6).
- Clarifying State Park's authority, policies and guidelines to implement special events in the District.(see Section 3.5.5). Establish a District Stakeholder Advisory Group.
    - The Coastal Commission established the Technical Review Team (TRT) with CDP A-4-82-300-A5 related to park operations in 2001 to review management measures associated with the CDP. The TRT met annually until 2018 and provided valuable insight on many scientific and management-related topics. Many of the issues the TRT worked on were resolved.
    - The District recognizes the value in receiving regular feedback from stakeholders. With the end of the TRT, the District will engage stakeholders in an advisory capacity to provide background, perspective, and priorities regarding park operations, project development and implementation, and visitor services changes. This group would meet regularly to review issues and make recommendations for State Park consideration.
    - District staff will contact former TRT members and other interested stakeholders regarding participation in the new advisory group. District staff and the advisory group shall determine topics and meeting frequency. It will follow Robert's Rules of Order and develop bylaws, a quorum, and reports submitted to the District Superintendent for review. A review of authorized PWP Development Projects will be conducted annually in place of the TRT annual report. (See Chapter 5, Implementation, Section 5.7).

3.3 Proposed Development Projects

The PWP includes a series of development projects and small development projects, and future special projects. Each of these projects is described below at the level of detail currently known.

3.3.1 State Parks Design Standards

The PWP Development Projects were designed per State Parks' Guiding Principles for Aesthetic Design, which states:

> 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. (California State Parks, n.d.).

The principles include the following:

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

3.3.2 PWP Lighting Design Standards

The following design standards will be applied to lighting as part of any new Development Projects in the Park:

- 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.

3.3.3 California Building Standards Code

The construction of buildings that are intended for human habitation is required by law to comply with the requirements of the California Building Standards Code (CBC). As such, site-specific geotechnical reports will be prepared by licensed engineers, and recommendations for seismic safety incorporated into the project's design.

3.3.4 Stormwater Design Standards

To protect ground and surface water and to comply with the State Water Resources Control Board's (SWRCB) water discharge requirements, the District has developed a Stormwater Management Plan (SWMP) for the parks (California State Parks 2019). As required by SWRCB, this plan includes provisions related to the following components:

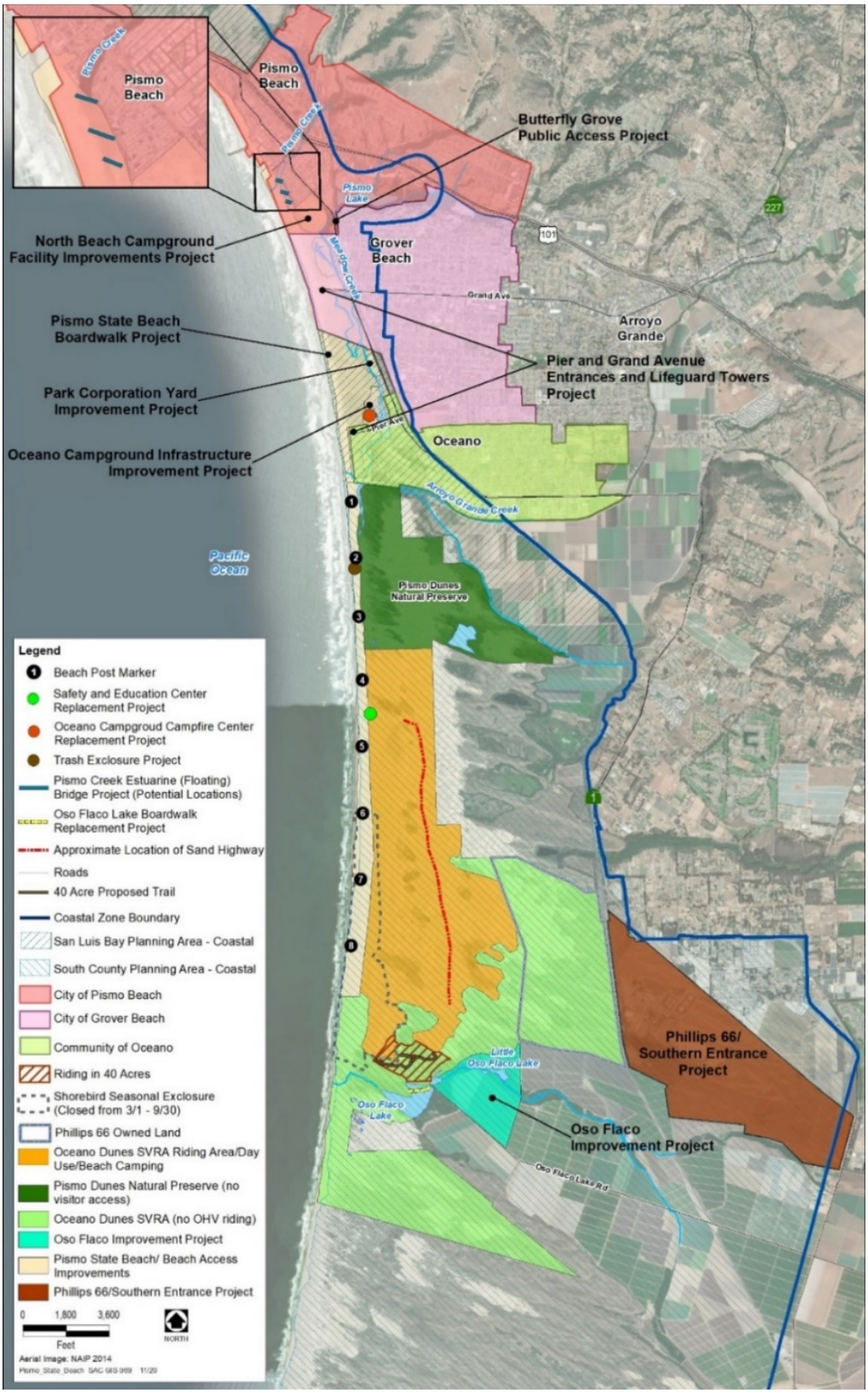
- Pollution Prevention of Stormwater and Non-Stormwater Runoff;
- Education and Outreach Program;
- Public Involvement and Participation Program;
- Illicit Discharge Detection and Elimination Program;
- Construction Site Runoff Control Program;
- Pollution Prevention/Good Housekeeping Program;
- Post-Construction Stormwater Management Program;
- Total Maximum Daily Load Compliance Requirements; and
- Annual Reporting.

The SWMP also requires the implementation of BMPs to protect water quality. All PWP Development Projects have been designed and will continue to be refined, permitted, and implemented according to the SWMP.

3.3.5 PWP Development Projects

The locations of all proposed PWP Development Projects and Small Development Projects are shown in Figure 3-1, Proposed Specific and Small Development Projects. The analysis of potential impacts from these projects on the physical environment is included in Volume 3 (EIR) of this PWP. Preliminary or conceptual designs for the projects are included in Appendix A as follows:

- A1. Oso Flaco Improvement Project (Initial and Future)
- A2. Park Corporation Yard Improvement Project
- A3. Oceano Campground Infrastructure Improvement Project
- A4. Pier and Grand Avenue Entrances & Lifeguard Towers Project
- A5. North Beach Campground Facility Improvements Project
- A6. Butterfly Grove Public Access Project
- A7. Pismo State Beach Boardwalk Project
- A8. Philipps 66/Southern Entrance Project (conceptual)



Source: San Luis Obispo County GIS; California State Parks 2019

Figure 3-1. PWP Development and Small Development Projects

3.3.6 A1. Oso Flaco (Initial) Improvement Project

As envisioned in the 1975 general plan, the Oso Flaco (Initial) Improvement Project will increase recreational opportunities in the southern portion of Oceano Dunes SVRA. It will do so by developing new recreational facilities in the existing day-use area and adjacent State Parks property, currently leased for interim agricultural use.

The project will expand recreational activities to include primitive camping. Alongside camping, the project will include a new entrance kiosk and restrooms, formal parking area, a group gathering area, a paved concession area, a Park support and general-purpose building, and educational facilities. The project will also include new pedestrian trails linking to the existing trail network, bike loop, and extensive restored areas, including open meadows and upland restoration areas. Additionally, the project will provide a Park maintenance and operations facilities area for State Parks staff allowing the provision of 24/7 on-site Park operational support.

3.3.6.1 Project Location

The entrance to the day use area is at the west end of Oso Flaco Lake Road. Oso Flaco Lake Road is a two-lane road maintained by County. Oso Flaco Road intersects SR 1 about 3 miles from the entrance kiosk. To access the day use area, visitors must turn off SR 1 and drive to the entrance kiosk, pay the day use fee and park in the parking area. From there they can walk and explore the 1.7-mile out and back trail to the beach. Other popular activities that take place in the Oso Flaco Lake area include birdwatching, fishing, interpretive and educational programs, and school field trips.

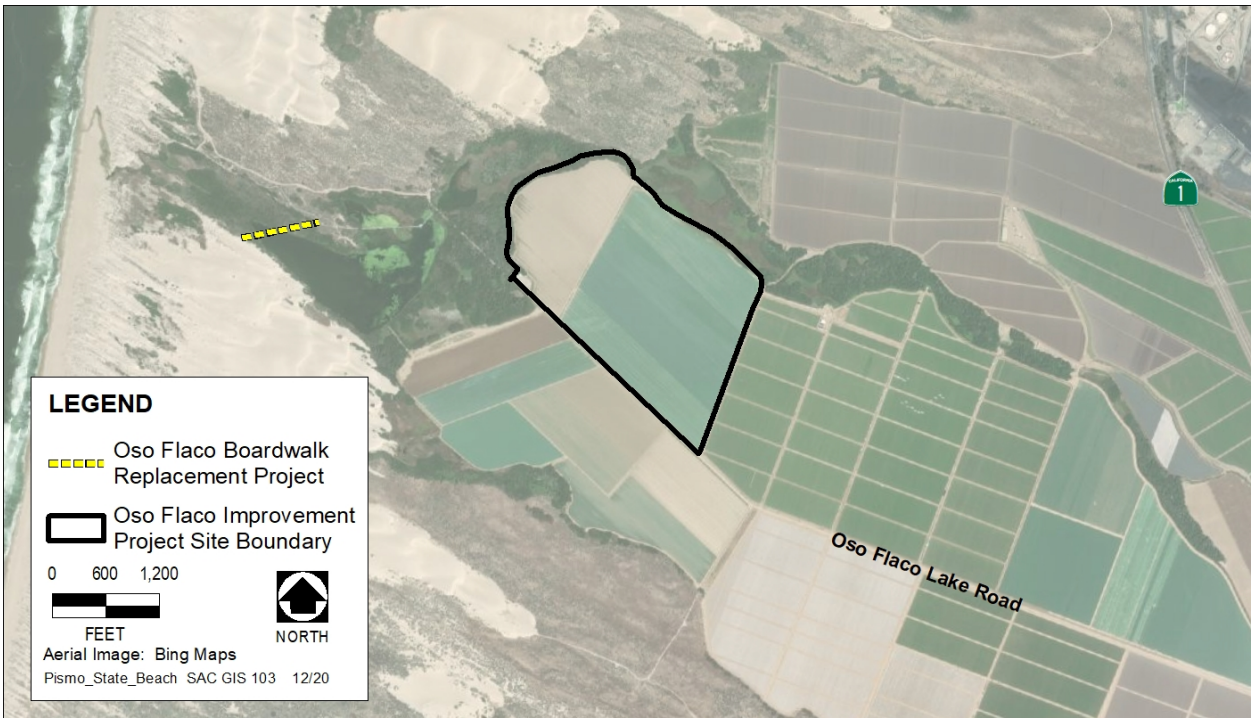


Figure 3-2. Oso Flaco Improvement Project Location

Source: Google Earth 2020

Figure 3-3. View of Leased Agricultural Field from the Northeast Corner of the Day-use Parking Lot

Source: AECOM 2018

Figure 3-4. Day-use Parking Area with Accessible Parking Stalls, Entrance Kiosk, and Vault Toilets

Source: AECOM 2018

3.3.6.2 Project Description

This project will develop an accessible campground with two new restrooms and 38 primitive walk-in campsites with the capability to accommodate group camping for up to 50 people. Campground visitors will also have access to two new restrooms. The new primitive campground will expand the recreational opportunities at the site by allowing for a new and affordable camping experience for Park users and provide the public new lower-cost accommodations on the coast. A new entrance kiosk similar in design to the entrance kiosk at the Oceano Campground will replace the small, outdated entrance kiosk currently at the site.

A new paved area and gathering space will provide opportunities for concessions, events, and interpretive and educational programs. Concessions could provide rental equipment and other services to the campground and day use visitors serve

camping, passive recreation equipment rentals, and event and bike supplies. A separate area will accommodate a new general-purpose building for Park support and general-purpose use. A parking lot will be added to accommodate increased site use visitation. New restrooms will replace the existing vault toilets adjacent to the existing parking area. A new entrance kiosk similar in design to the entrance kiosk at the Oceano Campground will replace the small, outdated entrance kiosk currently at the site to accommodate Park staff needs and allow for streamlined visitor check in.

To support Park operations, a separate Park maintenance and operations facilities area will include a maintenance yard, offices and parking for Park staff (rangers, lifeguards, natural resources, maintenance, etc.), staff parking, a covered area for State Parks fleet vehicles parking, and Park staff residences.

To increase the visual quality of the site, project implementation will avoid low-lying areas, and to facilitate the enhanced recreational facilities, a vegetation buffer will be established around the riparian area habitat. The remaining State Parks property will be restored with native vegetation to a combination of uplands restoration areas, temporary open meadows, bioswales, and other vegetated areas, all planted with native plant species. Buffers will also be implemented systematically to provide privacy for campers and to separate day use from camping visitors.

Additional nonmotorized ADA accessible loop trails will be added both to the west and east of the existing trail that extends from the existing parking lot to the beach. On the trail to the west, there will be an additional pedestrian bridge extending over Oso Flaco Lake and creating a loop trail that provides coastal access. A temporary lifeguard tower will be installed on the beach at this location. The trail east of the existing trail circles around Little Oso Flaco Lake between the day use area and the southern end of the OHV riding area.

3.3.6.3 Existing Facilities, Visitor Amenities, and Use

- Park staff use the existing entrance kiosk to greet visitors and to collect day use fees. The prefabricated structure has room for only one employee and includes a ceramic tile roof, stucco exterior, wooden door with plexiglass window, a cash register, and cash drawer.

- Park staff place portable regulatory and directional signs in the kiosk windows and on outside walls to inform approaching vehicles. Pamphlets that provide information about the dune ecosystem, native vegetation, the history of Oso Flaco Lake, and migratory birds are all featured inside the kiosk.

- Two prefabricated single vault toilets with metal trash receptacles sit adjacent to the parking area.

- The existing unpaved parking area has the capacity for about 35 standard size vehicles (fewer if there are RVs or buses). ADA accessible standard-size and van parking spaces are located near the entrance of the maintenance/fire road heading toward Oso Flaco Lake and near the vault toilets on the east side of the parking area.

- A 1.7-mile out and back accessible trail leads from the parking lot to the beach. The trail begins as a 20-foot wide asphalt concrete (AC) fire road extending from the parking lot to Oso Flaco Lake. Approximately 0.2 miles out, the trail transitions to a 5-foot wide High Density Polyethylene (HDPE) boardwalk with pressure treated wooden

handrails, bumpouts, and railing support beams. The bumpouts include seating benches and one ADA accessible picnic table. This portion of the trail is elevated over the lake for 0.2 miles. Once back on land, the trail remains an HDPE and/or pressure treated wooden boardwalk at grade until finally culminating with at a beach overlook. Additional bumpouts with seating are located along the trail, as well as a prefabricated vault toilet and ADA accessible picnic tables closer to the beach.

- A 600-square foot shade structure is in the north corner of the parking area. The structure is steel with a steel canopy and sits atop a concrete slab. There are two picnic tables underneath the steel canopy to accommodate visitors.
- There are 109 acres of State Parks land adjacent to the day use area has been are leased to local farmers, typically growing broccoli or other row crops.

3.3.6.4 Proposed Project Components

The following project components are proposed as part of the Oso Flaco (Initial) Improvement Project. Proposed locations for these components are shown in the Initial Project Concept Design in Appendix A1.

Trails

- Accessible pedestrian trails throughout the site;
- Accessible trails in the native plant gardens in the day-use and primitive camping areas with interpretive signage;
- A 2-mile pedestrian trail loop will extend north from the day-use entrance, around Little Oso Flaco Lake, and connect back to the existing trail at Oso Flaco Lake;
- A bike loop in the upland restoration buffer that abuts Oso Flaco Road; and,
- A 0.5 mi trail with a bridge extending over Oso Flaco Lake and then continuing west towards the beach.

Camping

- 12 primitive walk-in campsites for up to 25 people;
- 26 primitive walk-in campsites that can also serve as a group campground for up to 50 people;
- Two restrooms with sinks and flushing toilets to serve the campground; and,
- A well for drinking water.

Day-use

- New restrooms with flushing toilets and sinks in the day use area will replace the existing vault toilets;
- Visitor parking lot with:
    - Up to 60 standard-size parking spaces, including accessible parking spaces for day-use and campers;
    - Up to 20 parking spaces for large vehicles such as recreational vehicles, vehicles with trailers, and school busses;
- Overflow parking lot (unpaved) with up to 20 spaces;
- Paved concession and event area that includes hookups for electricity and water;
- Large shaded picnic area with seating for approximately 60 visitors;
- General-purpose building with restrooms and a loading zone for buses;
- Open space for educational games, activities, and large events;
- Campfire center for special events and interpretive and educational programs;
- Native plant garden for educational and interpretive uses.

Vegetation

- A 150- to 300-foot buffer will be established along waterways to protect riparian habitats;
- Additional buffers established between developed areas and in low lying areas to provide privacy for campers and separate day-use from camping;
- Bioswales will be installed adjacent to the parking lots and Oso Flaco Lake Road to capture stormwater runoff and drainage from adjacent agricultural areas;
- Temporary open meadows established in areas of anticipated future development;
- Floodplain and upland restoration areas.
- Irrigation water for restoration plantings would be provided via surface water runoff or from the well.

Park Maintenance and Operations Facilities Area

The following numbers and sizes are approximated. Design specifics may change, but the development footprint will remain as presented in the conceptual designs in Appendix A1. The following facilities are currently envisioned for the site.

- One-acre maintenance and operations area with office buildings, staff residences, and parking, including accessible spaces as required;
- Up to 40 parking spaces for year-round staff;
- Up to 12 parking spaces for seasonal staff;

- Up to 35 spaces (some covered) for fleet and emergency response vehicles (including ATVs, trailers, and watercraft) and heavy equipment;
- Equipment and materials storage for maintenance and natural resources, including small enclosures, sheds, and containers;
- Up to four mobile homes for staff residences (new or moved from the Corporation Yard); and,
- A temporary lifeguard tower along the beach.

Entrance Kiosk

- Approximately 15-foot high 225 square foot single-story kiosk that will hold up to two people. Total building footprint will be roughly 350 square feet with heating and air, an alarm system, and data/telephone.
- The preliminary design includes a sloped corrugated metal roof, sliding glass windows, two exterior doors, and an exterior stucco finish with cedar trim, as shown in Figure 3-5. The building's style and materials will be consistent with State Parks' design guidelines for similar facilities in the park.
- An accessible restroom with a sink, flushing toilet, and interior and exterior entrances.
- Workspace, cash register, storage cabinets, and public contact counter.

Demolition

Demolition of existing facilities will entail the removal of the existing entrance kiosk, vault toilets, parking and railing, as well as site grading.

Utilities

Presently there is electricity in the day-use area. New utilities (water, sewer) will be located underground and utilities will be routed to the new kiosk, new restrooms, Park support and general-purpose building, concession area, campfire center area, and Park maintenance and operations area. Wi-Fi will be added to the day-use and park operations areas. Sewer and electricity will have to be extended to the site from the nearest offsite connections. The closest location for water is an onsite well.

Parking and Access

There will be an accessible parking space and walkways adjacent to the general-purpose building. The visitor parking lot will be designed to accommodate the increased level of use associated with these improvements.

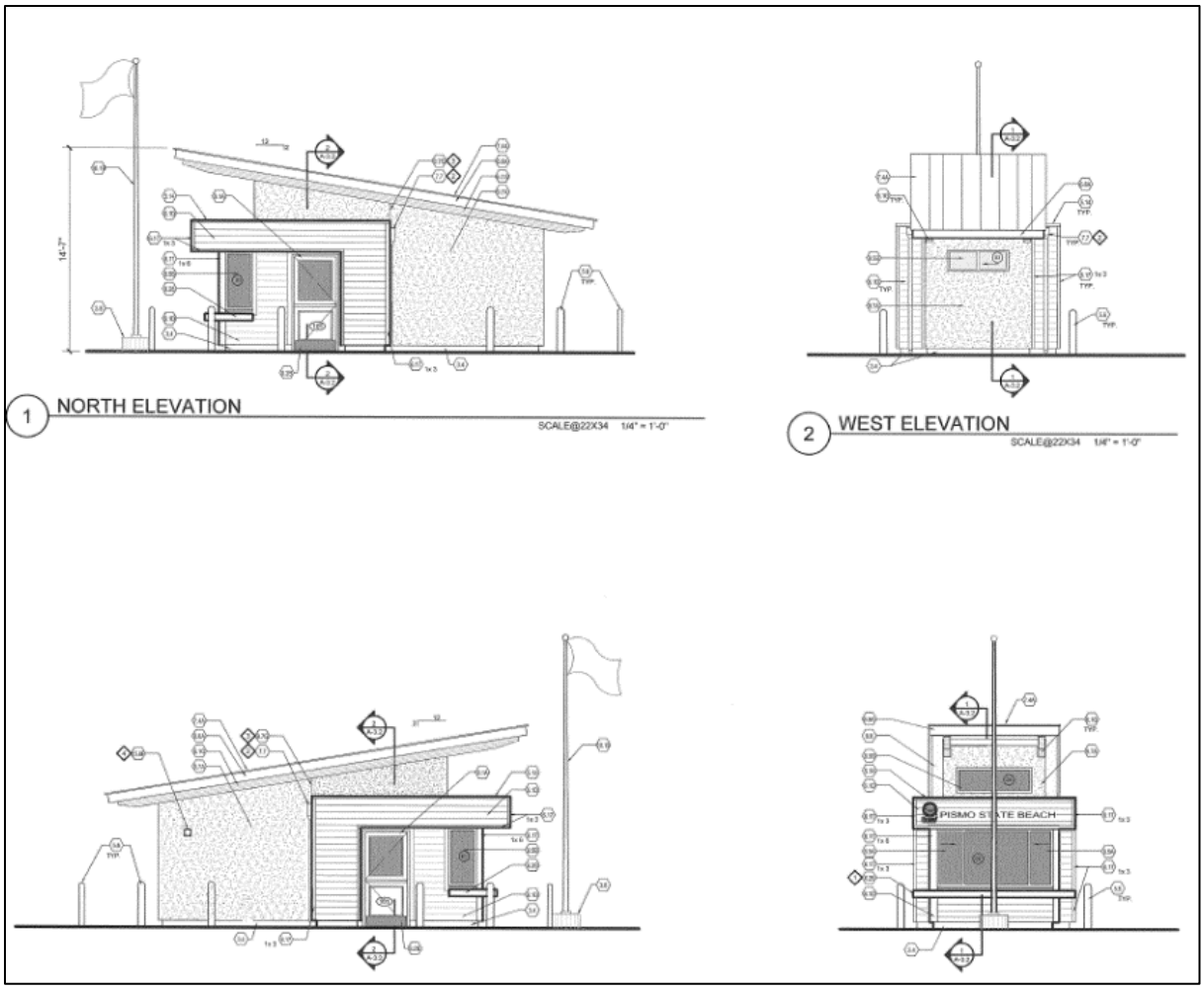


Figure 3-5. Entrance Kiosk Elevation Example

Improvements to Oso Flaco Lake Road, including road widening from the intersection at SR 1 to the entrance kiosk, will have to be made to accommodate the proposed project site improvements and extension of utilities.

3.3.6.5 Required Permits and Approvals

- According to California PRC 5024.5, a review for historical resources was conducted, and Department archaeologists and historians found no known archaeological sites or historical resources. No further study for PRC 5024.5 compliance will be necessary.

- The project shall be constructed in compliance with all applicable water quality standards. BMPs will be used during construction to comply with the water quality standards outlined in the Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2004).

- A Clean Water Act Section 404 permit will be acquired from the U.S. Army Corps of Engineers for potential impacts to wetlands and other waters of the United States;

- Water Quality Certification for compliance with Clean Water Act Section 401 will be secured from the Central Coast Water Quality Control Boards;

- A Streambed Alteration Agreement will be required from the CDFW under Section 1602 of the California Fish and Game Code
- Proof of compliance with Section 106 of the Historic Preservation Act and Section 7 of the Endangered Species Act in support of the Clean Water Act Section 404 permit will be required;
- Mitigation for removal of riparian vegetation will be required to support the Section 1602 Streambed Alteration Agreement and demonstrate a "no net loss" of ESHA as designated in the San Luis Obispo County Local Coastal Plan.
- Avoidance and minimization measures for sensitive wildlife species will be implemented during construction.
- Extension of utilities from off-site will require additional permits.

3.3.7 Oso Flaco (Future) Improvement Project

3.3.7.1 Project Location

The Oso Flaco (Future) Improvement Project builds on the improvements made under the initial project, further developing the campground, creating new visitor-serving amenities, and expanding the maintenance and operations space. Elements of the Initial Project may be completed prior to construction the Future Project. Refer to Appendix A for a design concept for the Oso Flaco (Future) Improvement Project.

3.3.7.2 Project Description

Whereas the Oso Flaco (Initial) Improvement Project offers primitive walk-in campsites for individuals and groups, the Future Project will expand camping opportunities. During implementation of the Future Project, open meadows installed as part of the Initial Project would be converted to camping areas with up to 100 drive-in campsites for tent camping, 20 cabins, and approximately 200 new RV campsites, all with the potential for group use campsites. To accommodate additional visitors, the day use parking lot will be expanded to include additional parking spaces and additional overflow parking.

To 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 SVRA Park. There are two options currently being explored at a conceptual level. Option 1 would follow along the parkland'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 and would circles 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 shown on map 2a in Appendix A1. 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. One of the options uses a short section of property outside of current Park land. 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 Future Project will expand upon the Initial Project's paved area for concessions and special events by constructing a permanent concession building in the concession area. The building will have a convenience store where visitors could can purchase camping supplies and include a small meeting area for Park staff.

An open field for educational games and activities, and public events, and a native plant garden will be installed in the day use area in the Initial Project. The Future Project would expand the field to increase capacity for up to 100 people, and potentially allow for temporary food trucks and vendors. The native plant garden would also be expanded to allow more visitors to learn about and enjoy the native vegetation of the area. Added New amenities for day use visitors would include additional picnic tables, barbeques, and shade structures for day use visitors. The native plant garden would also be expanded to allow more visitors to learn about and simply enjoy the native vegetation of the area. Added vegetation such as shade trees and native shrubs would be added in key areas to maximize the comfort and enjoyment of visitors and to enhance their recreational experience.

The park maintenance and operations facilities area would be increased relative to the overall site expansion. For example, for additional maintenance and operations facilities, and staff and fleet parking may be added. Single and multi-family residences for staff Park staff homes and /or multi-unit staff housing, along with associated parking, could also be added.

3.3.7.3 Existing Conditions

For information about the site's current conditions, see the Oso Flaco Improvement Project (Initial) above and the design concept in Appendix A1.

3.3.7.4 Proposed Project Components

The following components of the future project would be added to those constructed under the initial project. The components listed include the total for the site, including those constructed during the Initial Project, in parenthesis, where applicable.

Trails

- Accessible trails in the upland restoration areas east of the new RV and tent campgrounds (see below);
- Additional accessible trails in the native plant garden;
- OHV riding trail that connects the Oso Flaco Improvement Project with a new southern entrance point to the SVRA riding area.

Camping

Expand and develop the primitive campground under the initial project into:

- Up to 100 drive in-tent sites with eight combination (restroom and shower) buildings;
- Up to 20 "Dunnite-style" cabins;
- Up to 200 RV campsites with 12 combination (restroom and shower) buildings.

Site Features and Structures

- Additional entrance kiosk for campground;
- Up to three new dump stations;
- A half-acre multi-purpose area.

Day-use

- 20 additional parking spaces for large vehicles, including buses, RVs, and vehicles with trailers (40 total);
- 40 additional spaces for unpaved overflow parking (60 total);
- Permanent concession building(s) with a camper convenience store and gathering area;
- Expand shaded gathering area for large groups (e.g., school groups) to a capacity of approximately 100;
- Up to 12 picnic tables sites with barbeques;
- Expanded open field for educational activities and large events;
- Campfire center, environmental education center, and amphitheater;
- Expanded native plant garden.

Vegetation

- Additional shade trees and native vegetation plantings throughout the site, including developed areas like campgrounds.

Park Maintenance and Operations Area

- Expanded maintenance and operations area including office buildings, staff residences, and parking;
- Expand equipment and materials storage for maintenance and natural resources, including small enclosures, sheds, and containers;
- Additional single and multi-family residences for year-round and seasonal staff;
- Add parking up to a total of:
    - 45 spaces (some covered) for fleet and emergency response vehicles (including ATVs, trailers, and watercraft) and heavy equipment;
    - 95 spaces for year-round staff parking, residence parking, and visitors;
    - 30 spaces total for seasonal staff and seasonal residences;
- Fleet fuel station Vehicle wash station;
- Lifeguard tower on beach similar in design to those proposed for Pier and Grand avenues, as feasible.

Utilities

During the Initial Project, utility brought to the site will be expanded during the Future Project to serve all new facilities.

3.3.7.5 Required Permits and Approvals

The same permits required for the initial project would apply to the future project. The Oso Flaco (Future) Improvement Project would also require an amendment to the General Plan, which only envisioned and authorized the improvements proposed under the Oso Flaco (Initial) Improvement Project at the site. Please see the project description for Project A1, Oso Flaco (Initial) Improvement Project for a list of required permits.

3.3.8 A2. Park Corporation Yard Improvement Project

This project will be implemented in two phases. Phase one will reconfigure current amenities to create space to expand and improve visitor-serving amenities, staff housing, and park maintenance and operations. Road safety improvements are also proposed. The second phase will provide a new two-story park operation building and expand parking and storage. Implementation of the phases will depend on funding and permitting.

3.3.8.1 Project Location

The Park Corporation Yard is located on the east side of SR 1 in the community of Oceano. north of the Oceano Campground. The Oceano Campground is adjacent to the Corporation Yard to the south. The beach is located to the west of the site. To access the Corporation Yard, staff and visitors must turn directly into the SR 1 or travel through the Oceano Campground. The Park Corporation Yard Improvement Project will rearrange and increase the number of facilities and parking spaces in the existing Corporation Yard site to relieve current space constraints and accommodate the growing number of Park staff and operational needs. A creek that runs along the west side of the main yard, SR 1, and the Oceano Campground and lagoon to the south limit site expansion. Additionally, the project will reroute the current Park operations and maintenance access road, which currently runs from the Corporation Yard and through the Oceano Campground tent area to the beach.

The Corporation Yard contains several buildings and other park operations facilities (e.g., visitor services building, maintenance offices, fleet vehicle maintenance building, natural resources staff modular buildings and greenhouse, staff locker room with restrooms and showers, wood shop, auto shop, fleet vehicle wash station, numerous storage sheds and areas for materials and equipment, park staff residences, fleet vehicle parking, staff and visitor parking). The project will be implemented in two phases to allow for immediate improvements, and future improvements when additional park operations, functions, and facilities can be moved to the Oso Flaco Improvement Project site.

3.3.8.2 Project Description

Initial Phase

In the initial phase of the project, existing facilities will be re-arranged to add more staff parking spaces, including ADA accessible parking spaces and some larger vehicle parking spaces, increasing capacity for fleet and emergency response vehicles (e.g., trucks, trailers, heavy equipment), staff, and visitors. The small yard (currently used for temporary storage) west of the main yard will be converted into parking for seasonal staff (e.g., lifeguards)

and will still be used as temporary storage during the winter. A pedestrian bridge will be added to connect the small yard to the main yard area for improved walkability between the two areas.

A new permanent, one-story natural resources building will be constructed in the main yard to increase for the natural resources program function efficiencies, which are currently spread throughout the Corporation Yard, and provide more space for staff and operations. The building will have ADA accessible restrooms and heating and cooling units. The natural resources greenhouses will be relocated to the Northeast side of the site, closer to the new natural resources program building. Additional natural resources storage areas will also be added.

Trailers (used for heavy equipment, watercraft and special events) parking will be added in their former location (existing greenhouse location). The current staff residential areas will be reduced and two staff residence mobile home pads will be realigned next to the new natural resources building. In addition, a second visitor services building will be constructed in the southern portion of the site at the Corporation Yard entrance, to accommodate staffing space needs and to enhance visitor services.

The initial phase will also reroute the park operations and maintenance access road which links the Corporation Yard with the beach. This route will allow more efficient emergency response access, and will enable beach maintenance and operations vehicles allow staff to bypass the Oceano Campground while performing routine services. The new access road will include a bridge from the main Corporation Yard to the ridgeline of the dune area. From that point, the road will follow grade to connect to the portion of the existing maintenance road outside of the Oceano Campground.

Future Phase

The future phase will include construction of a two-story facilities building for park operations with parking, including ADA accessible parking on the ground floor, ADA accessible restrooms, and heating and cooling units. The building would be placed on the south side of the natural resources building in place of the residence mobile home pads that will be moved to the Oso Flaco Improvement Project site. The future phase is in the conceptual planning stage and design drawings have not been completed.

3.3.8.3 Existing Facilities and Use

The Corporation Yard currently consists primarily of the following facilities.

Park Maintenance and Operations Facilities and Storage

- Maintenance buildings, shops, and storage areas;
- Fleet maintenance building, trailer storage, auto shop, vehicle wash station, and fuel station;
- Natural resources staff modular buildings, greenhouse, and storage;
- Seasonal lifeguard towers, beach patrol, and lifeguard equipment and related storage, and seasonal storage container/changing room for lifeguards;
- Staff locker room with restrooms and showers;

- Miscellaneous sheds and small fenced spaces run along much of the main yard's western edge for storage of materials (e.g., sand and soil) and equipment;
- Sewer lift station; and
- Recycling and trash bins.

Visitor Services

- Visitor services building near the site entrance with administration offices, park ranger station and a public counter;

Residences

- Two permanent staff residences with a shared garage, which buffer the southern visitor services area from the main yard; and
- Two staff mobile homes with one garage and small sheds.

Parking

- Parking for visitors, staff, fleet, and emergency response vehicles (e.g., trucks, trailers, ATVs, watercraft, heavy equipment).

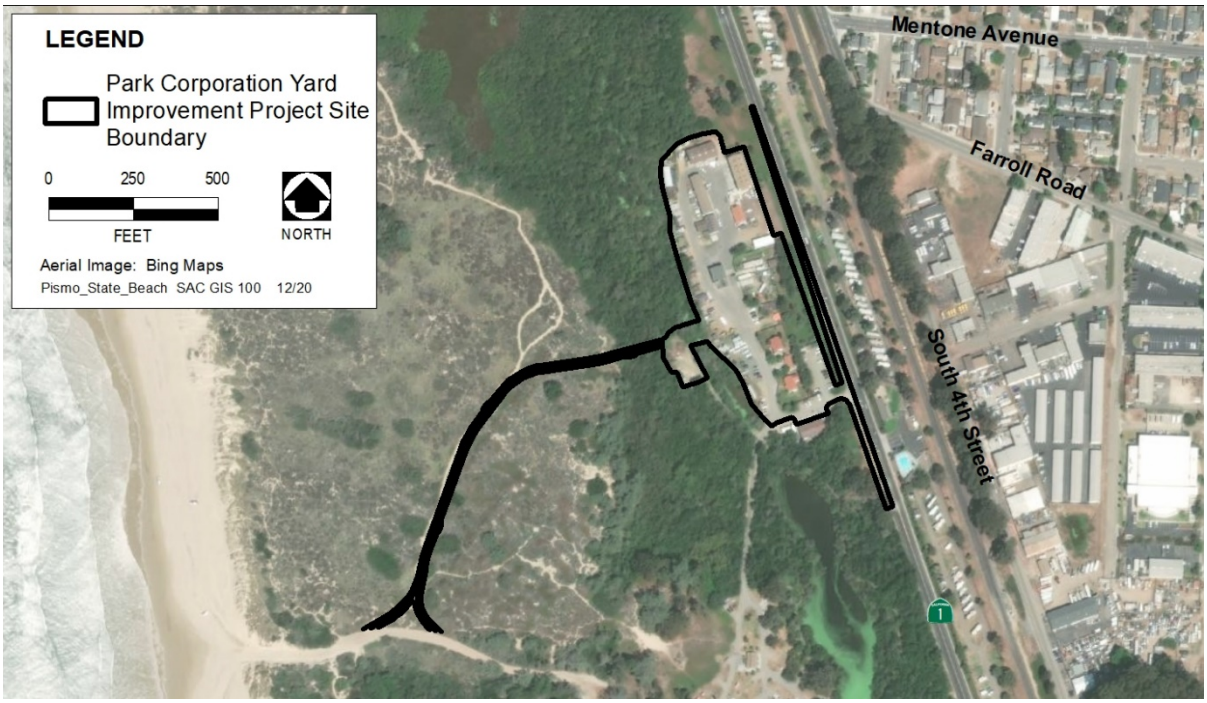


Figure 3-6. Corporation Yard Site

Source: Google Earth 2020

Figure 3-7. Restrooms and Showers Building with an Attached Maintenance Facility

Source: AECOM 2018

Figure 3-8. View from Inside Natural Resources' Greenhouse

Source: AECOM 2018

Figure 3-9. Materials Storage

Source: AECOM 2018

3.3.8.4 Proposed Project Components

The preliminary designs for the initial phase of the Corporation Yard Project are included in Appendix A2.

Phase One

- Gate with a card reader to secure access to the main and small maintenance yards;
- Additional, new visitor services building at the entrance;
- New one-story natural resources building;
- Additional storage sheds, containers, and areas;
- Additional parking with AC paving or gravel including:
  - Up to a total of 65 to 80 spaces, including accessible spaces, for staff and visitors;
  - Up to a total of 26 to 30 spaces for seasonal staff;
  - Up to a total of 108 to 115 spaces (some covered) for fleet and emergency response vehicles (e.g., trucks, trailers, ATVs, watercraft, heavy equipment);
- Relocate the natural resources' greenhouse to the east end of the site;
- Reduce footprint of staff residential area;
  - Realign mobile home pads for staff residences;

- Install a pedestrian walking path from the main yard to the small yard;
- Add seasonal parking and storage to the small yard.

Road Safety Improvements

- Relocate maintenance access road to the beach to bypass the Oceano Campground;
- Install swing gates between the Corporation Yard and Oceano Campground and at various points along the new maintenance access road to the beach;
- Removable bollard to block traffic circulation to and from Oceano Campground;
- New turn lanes into and out of the site entrance and SR 1, as feasible.

Phase Two

- Two-story building for park operations with parking on the bottom floor, south of the natural resources building in the location of the mobile homes, which would be moved off-site;
- Additional parking and storage, as space allows. Demolition of existing facilities will entail the removal or relocation of mobile home pads and associated utilities and structures (e.g., garage and sheds), and potentially pavement and concrete curbs. Demolition materials will be hauled to recycling and landfill facilities as appropriate. In the future phase, mobile home pads and associated structures will be relocated, and pavement and concrete curbs can be removed to accommodate the new two-story park operations building. Storage containers and sheds may be moved in both phases. For the new maintenance access road to the beach, existing vegetation will be removed within the new alignment.

Utilities

Utilities exist onsite and would be extended/adjusted to new and relocated facilities, as needed.

3.3.8.5 Required Permits and Approvals

- Under California PRC 5024.5, Department archaeologists have examined the project sites and found no known archaeological sites. No further review or monitoring by a Department archaeologist will be necessary.
- The sites are currently fully developed; however, sensitive biological resources exist immediately adjacent to the sites. State Parks will conduct project-level environmental review and monitoring to ensure biological resources are protected.
- The project shall be constructed in compliance with all applicable water quality standards. BMPs will be used during construction to comply with water quality standards outlined in the Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2004).
- The new access road would require removal of existing riparian vegetation, along with a bridge over the adjacent creek; therefore, permits from various resource agencies would be required for project construction, including the following:

- A Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers for potential impacts to wetlands and other waters of the United States;
- Clean Water Act Section 401 Water Quality Certification from the Central Coast Water Quality Control Boards;
- A Streambed Alteration Agreement from CDFW under Section 1602 of the California Fish and Game Code
- Proof of compliance with Section 106 of the Historic Preservation Act and Section 7 of the Endangered Species Act in support of the Clean Water Act Section 404 permit;
- Mitigation for removal of riparian vegetation would be required to support the Section 1602 Streambed Alteration Agreement. It would also be required to demonstrate a no net loss of ESHA as designated in the Pismo Beach LCP.

3.3.9 A3. Oceano Campground Infrastructure Improvement Project

The Oceano Campground Infrastructure Project will improve the campground's existing RV portion (sites 1-42) and the Visitor Center.

3.3.9.1 Project Location

The Pismo State Beach Oceano Campground is located on Pier Avenue, west of SR 1 and approximately 0.2 miles east of the entrance kiosk. It is one of two campgrounds in the District where campers have access to the shore and the OHV riding area but are not camping directly on the beach. Pier Avenue is a two-lane road maintained by the County of San Luis Obispo with businesses, residences, and a regional park. The District's Visitor Center, including Guiton Hall and a parking lot, is adjacent to and south of the campground, Oceano Lagoon is to the east, and the Corporation Yard is to the north. The campground currently supports 82 campsites with the capacity to host up to eight individuals at each site. The Oceano Campground Infrastructure Project will improve the existing RV portion of the campground (sites 1-42), located in the southern loop of the campground near the campground entrance kiosk and the Oceano Dunes District Visitor Center. Improvements will be made to campground circulation, facilities, and other visitor amenities. The ADA accessible components of the site will also be maintained or improved. All project improvements will be restricted to the currently developed campground footprint. Encroachments on the nearby Oceano Lagoon trail, riparian areas, and the existing native plant garden between the campground loops will be avoided.

3.3.9.2 Project Description

This project will replace and re-arrange exiting campsites 1-42 to improve circulation and Park maintenance access. New AC paving, and directional striping and signage will be added to driving routes to improve traffic flow. The location of numbering at each RV campsite will be changed to increase visibility of site numbers. The existing sites currently have electrical hookups and access to water that will be upgraded and sewer connections will added. A combination of permeable pavers and herbaceous ground cover will also be used in the individual RV sites to reduce stormwater runoff, enable groundwater infiltration, and increase the visual quality of the campground. Amenities such as metal fire rings, accessible picnic tables and parking for both an RV and a separate passenger vehicle will be provided at each site to maximize comfort. New native trees and shrubs will also be added to the

campground in order to provide shade and privacy to campers. The recently upgraded restrooms and showers buildings will remain. WiFi will be added to the campground.

3.3.9.3 Existing Campground Facilities and Visitor Amenities

- A recently renovated campground entrance kiosk is located at the southwest corner of the site;
- Two recently upgraded accessible combination buildings with restrooms and coin-operated showers are in the RV portion of the campground;
- Two accessible combination buildings with restrooms and coin-operated showers are in the tent camping portion of the campground;
- 40 RV campsites, each with electrical and water hookups, a metal campfire ring, wooden picnic table, and parking to accommodate an RV and standard size vehicle;
- One RV campsite for the campground host where visitors can ask questions and purchase firewood;
- 40 tent campsites, each with a wooden food storage locker, metal campfire ring, wooden picnic table, and an AC parking space large enough to fit a standard size car;
- An accessible pedestrian trail around Oceano Lagoon;
- Two pedestrian out-and-back trails to the beach;
- Campfire center and amphitheater for educational and interpretive activities is in the center of the campground between the two loops;
- Native plant garden;
- Water spigots are located throughout the campground;
- One concrete masonry unit bulletin board to post parkwide updates.

Figure 3-10. Oceano Campground Area

Source: Google Earth 2020

3.3.9.4 Proposed Project Components

Please refer to Appendix A3 for preliminary design drawings for the proposed project. The following is a summary of the proposed project components.

- Improve driving routes with a combination of directional arrows and signage and one-way roads with pull-through campsites. RV campground entry roads will be 14 feet wide, and exit roads will be 12 feet wide;
- Replace the existing RV campsites to create:
    - 32 new RV campsites, approximately 74 x 20 feet each to accommodate an RV and standard size vehicle;
    - Three accessible RV campsites with concrete pads, about 74 x 25 feet each to accessibly accommodate an RV and vehicle;
    - One RV campsite for the campground host with the same features as visitor RV campsites;
- Upgraded water and electrical connections and add new sewer connections to each RV campsite, along with a metal fire ring, ADA accessible picnic table, native trees for shade, and shrubs to screen utility hook-ups and provide privacy;
- All new roadways and RV parking stalls will be of AC pavement. The standard size parking stall will have grass pavers, and the remainder of the campsite will have herbaceous ground cover to comply with stormwater requirements and capture runoff;

- Install Wi-Fi throughout the campground.

Demolition

The project will include demolition and removal of all visitor RV campsites and AC pavement. Some campsite amenities may be re-used, if salvageable. The recently remodeled combination restrooms and showers buildings will remain unchanged. Key existing trees will be identified and protected by 4four-foot -high fencing during construction.

3.3.9.5 Required Permits and Approvals

- Under California PRC 5024.5, Department archaeologists have examined the site and found no known archaeological sites. No further review or monitoring by a Department archaeologist will be necessary.

- The site is currently mostly developed, and limited sensitive biological resources are present at the project site; a small riparian habitat would be impacted. State Parks will conduct project-level environmental review and monitoring to ensure biological resources are protected.

- The project shall be constructed in compliance with all applicable water quality standards. BMPs will be used during construction to comply with water quality standards outlined in the Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2004).

- Mitigation for removing riparian vegetation would be required to demonstrate a no net loss of ESHA as designated in the Pismo Beach LCP.

3.3.10 A4. Pier and Grand Avenue Entrances and Lifeguard Towers Project

This project will replace the entrance kiosks at Pier and Grand avenues that are outdated, in poor condition, and not ADA compliant. A new design will improve operational efficiencies and allow staff to assist park visitors better.

3.3.10.1 Project Locations

The proposed Pier and Grand Avenue Entrances and Lifeguard Towers Project will support Park operations, safety, and public access to the Park and its coastal resources. The current entrance kiosks are at the west end of Grand Avenue in Grover Beach and Pier Avenue in Oceano. The project will replace the two existing entrance kiosks with new structures because the existing kiosks are outdated, in poor condition, and are not ADA compliant. Improved design and function will also allow Park staff to improve operational efficiencies and better assist Park visitors.

The project will also construct lifeguard towers near the Pier and Grand Avenue entrance kiosks. The project will build a second story on top of the existing restrooms at both locations. By building onto the existing restroom structure, the lifeguard tower will reach the required height for proper observation 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.

This project will entail limited ground disturbance to an already improved area. Please refer to Appendix A4 for preliminary design drawings for the entrance kiosks and the Grand Avenue lifeguard tower. The Pier Avenue lifeguard tower will be like the Grand Avenue lifeguard tower.

3.3.10.2 Pier and Grand Avenue Entrances Project Description

The new entrance kiosks will be identical and have an improved design and function. The project will include demolition and removal of the existing entrance kiosks, construction of the two new kiosks in the same locations, and connection of all associated utilities. The entrance kiosks will be single-story structures with an ADA accessible restroom and ADA accessible parking.

Grand Avenue Entrance Kiosk Existing Setting

Pismo State Beach lies to the northwest, west, and south of the Grand Avenue Entrance Kiosk. Grand Avenue is to the east. Pismo State Beach Golf Course, restaurant concession, and Grand Avenue Day Use Plaza and parking lot are north and northeast. A vacant lot owned by State Parks is also northeast of the project area and is slated to be developed as the Grover Beach Lodge by a State Park concessionaire.

Grand Avenue is a three-lane road (two westbound, one eastbound lane) maintained by the State and the City of Grover Beach. The entrance kiosk is about 1,200 feet west of the intersection of Grand Avenue and SR 1. Park visitors may stage at the Grand Avenue Day Use Plaza parking lot or drive their street-legal vehicles via the entrance kiosk onto the beach.

Pier Avenue Entrance Kiosk Existing Setting

The Pier Avenue Entrance Kiosk is approximately 1.2 miles south of the Grand Avenue Entrance Kiosk; Pismo State Beach lies to the north, west, and south of the Pier Avenue Entrance Kiosk; and Pier Avenue is to the east. Pier Avenue is a four-lane road (two lanes in each direction), maintained by the County of San Luis Obispo, with businesses, residences, and a regional park. There is a small day-use parking lot located north of the entrance kiosk.

3.3.10.3 Existing Entrance Kiosk Use

The existing entrance kiosks have room for two employees. Each has a ceramic tiled roof, stucco exterior, sliding glass doors and windows, a cash register, a computer workstation, cash register, and a large planter with native plants. Park staff place portable regulatory and directional signage in the kiosk windows and outside walls. Each kiosk has an LED bulletin board affixed to the roof to display messages. Staff use the kiosks to greet visitors and collect fees, and as an employee office.

Figure 3-11. Existing Entrance Kiosk at Grand Avenue

Source: AECOM 2018

Figure 3-12. Existing Pier Avenue Entrance Kiosk and Adjacent Day-use Parking Lot Location

Source: State Parks 2020

3.3.10.4 Proposed Pier and Grand Avenue Entrances Project Components

- New identical entrance kiosks that are single-story, approximately 15-feet high, and totaling 315 square feet;
- The proposed design includes a sloped corrugated metal roof, sliding glass windows, two exterior doors, and an exterior stucco finish with cedar trim;
- An accessible restroom with sink and flushing toilet with interior and exterior entrances;
- Heating and cooling, alarm system, office area with staff workspace, storage cabinets, cash register and safe for collected fees, and a pubic counter.

Figure 3-13. Existing Pier Avenue Entrance Kiosk

Source: State Parks 2020

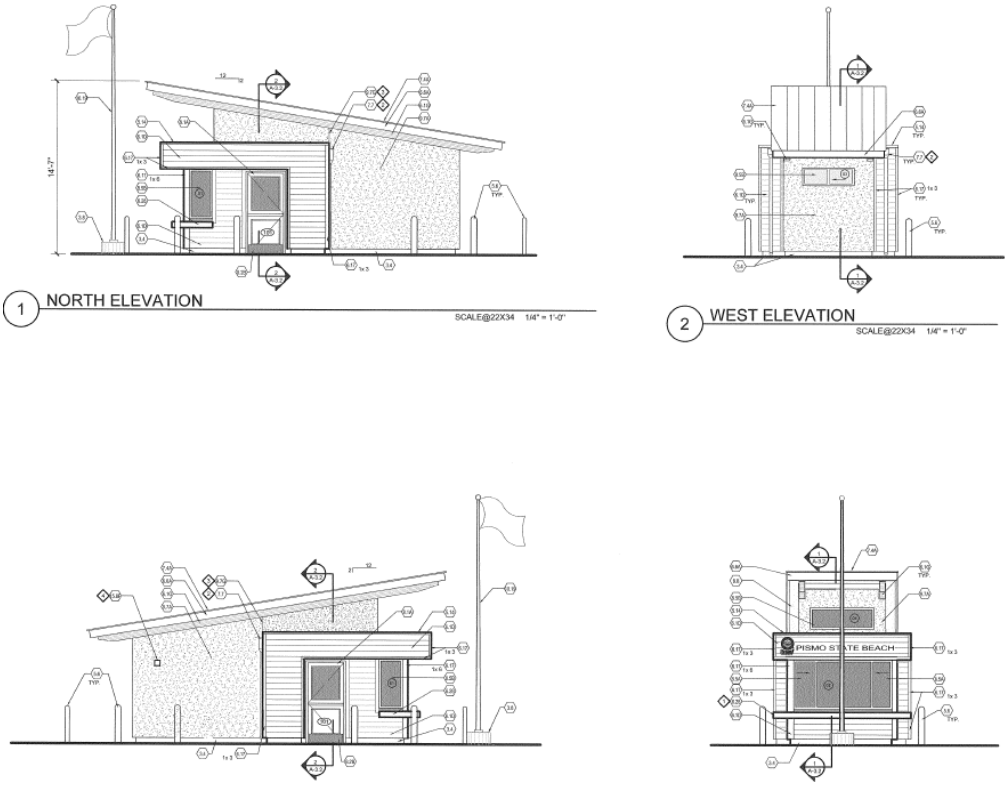


Figure 3-14. Proposed Entrance Kiosks, as Featured in Design Drawings (Appendix A4)

Source: State Parks 2020

Demolition

Demolition of existing facilities will entail removing the entrance kiosks, foundations, utility boxes, concrete curbs, pavement striping and lettering, and disposal or recycling of demolition materials. The planter boxes may be salvaged and reused onsite. The projects will relocate the wooden sand wheelchair storage box. Portions of the existing poles, pavement markings, and fences or guardrails will remain, except where segments may be removed to accommodate a new accessible path.

Utilities

The structure will have water, sewer, upgraded electrical, and data/telephone connections. All new utilities will be located underground.

Parking and Access

There will be an accessible parking space, walkways, and sidewalks adjacent to the entrance kiosk. A day-use parking lot with accessible spaces already exists near the entrance kiosks. The public may drive onto the beach in street-legal vehicles from Grand Avenue and Pier Avenue via sand ramps after passing through the entrance kiosks.

3.3.10.5 Required Permits and Approvals

- According to the Department's Facility Inventory Listing, the two entrance kiosks are less than 24 and 20 years old, respectively. Therefore, the project would not harm any recorded or potentially significant historic structures resources.

- According to California PRC 5024.5, a review for historical resources has been conducted by Department archaeologists, and there are no known archaeological sites. No further review or monitoring by a Department archaeologist will be necessary.

- The sites are currently developed, and no sensitive biological resources are present at the project sites. State Parks will conduct project-level environmental review and monitoring to ensure biological resources are protected.

- The project shall be constructed in compliance with all applicable water quality standards. BMPs will be used during construction to comply with water quality standards outlined in the Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2004).

3.3.10.6 Pier and Grand Avenue Lifeguard Towers Project Description

The project will remodel existing restrooms near the entrance kiosks at both Pier and Grand avenues to improve accessibility and add a second story to create a lifeguard tower. It is anticipated that the Grand Avenue tower will be built first, and the Pier Avenue tower will be of substantially the same design. The first floor would remain a public restroom with the underlying structure fortified to support a second story. Some of the existing walls and fixtures will require modification to accommodate the structure above and meet the current building code.

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.

3.3.10.7 Existing Conditions

The existing one-story restrooms provide sinks, flushing toilets, a drinking fountain, and an outdoor rinse shower.

Figure 3-15. Proposed Lifeguard Tower Rendering

Source: State Parks 2020

3.3.10.8 Grand Avenue Lifeguard Tower Project Components

Proposed Project Components

See Appendix A4 for preliminary designs of the Grand Avenue Lifeguard Tower.

The project will remove the existing restroom roof and ceiling structure and construct a new second story above to serve as a lifeguard observation tower.

- Building Data – Combined floors 838 square feet
    - First floor – 608 square feet
    - Observation Tower – 230 square feet
    - Maximum Occupancy: 3 lifeguards

First Floor Restroom

The existing restroom structure will be modified to accommodate the second floor and new accessible features, including showers, sinks, toilets, and drinking fountains. The existing metal roof with wood structure to be demolished, and the foundation will be structurally reinforced.

First Floor Restroom Components

- The remodeled restroom building will be ADA compliant. The restroom walls and fixtures may need to be re-configured to accommodate a foundation and structural improvements for supporting a new floor.

- Update existing rinse shower with accessible fixtures and add a second shower;
- Update existing drinking fountain with an accessible fixture and add a second fountain;
- Add new accessible multi-spout handwashing station.

Exterior First Floor Treatments

- Existing metal roof with wood structure to be demolished entirely;
- Existing chase to remain, remove east and west walls for expansion;
- Existing low wall to remain where indicated on design drawings;
- Existing walk around building to be saw cut and removed to allow access below building for foundation construction in metal cage;
- The new spiral stair will be for use by lifeguards only. It will be a stainless-steel structure with a 9.5-inch rise and a7.5-inch tread. Handrails provide min 20" clear between rails;
- Rolling door hardware.

Observation Tower

A new 230-square foot observation tower will have a wood and steel framed roof supported by four steel columns. The interior observation area will be enclosed by two-inch by six-inch wood stud walls and storefront glazing system. The floor will be wood framing with a waterproof membrane layer to protect the restrooms on the first floor. The new lifeguard observation tower will have a single slope roof peaking at 23' - above the finish floor. The new tower will not be visible from the Pacific Coast Highway.

Lifeguard staff will use the observation tower's interior space for performing preventative lifeguarding duties and some light administrative tasks. The interior space will be mostly open and unobstructed, without cubicles or desks. However, counter-top height built-in cabinets will store miscellaneous equipment and supplies. The interior space will have an exterior door to access the exterior deck. The exterior deck will provide space to perform preventative lifeguarding duties.

Tower Construction Components

- All interior lighting will have separate dimmable switches, typical of four;
- Exterior area downlight, each light with a motion sensor, and separate dimmable switch, typical of six;
- Ceiling mounted observation equipment, movable arms, typical of two;
- Typical glulam beam roof framing;
- Top of steel spiral staircase, for use by lifeguards only;
- Wood-framed pony wall with exterior woodwork storage;
- Storage – eight built-in exterior storage marine-grade plywood, for equipment;
- Stainless steel railing, code minimum for lifeguard observation tower;

- Plywood floor with access hatch to allow future infrastructure upgrades in lifeguard technology.

Exterior Tower Treatments

- The exterior will have a bullet-resistant level 1 storefront system;
- Aluminum extruded exterior frame, angled at 15 degrees to minimize glare. Additional Bluegreen mirror laminated coating on exterior for other solar control and privacy;
- Two-part cold applied membrane waterproofing roof, white;
- The exterior will have carpentry paneling with aged cedar with a weather seal;
- At grids 1,2,3 & 4: 2 structural glue laminate beams with weather seal;
- Exterior railings will be stainless steel;
- Exterior fiberglass door;
- Marine-grade plywood storage, finish carpentry, stainless steel washbasin with three metered back-mounted wash spouts, and additional automatic soap dispensers.

Demolition

The project will remove the existing metal roof and ceiling to add the second story and the east and west walls for expansion. Restroom fixtures will be upgraded for accessibility and re-configured to accommodate a foundation and structural improvements to support the new second floor. The existing low wall will remain where indicated on design drawings. The current walk around building will be cut and removed to allow access below the building to construct a new foundation.

Parking and Access

There will be parking at the site for authorized vehicles only. Visitors may park at the existing day-use lot with accessible spaces and access the site via an existing accessible walkway.

Figure 3-16. Grand Avenue Lifeguard Tower Site

Source: State Parks 2020

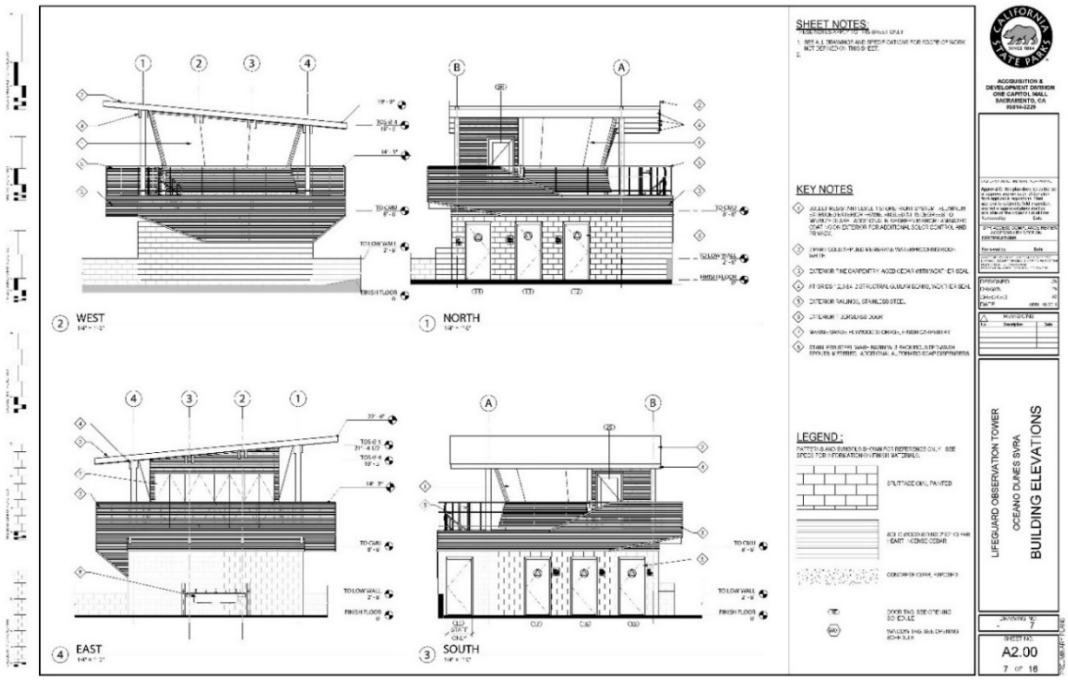


Figure 3-17. Grand Avenue Lifeguard Tower Elevation

Source: State Parks 2020

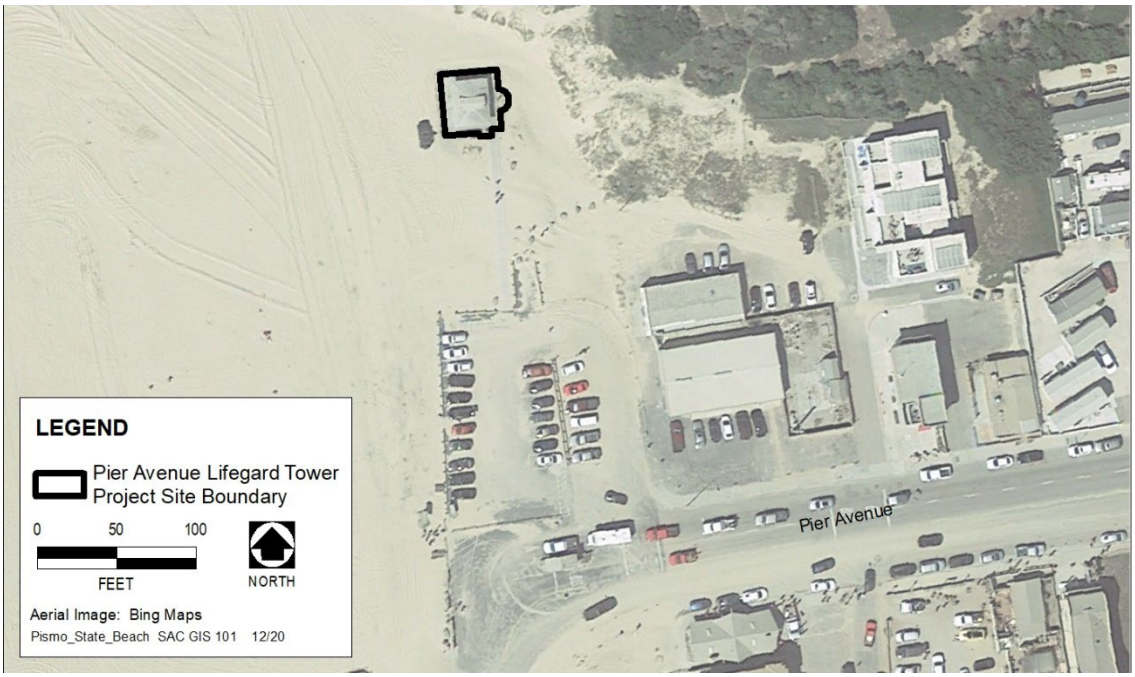


Figure 3-18. Pier Avenue Lifeguard Tower Site

Source: Google Earth 2020; modified by AECOM

3.3.10.9 Required Permits and Approvals

- Any minor loss of ESHA around the project site will be mitigated according to the EIR (see Volume 3).
- The Grand Avenue project site falls within the jurisdiction of the City of Grover Beach LCP, and the Pier Avenue project site is in the San Luis Obispo County LCP jurisdiction.

3.3.11 A5. North Beach Campground Facility Improvements Project

3.3.11.1 Project Location

The existing North Beach Campground is in Pismo State Beach on SR 1 north of Grand Avenue. The beach and Pismo State Beach Monarch Butterfly Grove can be accessed via trails from the campground. The campground is within the City of Pismo Beach LCP area.

Figure 3-19. North Beach Campground Facility Improvements Project Location

Source: AECOM, 2020

3.3.11.2 Project Description

Preliminary design drawings for this project have been completed by the Northern Service Center of State Parks and are included in Appendix A5 of this PWP. The project will result in the construction of a new entrance kiosk with updated utility connections. The new kiosk will have an improved design and function, improving working conditions for park staff and allowing staff to assist park visitors better. The new kiosk will be ADA compliant and include staff workstations, a staff restroom, storage facilities, a storage place for firewood for sale, and a public contact area.

The new entrance kiosk and associated infrastructure will be constructed at a higher elevation than the existing facilities to prevent flood damage and ensure continued operation. The new kiosk would be raised above the existing ground, thus re-establishing it at an elevation above all but the most severe flood events. The surrounding entrance and exit driveways, adjoining dump station, and five parking stalls (including one ADA compliant stall), along with associated fixtures (e.g., signs, light poles, flagpole, trash enclosure area) will also be raised. Almost all work will be in the existing paved footprint. Site work, including roadwork, will include a 19,963 square foot area plus approximately 2,948 square feet for site grading to expand the slopes of the roadways to increase the elevation of the paved surfaces for a total work area of up to 22,911 square feet (See Appendix A5 for preliminary design drawings).

The kiosk will be single-story and will be constructed of water-resistant materials. The existing utility and communications infrastructure (water, sewer, electric, and communication) would be upgraded and connected to the existing utility service located within the campground. The new facilities will meet current building standards, including the ADA, California Building Code, and Access to Parks Guidelines. The facility will incorporate sustainable design features consistent with Executive Orders D-16-00 and S-20-04.

The project will require demolition and removal of the existing entrance kiosk and associated pavement, off haul of demolition materials to recycling or landfill facilities, grading and site work, construction of the new entrance kiosk and associated parking, asphalt and concrete work, and connection of all associated utilities and communications infrastructure to meet current needs.

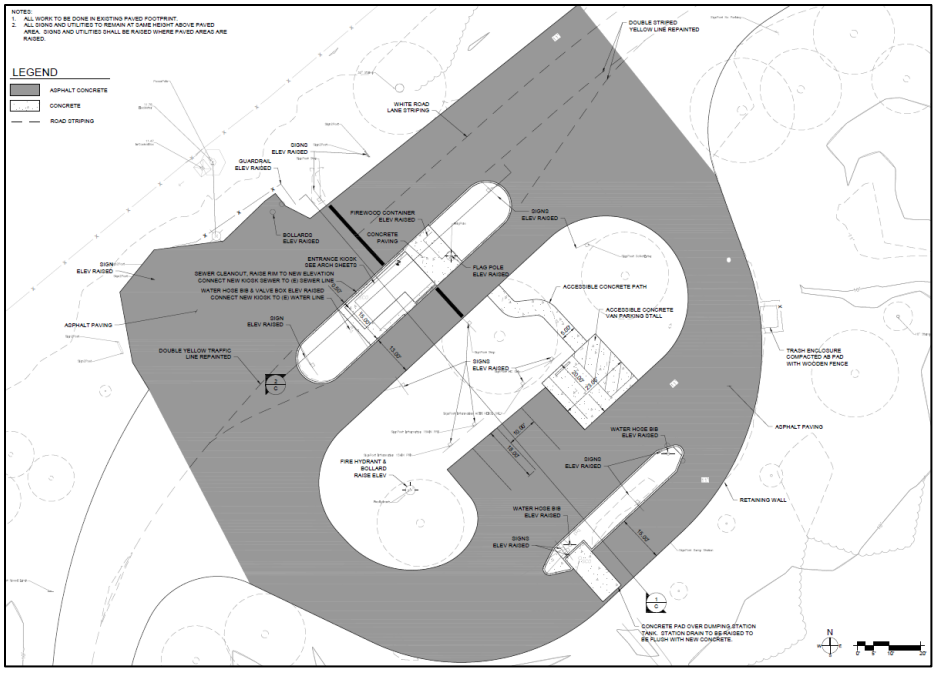


Figure 3-20. North Beach Campground Facility Improvements Project Site Plan, as shown in Appendix A5

Source: State Parks 2020

3.3.11.3 Existing Conditions

The North Beach Campground Entrance Kiosk is used by staff as an office to greet visitors, inform and register campers, collect fees, process revenue collection, store and provide informational material (e.g., park maps), and sell firewood. Wayfinding and informational signage are displayed on the building. Staff place directional signs and informational flyers in the kiosk windows and outside walls for visitors to access when the kiosk is closed. The existing kiosk has room for two employees. The structure has a tar and gravel roof, concrete exterior, a workspace counter, cabinets, a cash register, and an iron ranger collection box.

The North Beach Campground is at a low elevation and regular seasonal flooding from the adjacent creek often requires closing the campground to the public. In particular, the entrance kiosk for the campground has experienced repeated flooding, 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. Additionally, the kiosk lacks updated utilities and communications infrastructure. Finally, the kiosk does not comply with ADA requirements.


Figure 3-21. North Beach Campground Entrance/Exit Driveways, Kiosk, and Dump Station

Source: Google Earth 2020

3.3.11.4 Proposed Project Components

Preliminary design drawings for this project have been completed by the Northern Service Center of State Parks and are included in Appendix A5. The project consists of the following specific components.

- Raise the new kiosk site, surrounding the entrance and exit driveways, adjoining dump station, and associated fixtures (e.g., signs, light poles, flagpole, trash enclosure area) above seasonal flood levels;
- Construct a new entrance kiosk as a 7.5-foot to 11.5-foot-high, single-story building with a sloped roof and skylight;
- The 290 square foot building will be L-shaped and hold a maximum of two people;
- The total building footprint will be 380 square feet, including the landing and path under the roof overhang;
- The structure design includes:
    - a single-ply roofing system over wood decking and plywood;
        - concrete masonry unit (CMU) walls with variegated color, varied textures, and sizes;
        - laminate siding; windows; a sliding glass window; two exterior doors; lighting;
        - a steel bollard safety post; and
        - a concrete masonry seat wall.
    - The kiosk will have a work counter with drawers, lighting, built-in cabinets and shelving, and an exterior iron ranger collection slot; and
    - The interior accessible restroom will include a sink and flush toilet.

Access and Parking

- Four parking stalls and one improved accessible concrete van parking stall will be located adjacent to the building;

- Raised entrance/exit driveways and dump station pavement and associated fixtures and features (e.g. light poles) will be installed.

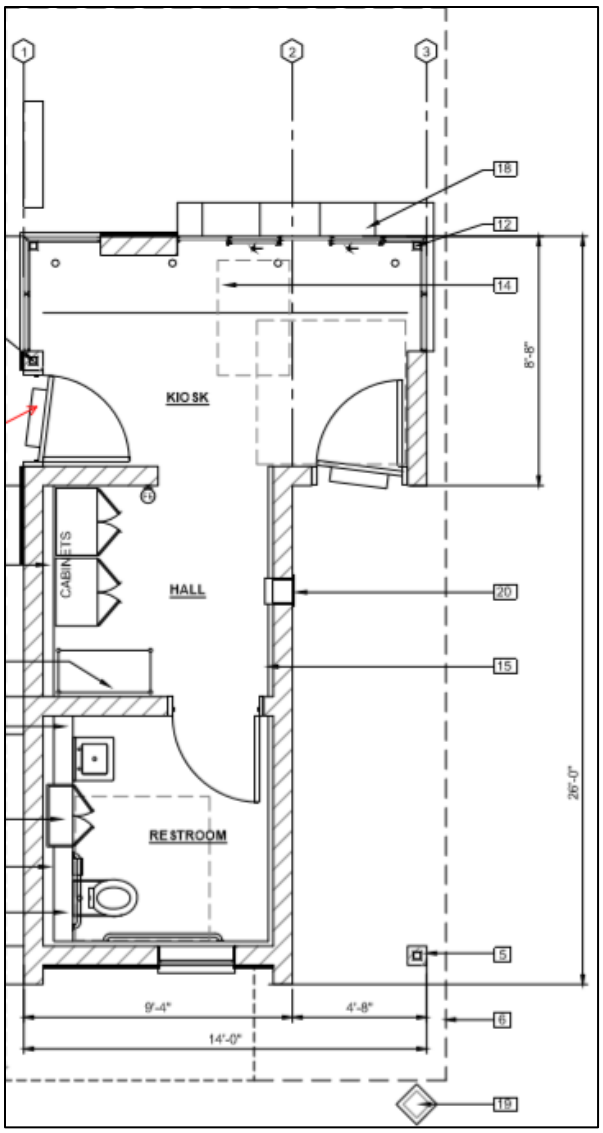


Figure 3-22. Proposed Kiosk Floor Plan, as shown in Appendix A5

Source: State Parks 2020

Utilities

The kiosk will have upgraded electrical, heating and air, alarm systems, and data/telephone connections. All new utilities will be located underground.

Demolition

Demolition of existing facilities will entail the removal of the entrance kiosk, foundation, utility boxes, surrounding entrance and exit driveways, parking and the adjoining dump station asphalt and concrete removal. Associated fixtures and utility features such as signs, light poles, flagpole, guard rails, fencing and water hose bibs, will be removed and replaced at the same height above paved surface.

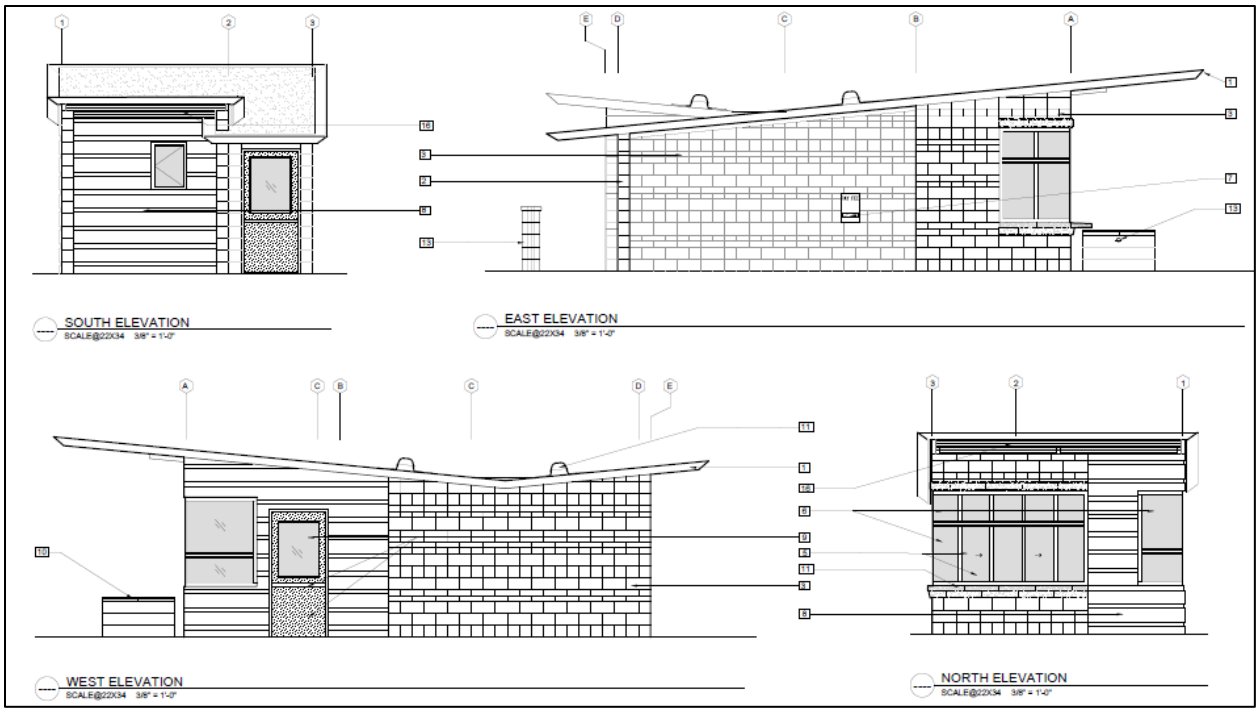


Figure 3-23. Proposed Kiosk Elevation, as shown in Appendix A5

Source: State Parks 2020

3.3.11.5 Required Permits and Approvals

- According to the Department's Facility Inventory Listing, the entrance kiosk is less than 50 years old. Therefore, the project would not harm any recorded or potentially significant historic resources.

- Under California PRC 5024.5, a review for historical resources has been conducted by Department archaeologists, and there are no known archaeological sites. No further review or monitoring by a Department archaeologist will be necessary.

- The site is currently developed, and no sensitive biological resources are present within the developed portion of the project site; however, wetlands are present in the site's immediate vicinity. These wetlands have been mapped and will be included in construction drawings and specific avoidance and minimization measures. No direct impacts to the wetlands are anticipated by incorporating these measures, and no Clean Water Act Section 404 permit will be needed. However, depending on the final design, there could be encroachment into the 25-foot wetland buffer outlined in the Pismo Beach LCP. Any adverse indirect impact from construction activities within these buffers will also be avoided through avoidance and minimization under the EIR (see Volume 3).

- The project shall be constructed in compliance with all applicable water quality standards. BMPs will be used during construction to comply with water quality standards outlined in the Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2004).

3.3.12 A6. Butterfly Grove Public Access Project

The project aims to enhance the ecological function of the grove and improve visitor-serving amenities through improved visitor access to the Grove and enhance resource protection.

3.3.12.1 Project Location

The Pismo State Beach Butterfly Grove (Butterfly Grove) is bounded by SR 1 to the east, residences along Park Lane to the south, and Meadow Creek and the North Beach Campground to the northwest. The grove can be accessed via several pedestrian trails from the beach, by a 10-minute walk from the day-use area at Grand Avenue, and the North Beach Campground northwest of the site. The project site is within the City of Pismo Beach LCP jurisdiction.

Figure 3-24. Butterfly Grove Public Access Project Location

Source: Monarch Butterfly Overwintering Site Management Plan (State Parks 2019) and Google Earth, 2020

3.3.12.2 Project Description

The Pismo State Beach Butterfly Grove Public Access Project aims to enhance ecological function of the grove and improve visitor serving amenities through improved visitor access and enhanced resource protection. Preliminary design drawing for the Butterfly Grove Public Access Project are included in Appendix A6.

3.3.12.3 Existing Conditions, Facilities and Visitor Amenities

The grove provides high-quality wintering habitat for western monarch butterflies and often supports one of the largest overwintering western monarch populations in California. The butterflies are a seasonal attraction during the roosting season (November-February), with a considerable number of visitors to the grove for the sole purpose of observing overwintering clusters. Ongoing efforts to protect and restore this habitat are a priority for State Parks.

The monarch overwintering site is a wedge-shaped area of approximately two acres consisting primarily of a mixed forest of non-native and native trees with a more open, triangle-shaped nectar garden consisting of coastal scrub community plants in the east-central part of the Grove. The core forested area is a stand of blue gum eucalyptus (*Eucalyptus globulus*) and Monterey cypress (*Hesperocyparis macrocarpa*) in the northern half of the site. This area is also where monarchs have historically clustered. The western and southwestern corner of the site consists of mostly mature blue gum eucalyptus. A small number of blue gum saplings have been planted in this area in recent years by volunteers to encourage rejuvenating the maturing grove. Volunteers planted a row of coast live oaks (*Quercus agrifolia*) along the grove's far southeastern edge and the nectar garden in the east central part of the grove.

At the grove, State Parks runs an interpretive program for visitors and an educational program for visiting school groups. Attendance at the grove has

grown from 8,000 in 1987-88 to over 80,000 per year in recent years. Interpretive activities include an annual “Monarch Day,” junior ranger programs, campfire programs, and a social media presence. The grove is also available for small, permitted events outside of the butterfly season, such as weddings, family reunions, and corporate dinners.

Existing facilities and visitor amenities in the grove include a northern pedestrian entrance, a gathering area, pedestrian trails, interpretive panels, wayfinding signage, fencing, picnic tables, benches, a bike rack, and a seasonal trailer kiosk staffed by volunteers.

Figure 3-25. Pismo State Beach Butterfly Grove (northern end) from SR 1

Source: Google Earth, 2020

Figure 3-26. Pismo State Beach Butterfly Grove (southern end) from SR 1

Source: Google Earth, 2020

3.3.12.4 Proposed Project Components

The project includes the following specific components, as shown in the preliminary design drawing in Appendix A6.

Ecological Improvements

- Relocate the current northern pedestrian entrance and replace it with a new native vegetation buffer to further protect the grove;
- Plant new sterile eucalyptus trees to replace any deteriorating trees impacted by fungal disease to maintain diffuse light, low wind habitat suitable for western monarchs;
- Enhance the existing native plant garden to provide additional nectar resources for the butterflies.

Visitor Amenity Improvements

- Develop a new accessible pedestrian entrance and footpath from SR 1, with interpretive and wayfinding signage, through the existing native plant garden and ending in the visitor gathering area;
- Enhance the existing bike trails to the grove (bike riding is not allowed within the grove);
- Install new and additional bike parking racks outside the sensitive habitat area;
- Install new and make improvements to existing interpretive and wayfinding signage within the grove and along SR 1;
- Install water, sewer, electrical, and data/telephone utilities for the permanent kiosk and restroom, and add irrigation, tying into existing utilities nearby;
- Construct a new, 2-hr limit parking area with 12 to 16 spaces, including accessible stalls and a stall for staff with pervious surfacing (e.g., compacted gravel, decomposed granite, permeable concrete pavement) and a 7-foot vehicle clearance swing beam;
- Plant shade trees and other vegetation to serve as a visual buffer to the adjacent retirement community;
- Develop a visitor drop off/loading zone in front of the new grove entrance (see Figure 3-27. Proposed Project Elevation from SR 1, as shown in Appendix A6);
- Install a maintenance road gate;
- Install additional benches, picnic tables, fencing, and trash receptacles as necessary;
- Move existing overhead power lines underground along the west side of SR1 in front of the grove to avoid potential damage from falling eucalyptus tree limbs, as feasible.

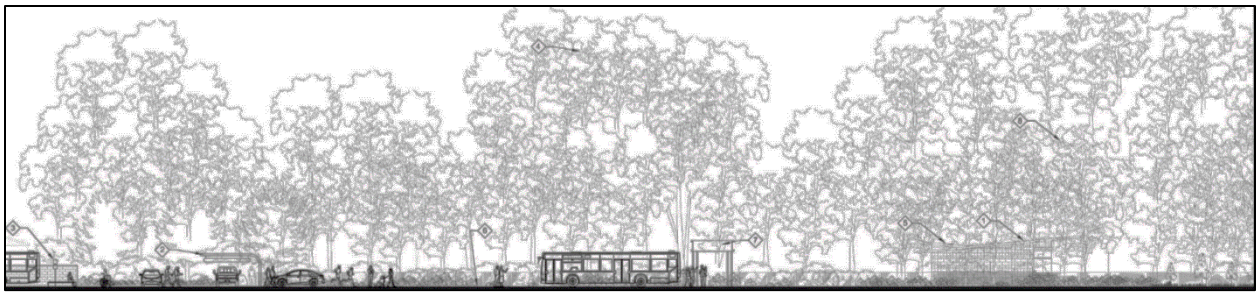


Figure 3-27. Proposed Project Elevation from SR 1, as shown in Appendix A6

Visitor/Concession Kiosk and Restrooms

Construct a small, permanent restroom and kiosk structure for visitor/educational programs and concession operations.

- Single story, approximately 450 square feet, is accessible, as shown in Figure 3-28.
- The building's concession portion will include a sink and instant water heater, moveable openings for concession operations, an exterior door, lighting, and a storage room.
- The public restroom portion of the building will include two separate unisex stalls with flushing toilets and sinks.
- The structure will likely be constructed with CMU walls and a composition roof, exterior lighting, and a short concrete walk in front of the concession window.
- The building's style and materials will be consistent with State Parks design guidelines and similar facilities in the park.

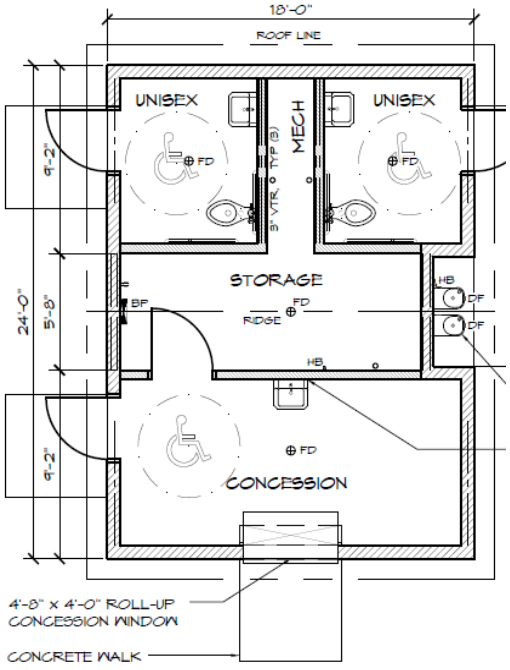


Figure 3-28. Visitor/Concession Kiosk and Restroom Building Floor Plan Example

Source: State Parks 2020

Utilities

The structure will have electrical, heating and air, an alarm system, and data/telephone. All new utilities will be located underground and routed to the proposed visitor/concession kiosk and restroom building location. The structure will have electrical, heating and air, an alarm system, and data/telephone.

Demolition

Demolition will entail the removal of existing vegetation in the southeastern section of the site and in portions of the nectar garden for the new pedestrian entrance, and footpath, and grading. The existing fence along SR 1 will be removed and relocated about 3-5 feet to the east (towards SR 1). The resulting space will be planted with native vegetation to offset native plant areas lost because of the creation of the new parking lot and footpaths.

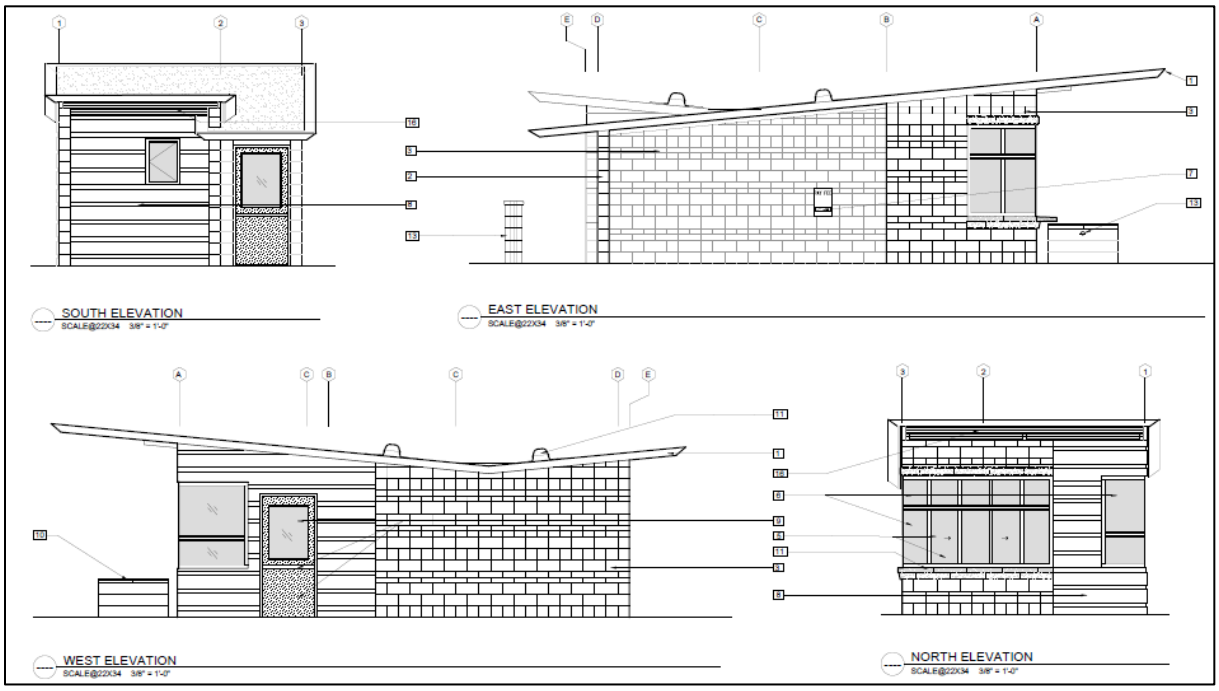


Figure 3-29. Visitor/Concession Kiosk and Restroom Elevation Example

Source: State Parks 2020

3.3.12.5 Required Permits and Approvals

- Under California PRC 5024.5, a review for historical resources has been conducted by Department archaeologists, and archeological and historical resources in the vicinity have been documented. These documented resources have been avoided by the current designs.

- One special-status invertebrate occurs at the project site, a population of overwintering monarch butterflies (*Danaus plexippus*) in the eucalyptus and Monterey cypress trees. Implementation of the project will be conducted outside the monarch wintering period. The project includes native vegetation planting to enhance habitat at the site and to offset the removal of a portion of the planted nectar garden. These project elements are intended to benefit the species by improving overwintering habitat.

- The project shall be constructed in compliance with all applicable water quality standards. BMPs will be used during construction to comply with water

quality standards outlined in the Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2004).

- The project would not encroach into the road right-of-way; coordination with Caltrans and the City of Pismo Beach has been ongoing as part of planning and preliminary design development.

3.3.13 A7. Pismo State Beach Boardwalk Project

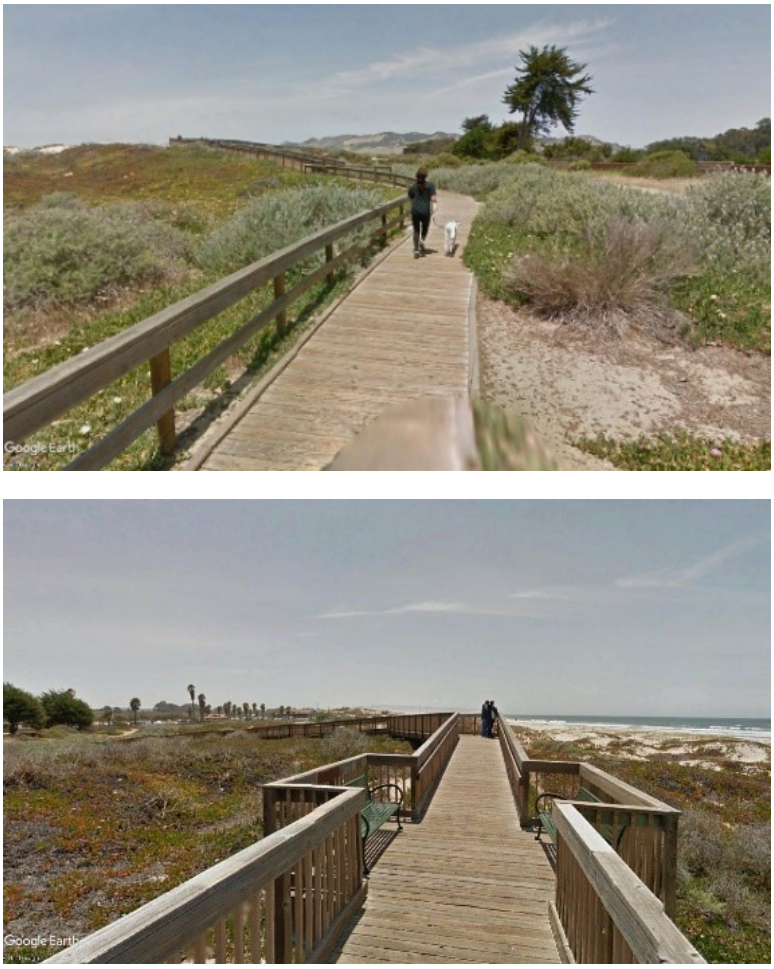


Figure 3-30. Existing Pismo State Beach Boardwalk

Source: Google Earth, 2020

The Pismo State Beach Boardwalk Project would extend the existing boardwalk 1.1 miles and restore dune habitat.

3.3.13.1 Project Location

The existing Pismo State Beach Boardwalk is in Pismo State Beach. The Meadow Creek Trail, which includes the boardwalk, runs from the Pismo State Beach entrance at Grand Avenue Day Use Plaza north through the dunes parallel to and between the beach and Pismo Beach Golf Course to the Pismo State Beach Butterfly Grove and North Beach Campground. Land uses to the east and west include the dune system on parkland. The project site is within the Grover Beach LCP and San Luis Obispo County LCP areas.

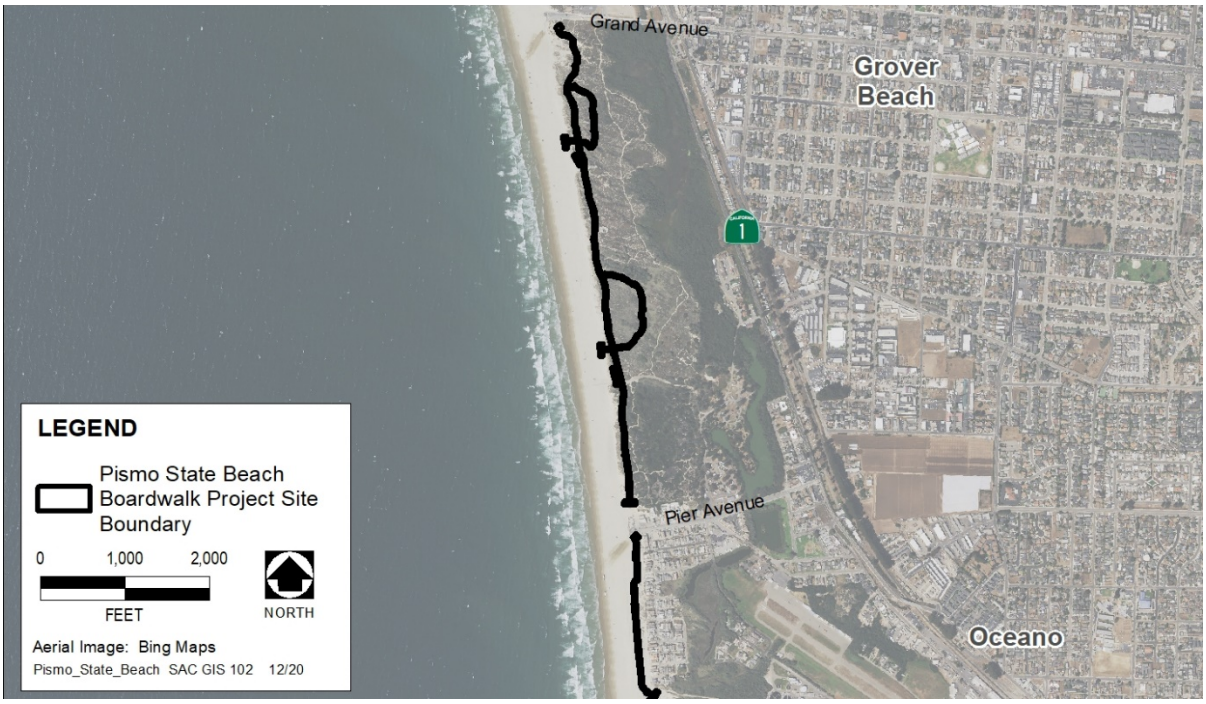


Figure 3-31. Pismo State Beach (Grand Dunes) Boardwalk Project Site

Source: Google Earth, 2020

3.3.13.2 Project Description

The project will install a new 1.1-mile public access boardwalk south of Grand Avenue that will run parallel to the 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. The first loop starts approximately 900 feet south of the entrance at Grand Avenue. The second loop is located roughly midway between Grand Avenue and Pier Avenue. The boardwalk will extend south to and parallel with Strand Way in Oceano, providing additional pedestrian access for Park visitors and area residents to Pismo State Beach. The preliminary design drawing for the Pismo State Beach Boardwalk Project is included in Appendix A7.

3.3.13.3 Existing Conditions

Approximately 1.5 miles of the trail is a raised wooden boardwalk with bump-outs and seating that runs. At the Grand Avenue Day Use Plaza, another short wooden boardwalk runs west and leads to a platform between the dunes that looks out over the beach. Currently, interpretive signage is minimal along the boardwalk.

The only existing facilities within this area are an equestrian trail running parallel to the beach, a small number of pedestrian pathways, and the Park operations and maintenance access road extending from Oceano Campground to the beach. Non-native invasive plants largely dominate the dune scrub vegetation in this area.

3.3.13.4 Proposed Project Components

The following specific project components will be implemented:

- Install a new 1.1-mile accessible boardwalk south of Grand Avenue and parallel to the beach;
- Provide two small loops that extend inland, providing an alternative to the main boardwalk with additional views of native dune vegetation;
- Align boardwalk that requires removal of non-native plants while minimizing removal and impacts on native dune vegetation;
- Replaced non-native with native dune vegetation to encourage dune morphology and improve habitat value;
- Construct boardwalk using helical anchors that thread into the ground to accommodate shifting sand providing natural dune formation and support for native vegetation (see typical elements below);

Figure 3-32. Beach Boardwalk Construction (Example)

Source: State Parks, 2020

- Provide accessible extensions, including ramps from the boardwalk to the beach;
- Lookout points on the boardwalk that include spotting scopes for views of the ocean and the native dune vegetation to enhance user experience;
- Bumpouts along the boardwalk with picnic tables, benches, and group gathering areas;
- Wayfinding and interpretive signage along the boardwalk;
- Access routes for maintenance staff for boardwalk upkeep;
- Elevated areas where the existing equestrian trail or maintenance access routes converge with the proposed boardwalk, so equestrians and maintenance equipment can pass underneath the raised boardwalk for safe crossings.

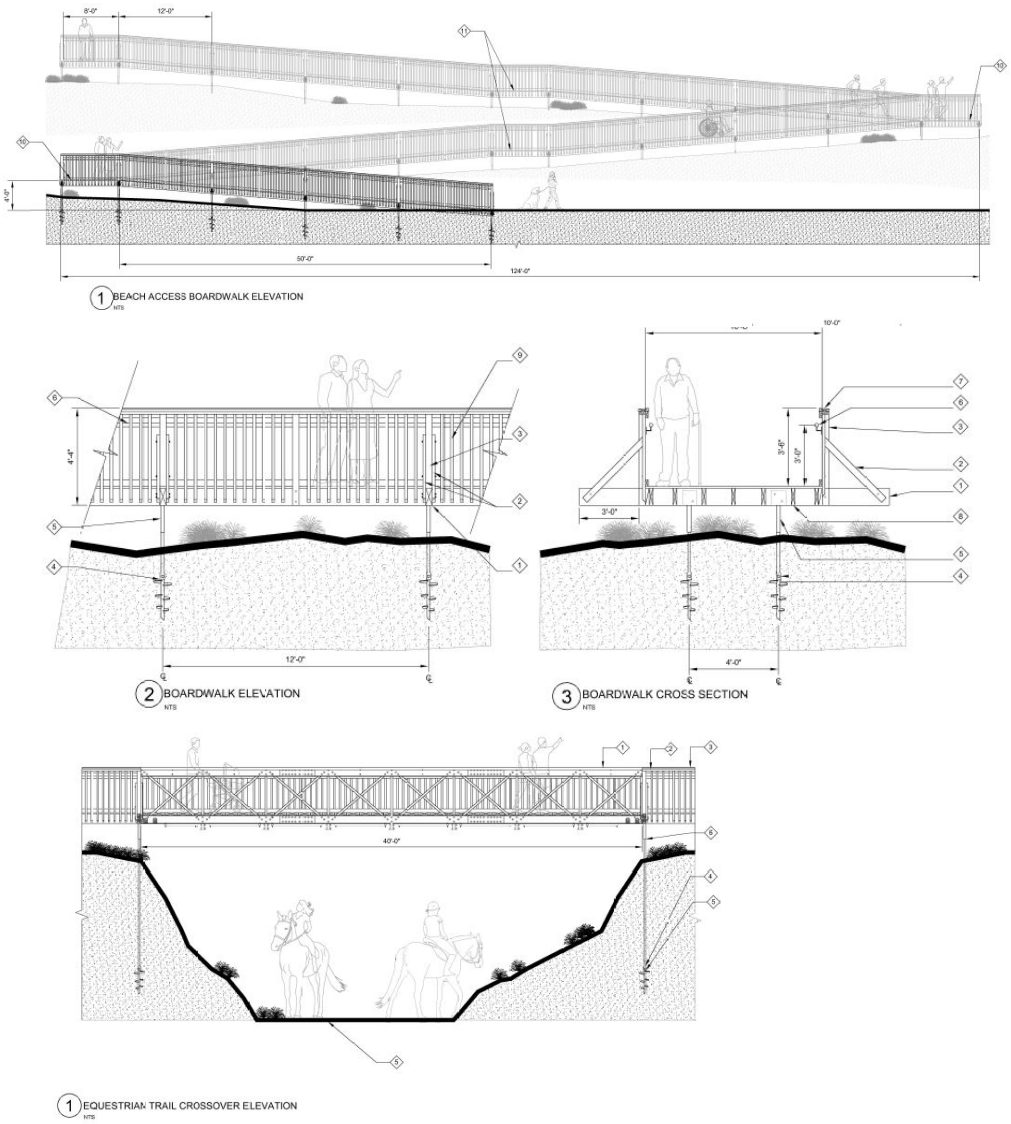


Figure 3-33. Boardwalk Elevation

Source: AECOM 2020

Demolition

None. The boardwalk and associated habitat improvements will be built in an area that is currently undeveloped. However, removal of predominantly native and non-native vegetation will take place.

Utilities

None. No utilities exist in the project area, and none are proposed.

3.3.13.5 Required Permits and Approvals

- Under California PRC 5024.5, a review for historical resources has been conducted by Department archaeologists, and there are no known archaeological sites. The boardwalk's alignment was chosen to avoid special-status plant populations' locations in the dunes. The construction of the boardwalk is not expected to impact covered species addressed in the HCP.

- No wetland or other permits will be required for project construction.
- The project shall be constructed in compliance with all applicable water quality standards. BMPs will be used to comply with water quality standards outlined in the Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2004).

3.3.14 A8. Phillips 66/Southern Entrance Project (Conceptual)*

*The Phillips 66/Southern Entrance Project proposal is wholly conceptual. For State Parks to implement any or all of the following concepts or improvements would require future title, lease or easements to this adjacent property for such uses. The Project concept's inclusion in the PWP does not in any way obligate, commit or encumber the current property owners. It is intended to provide State Parks with conceptual planning authority if such acquisition rights are obtained in the future during the life of this plan.

This project would support recreational activities for the Oceano Dunes SVRA as envisioned in the 1975 Pismo State Beach and Oceano Dunes SVRA General Plan (General Plan). However, it would propose an alternative access point to the southern portion of the OHV recreation area than envisioned in the general plan and require a General Plan amendment before implementation. This project concept assumes the acquisition, lease or easement of the potential project site properties to State Parks following full remediation. Although the Phillips 66 Company has publicly announced its intended closure of the Santa Maria Refinery property in 2023, any improvements related to park use would only occur once remediation is complete, and the ownership or use of the property acquired by State Parks. Therefore, this project is currently in a conceptual stage.

This proposed project consists of conceptual designs for nearly 2,000 acres of new parkland and focuses on three types of land uses: day-use, park operations, and camping. It provides for extensive new facilities, including those for motorized and non-motorized recreation, environmental education, special events, concessions, a variety of overnight accommodation types, staff housing, and park maintenance and operations.

3.3.14.1 Project Location

The 1,780-acre property is in San Luis Obispo County on the Arroyo Grande Mesa, just north of Oso Flaco Creek. The current footprint of oil processing infrastructure and facilities occupies approximately 250 acres located immediately to the east of the active railroad line running north/south through the site. Vehicle access to the site is off SR 1 in the northeast portion of the site.

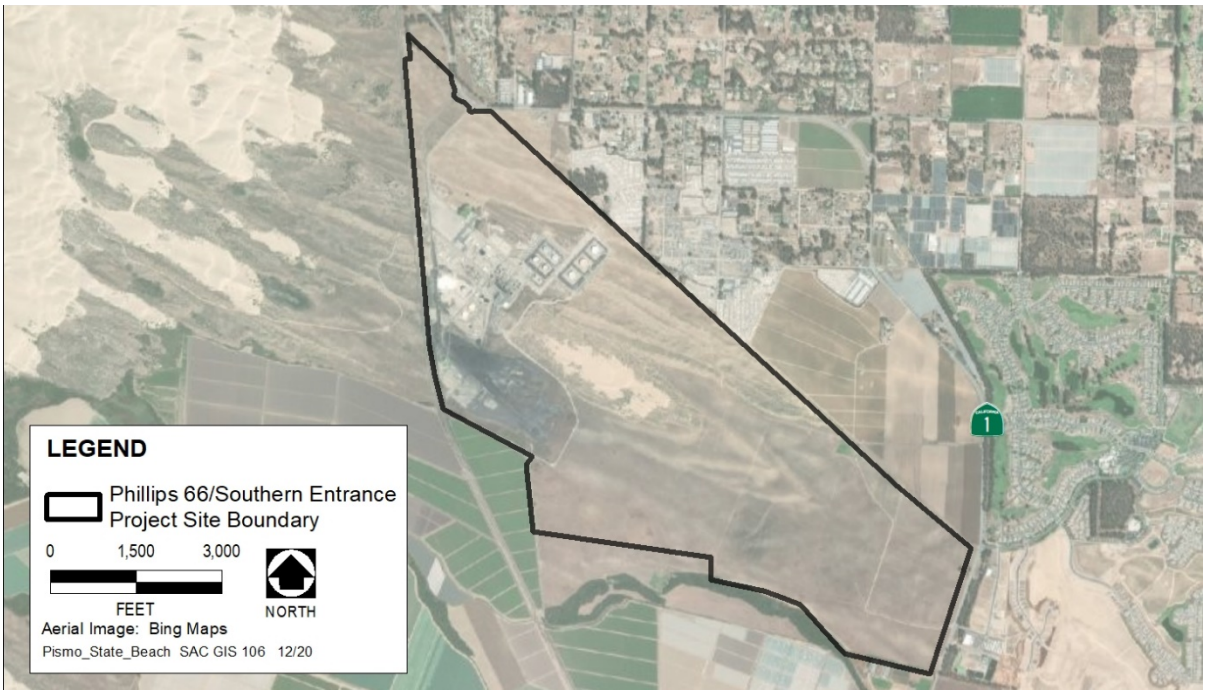


Figure 3-34. Phillips 66/Southern Entrance Project Site

3.3.14.2 Existing Conditions

The project site is currently occupied by a refinery that processes heavy, high-sulfur crude oil. The oil processing infrastructure and facilities' footprint occupies approximately 250 acres immediately east of the active railroad line. An existing vehicular maintenance access trail into the Oceano Dunes SVRA begins near the processing plant and continues one mile west through Philips 66-owned parcels currently leased to State Parks. This access is occasionally used by State Parks staff for emergency access or select maintenance activities. No OHV or public access now exists on this trail. Development of the conceptual plan for the project for the purposes of inclusion in this PWP was based entirely on existing data readily available from existing sources. No ground base surveys have been conducted in support of this project to date. Future ground surveys would be needed to determine site constraints and opportunities, to refine proposed facilities, to evaluate re-use of existing site infrastructure and utilities, and/or to add additional functional components to the site concept.

3.3.14.3 Project Description

The project concepts consider facilities for State Park operations, educational facilities, OHV training facilities, concessions, a multiuse special event area, a visitor center and riding areas for various types of OHV within the existing footprint of the processing plant, once remediated.

The existing entrance to the property from SR 1 could be repurposed as the main entrance to the park's day-use areas. Like the design used at Oceano Campground, an entrance kiosk could be situated at the entrance to a central parking area. The visitor center and concessions providing park assistance to day-users and selling park merchandise and food could be located near this area. A second entrance could be added at the south portion of the property along SR 1 and could connect to overnight camping and recreational areas.

The day-use area could support several educational facilities. A visitor center could include a historical museum on the history of OHV riding in the dunes. An

all-purpose training center could support educational opportunities for training youth and adult OHV riders by housing indoor classroom facilities with storage areas and outdoor practice tracks. An OHV track for youth located across from the all-purpose training center could provide safety training and youth riding opportunities. Positioned next to undeveloped and native habitat areas of the property could be an environmental education center. This facility could focus on the ecology, culture, and history of the site. It could include an outdoor classroom, amphitheater, and informal campfire center.

The Phillips 66 project specific location and property provide diverse opportunities for OHV riders. An existing vehicular maintenance access trail from the existing processing plant to the southern portion of the SVRA riding area could be enhanced to provide access to the open riding area on the beach. However, open riding outside of the access trail would not be allowed east of the existing processing plant until reaching the park boundary because of the known presence of sensitive natural communities and special-status plants in this area. The pro track area located within the processing plant's existing footprint could provide riding opportunities for multiple types of OHV, including areas for motocross, ATVs, and 4x4s. This area could be separated by vegetated sound berms approximately 15 feet high and 100 feet wide to insulate noise from the surrounding day-use activities and residential community nearby. OHV concessions could be located within this area to provide equipment for riding on-site or on the southern portion of the existing park property.

Multiple parking areas and configurations could be located within the day-use area. Staging areas, where visitors could drive their OHV trailers and street legal vehicles could provide large parking spaces to accommodate visitors with nearby park amenities such as ADA accessible BBQs, tables and informal gathering areas. Staging areas could be in two main locations; one nearest the OHV trailhead that would lead to the open riding area on the dunes and beach, and a second one located at the designated OHV tracks in the southern portion of the site. General day-use parking for visitors and special events could be placed next to the visitor center, concessions, and training facilities. Park operations facilities could be located near the day-use portion of the site. They could include a storage building, outdoor maintenance yard, and offices for staff, including natural resources, maintenance, rangers, and public safety. Additional space for park operations equipment and potential future expansion could also be provided here. Parking for staff and fleet vehicles would be covered. In addition to the day-use entrance, park staff could bypass visitor traffic to enter the site on the east side of the site along SR 1. Also located near this portion of the site could be single and multi-family staff residences.

The camping area could be separated from day-use and with a separate entrance kiosk off SR 1 in the south portion of the site. Space could be provided for 225 RV campsites, 50 drive-in tent sites, and 25 hike/bike sites, all with potential for group use. Additional vegetated areas could be scattered throughout the camping area to provide shade and privacy between campsites. The campground could include 20 Dunite-style cabins reviving a part of the area's cultural history, like those envisioned for the Oso Flaco Improvement Project. A second area for equestrian camping and staging could be in the southern portion of the site. Vegetated sound berms would surround both camping areas to minimize noise disturbance from adjacent OHV use in the northern part of the site.

Trails could connect the various park areas and provide recreational opportunities for several user groups. Non-motorized trails could extend from the campgrounds south to Oso Flaco Creek and west to provide beach access and connect to proposed trails at the

Oso Flaco Improvement Project. Also, accessible trails could connect the camping area with the environmental education center. Here, users would walk along an educational loop trail and a second loop trail that would overlook the multi-use special event and OHV riding areas. In addition to the OHV riding trail that would provide access to Oceano Dunes SVRA, an additional OHV riding trail could connect the day-use riding area with the campground.

Specific location(s) of the OHV access route(s) will not be determined until a potential title, lease or easement can be secured. Should State Parks secure access to the property, during the design phase, any issues associated with safe crossing of the railroad, avoidance of sensitive species and habitat may require re-routing from the current alignment, and/or acquisition of additional property.

3.3.14.4 Proposed Project Components

For State Parks to implement any or all of the following concepts or improvements would require future title, lease or easements to this adjacent property for such uses. The Project concept's inclusion in the PWP does not in any way obligate, commit or encumber the current property owners. Conceptual locations of these components are shown in the Project Concept Design in Appendix A8 of Volume 1.

Day-use

- Paved parking lot spanning six acres with parking for RVs and standard size vehicles, accessible spaces, and space for day-use and special events;
- 25 acres of staging areas for OHVs that would include visitor-serving amenities such as picnic tables, BBQs, and gathering areas;
- A visitor center including space for an OHV historical museum and an outdoor area;
- A concessions building to provide groceries and general merchandise to day-use visitors and campers;
- A concessions area for OHV equipment rental;
- A 33-acre pro track to accommodate multi-use OHV recreation including motocross, ATV practice, and quarter midget riding, and a separate area for a 4 x 4 obstacle course;
- A 15-acre multi-use special events area that could include lighting and a mile-long track;
- An all-purpose training center that could consist of an OHV safety and basic driver center;
- A track for youth situated near the all-purpose training center;
- An environmental education center that could include an informal campfire center, outdoor classroom, and amphitheater;
- An RV sanitation station with space for two 3-hole dump stations.

Park Maintenance and Operations Facilities Area

The numbers and sizes of facilities listed below are approximate. The exact acreage or number of spaces would likely change as design and planning ensues and as existing site constraints and opportunities are taken into consideration. However, any

revisions' development footprint would probably fall within the footprint presented in the conceptual design drawings in Appendix A8 of Volume 1. The following facilities are currently envisioned for the site:

- An office building for park operations including maintenance, natural resources, and public safety;
- A general storage area and storage building for all park operations of up to two acres;
- Approximately 1.25 acres for a Ranger Station/District Office near the main entrance that could include covered parking for 25 staff, 12 fleet vehicles, and four ATVs, with additional space for future expansion;
- Approximately 2.75 acres for natural resources management needs, including greenhouses and covered parking for an additional 22 staff, four ATV, and six resource vehicles;
- Three acres for maintenance park operations, including covered parking for an additional 25 staff, five parking spaces for large vehicles, and seven ATVs with extra room for expansion;
- Approximately 3.5 acres for up to four residences (new or moved from the Corporation Yard) and one dormitory-style staff housing unit;
- A weapons range for peace officer training, serving State Park districts and allied agencies statewide.

Trails

- Accessible non-motorized trails serving diverse user groups throughout the site;
- OHV trail connecting day-use and the camping area;
- Accessible trails that connect to Oso Flaco Lake providing beach access from the site;
- Accessible educational trail loop from the environmental education center;
- Accessible pedestrian loop overlooking the multi-use special event space.

Railroad Trail Crossings

Union Pacific Railroad and the National Railroad Passenger Corporation (aka Amtrak) travel along the existing railroad corridor. Any railroad crossing trail design and use of existing railroad crossings other than the current occasional emergency access must be designed per the Manual of Uniform Traffic Control Devices and be submitted to and approved by the railroad authorities. Further coordination is needed to determine the feasibility of the proposed trail railroad crossings. Pending this coordination and additional design, the following could be feasible trail crossings:

- A bridge crossing for OHVs, with semaphore gates and warning lights, from the project site through lands leased by State Parks, to the open riding area at the beach;
- A multi-use non-motorized trail crossing from the project site to State Park property approximately 0.5 miles south of the OHV crossing;

- Access to an existing underpass trail crossing approximately 1.25 miles south along the railroad, south of the proposed OHV crossing.

Camping

- Approximately 15 acres for equestrian staging and up to 75 campsites;
- 225 RV campsites including accessible sites;
- Up to 20 Dunite-style cabins;
- 50 drive-in tent sites, including accessible sites;
- 25 hike/bike sites;
- A minimum of six group campsites of various sizes to accommodate groups from 10 to 50 people.

Vegetation

- Sound berms approximately 15 feet high by 100 feet wide and vegetated with windrows that include native trees and shrubs to provide wind protection and sound insulation for campers and the surrounding community;
- Restoration areas that will be determined once a biological survey has been completed on the property and mitigation for temporary and permanent impacts to any biological resources that could occur because of the site (re)-development; would restore native vegetation communities;
- Preservation of existing wetland habitat;
- Enhancement of existing monarch butterfly habitat and introduction of additional monarch overwintering habitat at select areas.

Entrance Kiosks

- Up to 15 feet high, single-story kiosks could hold up to two people, one located in the day-use area and the other in the camping area. The total building footprint could be roughly 1,000 square feet. The kiosks would have heating, air conditioning, and alarm systems, and data/telephone;
- The structure, style, and materials of the buildings would be consistent with State Parks design guidelines and similar facilities in the District;
- Kiosks could include accessible restrooms with a sink, flush toilet, and interior and exterior entrances;
- The kiosk would include staff workspace, cash register, storage cabinets, and public counter.

Demolition

The potential for demolition or reuse of any existing buildings onsite is currently unknown. An evaluation may be conducted once the planned remediation of the site is completed by its current owner, the Phillips 66 Company, and access is granted to the site.

Utilities

According to the *Phillips 66 Santa Maria Refinery Throughout Increase Project Final Environmental Impact Report* (2012), the Santa Maria Facility accesses water from on-site wells. It does not receive water from a public agency but rather extracts it from the Nipomo Mesa Management Area at an estimated average rate of 0.98 million gallons per day. Pacific Gas and Electric provides electricity to the site. Any existing public sanitary sewer connections are not specifically described in the EIR. Further investigation is needed to determine existing utilities.

All required utilities (water, sewer, electricity) would have to be extended to the site from the nearest off-site connections and located underground. Wi-Fi would also be added.

3.3.14.5 Required Permits and Approvals

- Only limited cultural resources information is currently available, and no on-site pedestrian survey has been conducted. Therefore, further investigation is required for compliance with PRC 5024.5, Review for Historical Resources and CEQA.

- The project would be constructed in compliance with all applicable water quality standards. BMPs would be used during construction to comply with water quality standards outlined in the Stormwater Best Management Practices Handbook (California Stormwater Quality Association, 2004).

- The site supports wetlands; therefore, development resulting in impacts to wetlands would likely require a Section 404 permit from the US Army Corps of Engineers and Section 401 Water Quality Certification from the Regional Water Boards under the Clean Water Act.

- Sensitive wildlife species, including birds, may be present in the adjacent riparian areas or other habitats. Site-specific habitat surveys would be needed, and avoidance and minimization measures for any sensitive wildlife species would be implemented during construction.

- The site is known to support numerous Nipomo lupine occurrences, a species State and federally listed as endangered. Nipomo lupine is a covered species in the HCP, but take at this site is not included in the current HCP. Therefore, if impacts to Nipomo lupine could not be avoided during site development, an amendment to the HCP may be required.

- Extension of utilities to the site will require additional permits.

3.4 Small Development Projects

In addition to the PWP Development Projects described above, this PWP also includes several small development projects currently known or anticipated. It also has several projects and program activities that may occur in the future over the PWP lifetime, but specific details are not known at this time. Both types are described below at the level of detail currently available. Projects, where the exact location is known, are included, and a description is provided below.

Other small repair and maintenance projects could occur at any existing facilities. As described in Volume 2, Existing Conditions, some of these projects do not have a nexus for compliance with the Coastal Act. For disclosure, they are briefly described below under Section 3.4.7.1. Other small projects would be subject to the Coastal Act and are described below. Projects will comply with the requirements of this PWP, where applicable. These projects'

footprint shall be adjusted as needed, including potential minor expansion within existing developed or disturbed areas for regulatory and code compliance, operational and maintenance needs, or sea-level rise.

All projects would comply with all applicable regulatory permits. Where applicable, projects that are also "covered actions" under the HCP are identified.

3.4.1 Pismo Creek Estuary Seasonal (Floating) Bridge Installation

The Pismo Coast Village RV Resort is a private campground in the City of Pismo that abuts Pismo State Beach and Pismo Creek estuary. Visitors camping at the resort access Pismo State Beach by following an unofficial trail on State Park property along the southeast bank of Pismo Creek. The District has proposed installing a seasonal floating pedestrian bridge across the Pismo Creek estuary to provide pedestrian access from the RV resort to Pismo State Beach. Installing the bridge would reduce the impact on Pismo Creek from pedestrians walking up the coast by reducing bank erosion and providing a safe and convenient alternative to walking through the creek's mouth.

The floating bridge would be a pontoon-style bridge, 8 feet wide and up to 400 feet long, with interlocking modules, railings, and abutments. Two helical-type anchors would support the abutments at each abutment. The bridge would be installed in the spring after creek flow no longer threaten to undermine the abutments or wash out the bridge. Once installed, the bridge would be removed during any weather event that could threaten to undermine the abutments or wash out the bridge. When to remove the bridge in the fall, the determination of when to remove the bridge would be based on current field conditions and anticipated rainfall or wave duration, frequency, and intensity.

The bridge, abutments, and anchors would be installed and removed each year by a licensed contractor or park staff employing hand crews or a small excavator-type equipment. Installation and removal would last approximately two to three days at each instance for a total of four to six days per year. The bridge would be stored off-site on District property when not in use and transported to and from the beach by truck.

The project would require a CWA Section 404 permit from the USACE, CWA Section 401 Clean water certification from the RWQCB, and a Fish & Game Code Section 1602 Streambed Alteration Agreement from CDFW for repeated installation and removal of the bridge. Take of covered species would be covered under the HCP and ITP.

This project is included in the HCP and associated EIR as a "potential future covered activity" under Covered Activity 41.

The project may be located in the area of Coastal Act jurisdiction retained by the Coastal Commission. The PWP planning team is currently determining whether coverage under the PWP is warranted or whether a separate CDP would be needed.

3.4.2 40 Acre Riding Trail Installation

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, called the "40 Acres", was open to OHV activity before the project but is currently closed to motorized recreation. A new trail system has been proposed

for installation to retain motorized vehicle recreation potential in this area. The project was broken into phases, starting with the vegetation installation in the open sand sheets to control sand movement in 2008. This Small Development Project describes phase two of the project.

Phase two would install a trail system through the area and restore motorized vehicle recreation opportunities to the area while reducing the potential for sand movement into Oso Flaco Lake. The trail system has not been built and is currently in a conceptual stage. Requirements for the development of the trail system are included in both the HCP and PWP.

Construction would require some vegetation clearing to create the trail, which may lead to a "dead end" with a turnaround area, a loop, or a passageway between the Boneyard and Maidenform Flats areas. The trail may include basic amenities such as picnic tables or interpretive features. Segments of the path that include a turnaround or amenities would be wider than the rest of the alignment. For example, a turnaround could be approximately 30 feet in diameter to safely accommodate vehicles.

Once constructed, State Parks would install fencing to delineate the trail system. The fencing would be monitored consistent with the monitoring program of other fences maintained throughout the park. Additionally, the trail entrance(s) would be gated so the trail could be closed if needed, although it is assumed that the trail would typically be open 24 hours a day year-round.

In the HCP and associated EIR, "riding in 40 acres" is covered as a "potential future covered activity" under Covered Activity 42. However, the 40 acres trail system has not been specifically included in the HCP or associated EIR. Therefore, trail design and installation are included as a specific development project in this PWP, and the potential impacts of installation are analyzed in the EIR (Volume 3).

No specific permits would be required other than coastal development authorization under the PWP, and the trail would not impact wetlands or other waters of the US. ESA compliance is covered under the HCP and associated CESA consistency determination, if applicable. However, impacts to planted coastal dune vegetation are addressed in the PWP EIR (Volume 3).

3.4.3 Replacement of the Safety and Education Center

An informational kiosk referred to as the Safety and Education Center exists on the beach just south of Pavilion Hill and north of Post 5. This existing facility is a metal lattice frame with educational signage and a solar-powered call box. This facility needs routine maintenance (e.g., signage cleaned and painted). Also, signage and associated structures need to be removed and replaced every five to ten years. The kiosk may be replaced in the same location, or a more suitable nearby location, with a similar structure. Certain upgrades to the site are desired to improve function, circulation, and accessibility and provide additional amenities.

The site would include space for group gatherings, educational programs, safety orientations, and other amenities. Once upgraded, the site could allow for special events and as a stopping point for OHV riders before entering the sand highway. The site would not have water, sewer, or electricity. A vault toilet may be added if the center moves to a new location; if rebuilt in its current location, the existing vault toilets would be used.

This project is included in the HCP and associated EIR as Covered Activity 43. No specific permits beyond HCP and ITP coverage would be needed.

For Coastal Act compliance, this project would be considered "Development excluded from Notice of Impending Development Procedures" if built within the current developed location. If the facility were to be relocated, a Notice of Impending Development (NOID) might be required.

3.4.4 Oso Flaco Boardwalk Replacement

The boardwalk that extends over Oso Flaco Lake will likely need to be replaced at least once during the PWP lifetime. This segment of the boardwalk spans approximately 940 linear feet of aquatic habitat (wetlands and open water), comprising about 6,757 square feet. Compared to the replacement of upland boardwalk segments in Oso Flaco (HCP CA-31, see below), replacing all or significant sections of the boardwalk spanning aquatic habitat would involve more complex coordination. For example, wooden or plastic pilings supporting the structure would need to be removed, with replacement piers potentially installed via a pile driver. Equipment and materials may traverse wetlands or need to be ferried to the worksite via a boat or barge.

Additionally, the replacement boardwalk would need to comply with the current code. It may need to be modified in size, location, or other design considerations that could affect its footprint within the aquatic habitat. Construction details are not available at this time but would be developed as part of State Parks' budgetary and planning processes. It is assumed the boardwalk would be designed to avoid the loss of California red-legged frog aquatic habitat, as feasible, and any change in the boardwalk layout would affect no more than 1.5 acres of aquatic habitat. Measures to avoid, minimize, and compensate for possible impacts to covered species, jurisdictional waters, water quality, migratory birds, and other resources in the area are included in the EIR (Volume 3).

The project would require a CWA Section 404 permit from the USACE, CWA Section 401 Clean Water Certification from the RWQCB, and a Fish & Game Code Section 1602 Streambed Alteration Agreement from CDFW. Take of covered species would be covered under the HCP and ITP.

This project is included in the HCP and Associated EIR as a "potential future covered activity" under Covered Activity 48.

The project would require a NOID once the PWP is approved.

3.4.5 Oceano Campground Campfire Center Replacement Project

Oceano Campground is one of Pismo State Beach's two developed campgrounds. It is located at 555 Pier Avenue near Oceano's unincorporated community and is adjacent to the District's Visitor Center complex. This small project would make improvements to the existing campfire center and install the required accessible features.

The existing campfire center is typical of most State Park campfire centers and consists of an amphitheater with a stage, screen, podium, fire ring, benches, utilities, and pathways. Most of these features and infrastructure are outdated and do not meet current accessibility requirements.

This project would demolish and replace the existing stage, screen, podium, and fire ring; install an accessible projector stand and podium; replace existing benches and install 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; add staff parking;

and improved signage. Pathways could also have accessible railings and new hard surfaces like concrete paving and asphalt.

Preliminary CEQA analysis has been completed for this project. Additional resource surveys and monitoring may be required for and during project implementation.

No specific permits beyond HCP and ITP coverage would be needed.

For Coastal Act compliance, this project would be considered “Development excluded from Notice of Impending Development Procedures” if built within the current developed location. If the facility were to move, a NOID might be required.

3.4.6 Trash Exclosure at Post 2/Beach Trash Management

Oceano DunesSVRA maintains a trash collection area at Post 2, where large dumpsters for trash generated in the park are maintained. Visitors transport their trash to this location from their campsite or day-use area. Staff collect trash from 30-gallon trash bins at the vault restrooms throughout the park and transport it by pickup truck to the trash collection area at Post 2.

The large trash dumpsters are 22 feet long, and each has a 20-cubic-yard capacity. Four to six dumpsters are present during the busy summer months. During less busy times, only one or two dumpsters may be present.

Figure 3-35. Post 2 Trash Dumpster

Source: State Parks 2020

In 2012, an experimental cover was designed and added to one dumpster. The cover was removed because the design did not stand up well in high winds typical at the park. In late September of 2016, an experimental cover with two latched openings was tested on one dumpster; however, this cover also failed and trash accumulated outside the dumpster.

Since May 2020, staff has replaced existing open container trash cans with galvanized trash cans with lids. These new trash cans have been spread throughout the beach and day-use areas.

State Parks is in the process of designing an enclosure to be placed at Post 2. It may have four mesh or screened walls, a roof, a door, and space for four dumpsters. The walls may be movable to allow heavy equipment to access the dumpsters. Visitors would enter the enclosure through a door. This design would allow the wind to pass through, keep out wildlife, and catch wind-blown trash. The schematic below is an example of one design option currently under consideration.

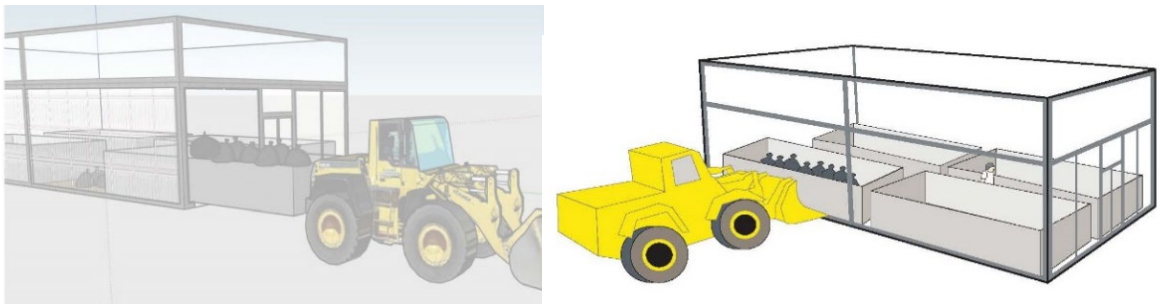


Figure 3-36. Concept for Replacement Dumpster

Source: State Parks 2020

3.4.7 Other Existing Programs and Plans

These programs and plans include the management of existing facilities, including the maintenance, enhancement, and replacement of existing facilities such as trails, boardwalks, roads, restrooms, and kiosks, and maintenance of visitor-serving facilities. Some programs and plans may be considered routine maintenance that do not have a Coastal Act nexus, while others do. Both categories are listed here.

3.4.7.1 Routine Programs Exempt from Coastal Act Compliance

Park maintenance and facility management include maintaining campgrounds, ramps, roads, and trails, collecting garbage, erecting and maintaining fences, and maintaining riparian vegetation. Some of these activities overlap with resource management activities. The following ongoing and routine maintenance and management programs do not require any specific notifications or permits. They are listed here for disclosure purposes.

Sand moving – Staff move sand to allow safe travel, access to infrastructure, and infrastructure replacement. Specific routine activities that involved sand moving include:

- Maintaining fencing (vegetation, perimeter, other protective fencing);
- Creating safe paths of travel along roads and emergency access routes;
- Establishing and managing the snowy plover exclosure;
- Removing accumulated sand from developed infrastructure like vault toilets;
- “Capping” of cultural sites in consultation with Native American tribes to prevent degradation or harm;
- Removing wind fence at air quality project sites;

- Removal of sand from the ramps at Grand and Pier avenues(Conducted under existing permits/waivers);
- Clearing sand at Grand and Oso Flaco boardwalks.

Installing or removing materials – Staff install and remove materials for a variety of programs throughout the park. Specific routine activities include:

- Using heavy equipment to install or remove fencing, including perimeter fencing for vegetative islands, cable fencing, and placements of signposts;
- Using a large truck-mounted straw blower to spread straw in restoration sites;
- Placing or removing platforms and towers for air quality monitoring sites (covered under CDP-3-12-050 related to air quality management);
- Placing or removing seasonal lifeguard towers and chemical toilets;
- Placing road base on the ramps at Grand and Pier avenues.

Other operations – These operational activities occur throughout the park on an as-needed basis:

- Extracting stuck vehicles;
- Relocating dead marine mammals;
- Emergency response such as stranded boats, tsunami debris removal, removal of abandoned property;
- Using herbicide for resource management;
- Other project support, as necessary for day to day operations.

The following are specific maintenance activities that occur throughout the park:

Routine riparian maintenance – Spillway and culvert maintenance; vegetation management along trails and roads; new vegetation control; minor flood control maintenance like maintaining ditch function and controlling vegetation.

Campground maintenance – Maintenance activities include mowing, implementing a hazard tree program, restroom upkeep, trash removal, and other general housekeeping. The hazardous tree program entails routine tree inspections and removal of hazard trees, as necessary, and replacement with native trees, as appropriate.

General Facilities Maintenance – Facilities maintenance includes regular maintenance of building interiors and exteriors and site amenities, such as fence, signage, and information kiosks; minor vegetation clearing within existing facilities; and maintaining structures vault toilets and sheds. The frequency of this work depends on visitor usage and weather-related damage.

Trash Collection – Trash collection occurs at the beach entrances and the Monarch Butterfly Grove. Staff also routinely collect garbage along various creeks and other areas where trash tends to accumulate. Staff collects trash from small trash bins throughout the park and transports it by pickup truck to the trash collection area at Post 2, where it is deposited into 20-cubic-yard roll-off dumpsters enclosures. Other trash collection activities include the removal of full dumpsters and occasional trash compaction to maximize dumpster capacity.

Wind Fencing Installation, Maintenance, and Removal – The District installs approximately 1,700 linear feet of wind fencing directly upwind of Grand Avenue, Pier Avenue, and Strand Way annually from March to July. State Parks staff stretch the plastic fencing across poles in approximately 80-foot sections. Employees also install 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. Additional wind fencing has been added for current dust control projects in response to the Stipulated Abatement Order issued by San Luis Obispo APCD. Wind fencing requires periodic maintenance where accumulated sand is moved away from the fencing and deposited on the beach above the mean high tide line. Depending on site conditions, this maintenance may occur one to ten times per season. Generally, this work involves a small amount of grading. Grading of more than 50 cubic yards is included in 3.4.7.2 below, under activities that require Coastal Act compliance.

Sand Ramps – Sand ramps are present at both main entrances to the park. They are maintained as needed, sometimes as often as daily, to ensure visitors' safe vehicular access. State Park vehicles also access the beach via the entrance from Oceano Campground north of Pier Avenue. Excess sand is scraped off the ramps and deposited above the mean high tide line, outside of the dune area. Staff add road base to the ramp as needed for traction.

Street Sweeping – The street-sweeping program removes sand from the sand ramps and eastward for a distance of approximately 100 feet to prevent accumulation on Grand and Pier avenues. State Parks also contracts with a private company to sweep Pier Avenue from the ramp-up to Air Park Way (about 1,000 feet inland). Also, State Parks pays "in-lieu fees" to San Luis Obispo County for sweeping the remainder of Pier Avenue.

Road Maintenance – Road maintenance involves resurfacing roadways and parking lots throughout the park, including in the two developed campgrounds, and is implemented by maintenance crews as needed.

Trail and Boardwalk Maintenance – Maintenance of pedestrian access occurs on the Pismo State Beach and Oso Flaco Lake boardwalks and other pedestrian access points. Activities include repair of degraded sections of boardwalks. Some trails, such as the Dunes Trail, may also require vegetation removal and light grading to remove berm accumulation and prevent water accumulation. At Oso Flaco Lake, staff remove vegetation and add a road base to the lake access road to the northern end to ensure continued access.

Beach debris collection and removal above the high tide line - Beach debris collection and disposal involve a tractor-towed sand cleaning device. It is used during daylight hours to collect nails, broken glass, and other debris from open sand areas that may pose a hazard to visitors or wildlife. This mechanical trash removal may be implemented year-round. Trash removal focuses on a narrow (200 to 300-foot-wide), approximately 140-acre band running from Grand Avenue to Post 6, except for established setbacks (e.g., outside vegetated areas, not

within 500 feet of any known Western snowy plover or California least tern nesting areas).

Maintenance of perimeter, vegetation islands, cable boundary fences, and other barriers – Fences and barriers are installed, maintained, and removed regularly, including perimeter fencing around campgrounds and fencing around vegetation islands. A cable boundary fence is also located on the shoreline along the southern boundary of the open riding area at Post 8 to prevent vehicular and equestrian intrusion into sensitive habitats near Oso Flaco Lake.

Agricultural Lands within Oceano Dunes District – State Parks leases land for agricultural purposes adjacent to the Oso Flaco Day-use Area. The District manages a bioreactor on the property.

3.4.7.2 Maintenance Programs that Require Coastal Act Compliance.

The purpose of including the following programs and plans in the PWP is to ensure consistent treatment about design, environmental review, and permitting. To ensure that the PWP comprehensively addresses all reasonably foreseeable actions that could be implemented in the District over the PWP lifetime, including them will reduce the need for PWP amendments in the future. The locations of existing facilities are described in Volume 2, Existing Conditions of this PWP.

Heavy Equipment Use/Grading – Staff utilizes heavy equipment (e.g., loaders and tractors) throughout the parks for various activities that include delivery and movement of materials, training of sand, installation of materials, and grading.

When small amounts of materials (less than 50 cubic yards) are moved or graded, no specific permits are needed, as these activities are considered routine maintenance and are listed above under Section 3.4.7.1 above.

This may also include grading of areas larger than 50 cubic yards (the standard amount typically considered routine maintenance in the coastal zone) Known grading projects of more than 50 cubic yards are included in this PWP, as the need for such grading routinely arises during management of the Park. Grading of amounts larger than 50 cubic yards is and subject to all resource management requirements, and would be conducted in full compliance with all applicable permits such as the HCP and CESA consistency determination.

3.4.7.3 Boardwalks and Other Pedestrian Access Maintenance

Boardwalks in Pismo State Beach and at Oso Flaco Lake require routine maintenance, such as minor grading and board replacement. This work may be conducted on boardwalk sections traversing uplands, such as dune habitats, or aquatic habitats, such as open water and wetlands. Vegetation intruding onto footpaths needs to be trimmed at least once a year by District staff using hand tools. Trail tread and culverts require routine maintenance to maintain functionality. Sections of boards and footbridges must be maintained and replaced, including degraded sections of the boardwalks at Pismo State Beach and Oso Flaco. These projects are included in the HCP and associated EIR as Covered Activity 31. See also the Oso Flaco Boardwalk Replacement Project in Section 3.4.4.

These projects would typically not require a NOID if the existing footprints of structures are not extended more than 10%; no more than 0.5 acres of vegetation removal is required; grading is

minimal, and the site is generally restored to pre-construction conditions once the project is complete.

3.4.7.4 Special Projects

Special projects are those activities that are not considered routine but are required to meet facility or operational needs, such as upgrades to existing infrastructure or rerouting a trail to meet visitor needs. These projects are not yet proposed and are thus not described in detail, but are likely to occur over the PWP lifetime. Although they would generally not happen in vegetated dunes or areas that would be considered ESHA, they may impact the environment. Special projects that incorporate take avoidance and minimization measures are covered under the HCP and this PWP.

Special projects generally fall into the following two categories:

- Replacement/expansion of existing facilities in the existing facility footprint;
- New facilities consistent with existing facilities do not expand the footprint more than 10%, and grading is generally minor.

The HCP assumed the total cumulative acreage of these projects would not exceed 35 acres over the HCP and ITP permit term. For consistency purposes, the same acreage is assumed for this PWP.

Special projects covered by the PWP (and HCP) could occur near but not within vegetation islands and may not occur in aquatic habitats. Special projects in aquatic habitat would be subject to a separate regulatory evaluation. They may require a CWA Section 404 permit from the USACE, a CWA Section 401 Clean Water Certification from the RWQCB, a Fish & Game Code Section 1602 Streambed Alteration Agreement from CDFW, or a CDP from the relevant authority.

Special projects are included in the HCP and associated EIR as a "potential future covered activity" (CA-49). Special projects that could impact HCP-covered species (e.g., projects within primary SNPL and CLTE habitat) will be submitted to the USFWS for review and approval before construction. Special projects would generally be excluded from NOID requirements.

3.5 Other Park Management Programs and Plans

This section summarizes program type management programs and activities typically performed by State Park personnel, contractors, concessionaires, lessees, or other non-State Park entities.

3.5.1 Cultural Resource Management Programs

Cultural resource management consists of and is not limited to routine survey and monitoring during special events and park maintenance, maintaining protective barriers, maintaining records, updating and preparing reports, and regularly consulting with Native American tribes.

Currently, there are no potentially eligible or recognized historic properties located within these units. The Department will continue to provide qualified cultural resource specialists to document and evaluate any potentially eligible historical properties (buildings, sites,

landscapes) as required to assure compliance with CEQA and PRC 5024.5 mandates for ensuring no adverse effects occur to historic properties.

3.5.2 Natural Resource Management Programs

The following activities, also covered under the HCP, provide for the management of State and federal covered species, including the western snowy plover, California least tern, and Tidewater goby.

SNPL/CLTE monitoring and management – These activities include ongoing programs (e.g., habitat enhancement, monitoring, banding, tracking, predator control, salvaging abandoned SNPL eggs and chicks); SNPL chick and egg capture for captive rearing if observed to be threatened by covered activities not related to covered species management; all other activities allowed under U.S. Fish and Wildlife Service (USFWS) Recovery Permit. Staff surveys for snowy plovers from October through February.

Fence exclosures – The District closes snowy plover and least tern breeding habitat to vehicle and pedestrian use with wire mesh or symbolic fencing (only used in the parks' non-riding areas). Staff attach bird barrier spikes to wooden posts to discourage perching by avian predators. Large circular single-nest exclosures are placed around any tern or snowy plover nest found in the open riding area, and fencing is signed with information about the nesting program.

Predator monitoring – Staff and contractors collect information on predator presence year-round.

Other special-status species management – These activities include surveys and management actions such as invasive species control for California red-legged frog, tidewater goby, and salmonids. Special status plant management includes monitoring, propagation, and habitat enhancement. These activities are described in detail in the HCP.

The habitat restoration program consists of seed collection, propagation, planting, monitoring, and minor grading to access work areas.

Invasive plant and animal control – These activities include prescribed fire, herbicide application, and hand clearing of paths to access work areas.

Water Quality – Staff conduct regular water quality monitoring throughout the year in various areas of the parks per BMPs in the District's Stormwater Management Plan.

3.5.3 Visitor Services Programs

Visitor services consist of activities that provide recreation access, public safety, and educational and interpretive programs.

Public Safety activities – Rangers, lifeguards, and park aides patrol the District to enforce regulations, provide park information, and greet visitors. Staff regularly respond to incidents, including accidents, injuries, distressed vessels, and search and rescue.

OHV related –American Safety Institute courses occur at the park, including ATV and OHV courses and education to promote safe and responsible vehicle use.

3.5.4 Interpretation and Education

Educational and interpretive programs include stationary programs, roving interpretation, interpretive walks, driving tours, junior rangers, and junior lifeguard programs.

3.5.5 Special Events

Each year, the District hosts numerous organized events, including beach clean-ups, weddings, family reunions, corporate dinners, bonfires, surfing and other sporting contests, media events, video commercials, commercial still photography, and OHV events. Organized special events hosted by outside agencies, businesses, and organizations may require a special event permit approved by the District Superintendent. Special Event Permits describe the activity or event, the estimated number of participants, fee schedule, items permitted to be sold, insurance requirements, and any special conditions. The permit may require measures for resource protection or public safety/health. For large events during the breeding season, District resource staff survey the area before the event to verify that no snowy plovers or California Least terns are present. For small events(e.g., weddings, bonfires, family reunions, and corporate dinners near Grand Avenue), natural and cultural resource staff survey the area and report potential issues before the event. The District also ensures that special events do not exceed established vehicle use limits for the parks.

The following are examples of previously approved events:

- **Weddings** – Approximately 25 weddings per year are held at Pismo State Beach, with most occurring either in the foredunes and cypress grove near the golf course or near the Grand Avenue entrance within the non-motorized portion of the beach. Weddings with bonfires or other fire sources are set up within the motorized part of the park.

- **Gatherings and receptions** – The most popular destination for gatherings and receptions is on the beach near the Grand Avenue entrance.

- **Video production and still photography** – State Parks works with the California Film Commission to support video and photography shoots at the parks. These events occur approximately 35-40 times per year. These activities require a permit because they may impact park resources such as standing in the Dunes Preserve or moving vehicles along the back dunes. Film permits do not generally authorize activities that are otherwise prohibited. Filming by drone or unmanned aircraft systems (UAS) is allowed on a case-by-case basis. All UAS operations are required to be consistent with State Parks policies, including acquiring a permit to operate over State Parks land. UAS operations also require compliance with natural resource protection measures and all applicable safety regulations.

- **Music events** – Concerts and other music events include amplified music and may involve vendors and camping. They typically occur on weekends.

- **Non-motorized sporting events** – Event sports such as foot races may traverse the beach and dunes. Non-motorized sporting events include beach soccer, baseball, and kiteboarding tournaments and exhibitions. These events may include vendors and entertainment (e.g., music) and are generally single-day or over weekends.

- **Poker runs** are non-timed, non-race, self-guided activities during which participants drive to checkpoints along a course within the open riding area. Such events may include

a vending/registration/staging area. They are typically less than one acre in size and occur in a single day.

- **Vintage car races** – These races may include car displays, races of pre-World War II-era motorcycles and cars on the hard sand, a beach party, bonfire, and vendors. The race itself comprises two vehicles racing on a short (<1,000 feet) stretch of beach. Cars and motorcycles cross the finish line with an average maximum speed of 35 mph. These events typically take place on weekends.

- **Other OHV-related events** – These are special events hosted by OHV clubs at the SVRA, like the Pismo Beach Jeep Fest and Dune Buggy Parade. These events may include a defined course and staging area.

3.5.6 Other Programs and Plans

3.5.6.1 Oceano Dunes State Vehicular Recreation Area Wildlife Habitat Protection Plan (WHPP)

PRC Section 5090.35 requires SVRAs to periodically review and update an inventory of wildlife populations and prepare a Wildlife Habitat Protection Plan (WHPP) that conserves and improves wildlife habitats. Special-status species and other focal resources will be identified and monitored to ensure their protection and identify factors that may contribute to habitat improvement. Inventories of native plant communities will also be compiled in each SVRA to inform plan updates. PRC 5090.35 also requires an update to the 2008 Soil Conservation Standards and Guidelines to establish a generic and measurable soil conservation standard. SVRAs should monitor annually to determine whether soil conservation standards and the objectives of wildlife habitat protection plans are being met. Any soil conservation standard, WHPP, or monitoring program will apply the best available science and inform adaptive management.

3.5.6.2 Oceano Dunes SVRA and Pismo S.B. Stormwater Management Plan (SWMP)

The Oceano Dunes SVRA and Pismo State Beach Stormwater Management Plan (SWMP)[1] describes the procedures and practices used to reduce or eliminate pollutants' discharge to the parks' drainage facilities and receiving waters. 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). Also, it guides District staff on how to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) Waste Discharge Requirements (WDRS) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s) issued by the State Water Resources Control Board.

3.5.6.3 Oceano Dunes District Interpretation Master Plan (IMP)

The District is in the process of preparing an Interpretation Master Plan (IMP). The IMP takes a long-term approach to interpretation planning for the District. The plan will update and expand

[1] California Coastal Commission. 2019. ODSVRA CDP Review Th12A-7-19. Staff Report, Santa Cruz: State of California. https://www.coastal.ca.gov/meetings/agenda/#/2019/7.

upon the goals and guidelines for interpretation and education in the parks' general plan. It provides background and context for park resources, analyzes existing conditions for delivering interpretive messaging and programs, and provides direction for enhancing and expanding interpretation to meet visitor needs. The anticipated completion of the IMP is summer 2021.

3.5.7 Relationship of Small Projects to Covered Activities in the HCP

Many of the activities and small projects described below are also considered covered activities (CA) in the HCP. The following list provides a crosswalk of activities listed above with the CA they fall under. This list is provided for informational purposes.

- Heavy equipment operations throughout the parks (CA 29);
- Sand ramp maintenance (CA 24);
- Grading of more than 50 cubic yards of material (CA 30);
- Seasonal installation and removal of endangered species protective fencing (CA 12a);
- Maintenance operations with equipment of snowy plover and least tern protective fencing (CA 12a);
- Individual nest exclosures for nests outside the seasonal exclosure (CA 12a), which may include the use of heavy equipment (CA 29);
- Delivery with heavy equipment habitat enhancement materials associated with the snowy plover and least tern program (CA 12a);
- Cable fence maintenance and replacement (CA 28);
- Weekly trash service (moving dumpsters in and out of the park) (CA22);
- Placement and maintenance of temporary restrooms – Ongoing Operations (CA 21);
- Placement and maintenance of seasonal lifeguard towers – Ongoing Operations (CA 21);
- Installation, maintenance, and removal of directional fencing (alleyways, mid ramps, ramps on holidays) – Ongoing Operations (CA 21);
- Installation, maintenance, and removal of concessions fencing – Ongoing Operations (CA 21);
- Restoration projects (including site preparation, delivery of straw and restoration materials, placement of materials, establishment of access roads to and within restoration sites) – These are covered by CDP 4-82-300 as amended (CA 16);
- Dust control projects including establishing access to and within sites; delivery, installation, and removal of materials; and installation and operation of meteorological monitoring stations are covered by the Dust Control Permit 3-12-050 (CA-23) and (CA 44);
- Boardwalk maintenance repair and replacement that may or may not involve heavy equipment (CA 31);

- Cultural resources management practice of capping sites (CA 45);
- Signage installation, removal, and maintenance – Ongoing Operations (CA 21);
- Maintaining fence lines throughout the park (CA 27).

3.5.8 Systemwide Strategic Initiatives and Plans

Strategic Initiatives comprise the implementation strategy for State Parks' Strategic Vision, the Department's image for the State Parks System's future. Each initiative has an implementation plan and outcome. They have been crafted to correspond with State Parks' philosophy to preserve, protect, and interpret California's natural, cultural, and recreational resources. Strategic Initiatives include increasing diversity and leadership, using technology, creating an urban connection, developing a new image, focusing on cultural resources, and expanding recreational opportunities.

3.5.8.1 Off-Highway Motor Vehicle Recreation Division Strategic Plan

The California State Parks Off-Highway Motor Vehicle Recreation Division Strategic Plan[2] guides the OHMVR Division on a strategic approach for administering SVRAs and a statewide financial assistance program that offers OHV-related support. It reaffirms a commitment to protecting California's unique natural areas by providing for well-managed OHV recreation. The plan seeks to actively engage the public to achieve its goals through multiple approaches, including providing transparency in program management and providing children opportunities to connect with the natural environment.

3.5.8.2 State Parks Accessibility Guidelines

The California State Parks Accessibility Guidelines "are intended to convey to State Parks staff general information regarding accessibility standards and recommendations for complying with laws and regulations related to accessibility."[3] The guidelines provide practical ways to allow people of all abilities to access and use programs and facilities while maintaining the quality experience people come to a state park to enjoy. The guidelines also offer recommendations for complying with accessibility regulations.

3.5.8.3 Soil Conservation Standard and Guidelines

The Soil Conservation Standard and Guidelines (Soil Standard)[4] requires that State Parks manage OHV recreation facilities to meet the following standard:

> OHV recreation facilities shall be managed for sustainable long-term prescribed use without generating soil loss that exceeds restorability and without causing erosion or sedimentation, significantly affecting resource values beyond the facilities. Management of OHV facilities shall occur under the Public Resources Code, Sections 5090.2, 5090.35, and 5090.53.

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[2] California State Parks. 2009. California State Parks Off-Highway Motor Vehicle Division Strategic Plan, Sacramento: State of California.
[3] Ibid.
[4] California State Parks. 2008. 2008 Grants and Cooperative Agreements Program Regulations: Soil Conservation Standard and Guidelines. Regulations, Sacramento: State of California.

The Soil Standard's guidelines provide tools and techniques that may be used to meet this standard. Other tools and techniques applicable to specific facility conditions and organizational protocols may also be used for compliance as appropriate.

The Soil Standard guides soil conservation in parks managed by State Parks and includes measures to maintain trails to a standard that allows for natural resource managers' feasible restoration. The Soil Standard applies to OHV areas funded by the California OHV Trust Fund, including all SVRAs. Per the Soil Standard and the PRC, "restoration" means the restoration of land to the contours, plant communities, and plant covers comparable to those on surrounding areas or existed before OHV use. The Soil Standard also provides measures to help anticipate and prevent accelerated and unnatural erosion and guide the maintenance and repair of trails.

3.5.8.4 Off-Highway Vehicle Best Management Practices Manual for Erosion and Sediment Control

The OHV Best Management Practices Manual gives guidance on selecting, implementing, and maintaining BMPs for OHV-type facilities (OHV trails, OHV challenge courses, etc.) and construction activities[5]. The manual provides details on BMPs for erosion control (e.g., blankets, mulches, hydroseeding techniques), scour control (e.g., check dams and armoring upland swales and ditches), dust control, sediment traps, and waste management.

3.6 Managing Use Limits

The District serves as many as two million visitors a year and must manage the amount of visitors an area can support to minimize impacts to the physical environment. Determining capacity and recreational use limits is a very complex process that has changed over time. This section describes how the initial limits were set, and recommendations for managing it into the future.

3.6.1 1975 General Plan Limits

The 1975 general plan set the carrying capacity for Oceano Dunes SVRA as 4,280 day use and off-highway vehicles, 200 beach campsites, and 31,450 total people[6]. For Pismo State Beach, a maximum of 1,280 street legal vehicles were allowed. While the general plan was amended in 1982 and 1994, the carrying capacity and use limits recommendations did not change. Limits for OHVs were developed using the following variables. Each of these elements must be considered to determine how many vehicles a given area of dunes can support at any given time.[7]

- Number of vehicles operating at any given time. - Some operators estimate that only 25 percent of sand vehicles are operating at one time.

[5] California State Parks. 2008. 2008 Grants and Cooperative Agreements Program Regulations: Soil Conservation Standard and Guidelines. Regulations, Sacramento: State of California.
[6] California State Parks. 1975. Pismo State Beach and Pismo Dunes State Vehicular Recreation Area General Development Plan and Resource Management Plan. General Plan, Sacramento: State of California. Accessed 2018. pp 56
[7] California State Parks. 1975. Pismo State Beach and Pismo Dunes State Vehicular Recreation Area General Development Plan and Resource Management Plan. General Plan, Sacramento: State of California. Accessed 2018. pp 57

- Range of vehicles. - Some vehicles are confined to the harder sand because of tires, motor, and the like.
- Condition of dunes (soft or hard sand).
- Relief of dunes. - Some areas are rarely used while others are heavily used.
- Type of activity (hill-climbing, touring, etc.).

3.6.2 Coastal Development Permit History and Use Limits

In June 1982, the Coastal Commission approved CDP 4-82-300 for specific development projects and included use limits that were different from what was recommended in the 1975 general plan. In 1991, the Coastal Commission requested State Parks update the carrying capacity study. It was completed in 1998 and recommended the capacities currently used at the park. The CDP allows for these use limits to be waived during four major holidays – Memorial Day (Saturday through Monday), July 4 (one day and any next weekend days), Labor Day (Saturday through Monday), and Thanksgiving (Thursday through Sunday). State Parks subsequently ended the use of these exemption days in 2005.

The table below shows the changes to use limits prescribed by the CDP and amendments since 1982. The beach camping limit applies to camping on the beach at Oceano Dunes SVRA. Camping at the Oceano and North Beach developed campgrounds is managed separately. The limit for day-use by street-legal vehicles applies to total visitation to Pismo State Beach and Oceano Dunes SVRA.

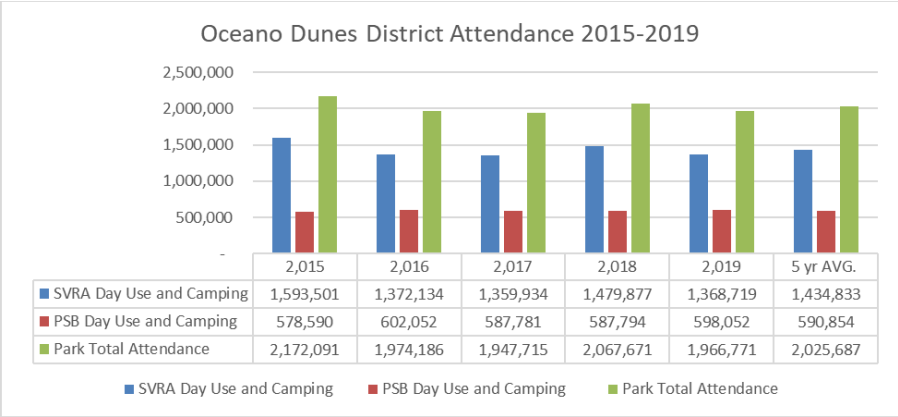
Table 3-1. CDP and Use Limits

CDP	Date	Beach Camping Limits	Street Legal Day-use Limit	OHV Limit
CDP-4-82-300	1982	500	3,000	2,000
CDP-4-82-300-A2	1983	500	–-	–-
CDP-4-82-300-A3	1991	500 to 1,000	4,000	2,000
CDP-4-82-300-A5	2001	1,000	2,580	1,720

3.6.3 Visitor Attendance

District Staff track day-use and overnight vehicles and attendance. Over the last five years, day-use and camping numbers are fairly consistent at both park units. An analysis of visitation over the last ten years showed that, with the exception of holidays and summer weekends, on average only 25% of the street-legal vehicle limit, 10% of the OHV limit, and 45% of the camping limit are reached daily.

The table below shows the annual vehicle data from 2015 to 2019. “SVRA Day Use and Camping” consists of the number of vehicles admitted for day use and dispersed camping at Oceano Dunes SVRA. “PSB Day Use and Camping” consists of the number of vehicles admitted for day use and camping in designated campgrounds at Pismo State Beach.



	2,015	2,016	2,017	2,018	2,019	5 yr AVG.
SVRA Day Use and Camping	1,593,501	1,372,134	1,359,934	1,479,877	1,368,719	1,434,833
PSB Day Use and Camping	578,590	602,052	587,781	587,794	598,052	590,854
Park Total Attendance	2,172,091	1,974,186	1,947,715	2,067,671	1,966,771	2,025,687

Figure 3-37. Oceano Dunes District Attendance 2015-2019

3.6.4 Current Limits

The current use limits of the CDP were established in the 1998 study, which was based on recreational capacity analyses from other state park units. It focused primarily on the number of vehicles that could be accommodated while maintaining a good visitor experience. This PWP proposes to update that study with a peer-reviewed study that uses the limits identified in the 1998 study as a baseline. Until a new study is completed, interim use capacity limits will be implemented as follows.

- Street Legal Vehicles (both parks): 1,000
- OHV (Oceano Dunes SVRA): 500
- Beach Camping (Oceano Dunes SVRA): 1,000

The proposed interim use limits are based on State Parks' current understanding of the resource and visitor needs at the time of PWP preparation. They will be further evaluated through the environmental review process (EIR, Volume 3) associated with the PWP.

3.6.5 Adaptive Management

Significant concerns remain as to whether a fixed "carrying capacity" approach can adequately address the dynamics of ecosystems, recreational trends, and management resources. For example, changes in the number of nesting birds, the types of OHV equipment used, or the number of staff on duty can all affect the number of visitors the District can accommodate on any given day.

To address the concerns posed by using a fixed capacity, State Parks proposes to adaptively manage the interim use limits. Adaptive management involves monitoring use and adapting limits to achieve sustainable resource management and recreational use. This process will identify the desired outcomes for visitor experiences and resource conservation, develop measurable indicators to monitor the achievement of desired outcomes, and implement protocols to adjust limits appropriately. Specific adaptive management goals and protocols will be identified under the final HCP, Particulate Matter Reduction Plan, and the PWP's EIR.

3.6.6 Management Actions to Manage Use

In addition to adaptive management, the following changes to park management will be implemented to ensure protection of coastal resources and the provision of recreational opportunities.

3.6.6.1 Management Measures for Beach Camping Use

The existing beach camping limit of 1,000 units identified in CDP 4-82-300 A2 applies to camping on the beach at Oceano Dunes SVRA. Camping at the Oceano and North Beach developed campgrounds are managed separately.

Visitation rates over the last 10 ten years show that on average, only 45% of the current camping limit is reached. However, the park is at full capacity on popular summer weekends and holidays. This visitation pattern demonstrates the need to evaluate alternatives to using fixed limit formula to determine carrying capacity. An adaptable approach based on visitors' use patterns should be considered. It is hoped that an impact analysis that focuses on both surges and ongoing use will be included in the future carrying capacity studies.

This PWP evaluates available beach camping acreage, proposed management changes to the beach camping area (based on external factors such as implementing the Stipulated Abatement Order), resource protection goals, and visitor demand to identify the camping use limit. To better protect the valuable coastal resources while also balancing the need for coastal access and recreation and lower-cost coastal overnight accommodations, the following changes to beach camping management will be implemented.

- Interim camping use limit of 500 will be implemented and retained until an updated carry capacity study is completed. [8]
- Temporary closure measures to address the COVID-19 public health pandemic.
- Temporary closure of 48 acres, to comply with the 2019 Particulate Matter Reduction Plan project within the camping area to accommodate necessary dust measures in the 2020 Annual Reporting Work Plan, Stipulated Order of Abatement #17-01.
- Designate a beach camping area and evaluated it for additional measures.
- Establish a 2,000 square foot beach campsite space to accommodate street legal vehicles and OHVs.
- Establish a maximum number of vehicles, users, and OHVs per site.
- Test and explore additional options to manage beach camping.

[8] This is not in addition to the 500 campsite reduction in Stipulated Order of Abatement #17-01 from the San Luis Obispo County Air Pollution Control District. The total number of beach campsites would not be lower than 500.

- Continue to explore the establishment of additional camping areas at Oso Flaco (see Appendix A, Oso Flaco Improvement Projects [Initial and Future]) or other back dunes camping areas through land acquisition such as the Phillips 66 property.

- Continue to explore additional off-beach camping in new areas, as other properties may be added to the park over the PWP's lifetime.

- To Implement the designated beach camping areas, use the following enforcement strategies: Superintendent's Order, regulation changes, educational materials and outreach, active enforcement, coordinators and monitors, online reservations, measured-off spaces, and social media campaigns.

3.6.6.2 Management Measures for Motorized Day-use

The current limits for motorized day-use identified in CDP 4-82-300 A2 pertain to street-legal and OHV access.

An analysis of visitation data demonstrated that on average, daily visitation rates were far below the allowable use limits. However, as with beach camping, the park is generally at full capacity on weekends and holidays and visitors have been turned away. On weekdays, use remains far below allowable limits. Again these visitation patterns demonstrates a need to evaluate fixed use limits compared to adaptable approaches in the next carrying capacity study.

This PWP evaluates visitor management needs, resource protection goals, and visitor demand to identify day-use limits. To better protect the valuable coastal resources while also balancing the need for coastal access and recreation, the following changes to day-use management will be implemented.

Street-legal Day-use Measures

The current limit for day-use by street-legal vehicles allowed by CDP 4-82-300 A2 (2,580) applies to both Pismo State Beach and Oceano Dunes SVRA.

- Interim street-legal day-use limit of 1,000 will be implemented and retained until an updated carry capacity study is completed. This limit is a 62% reduction from the current use limits.

Off-Highway Vehicle Day-use Measures

The current limit for OHV day-use allowed by CDP 4-82-300 A2 is 1,720 and only applies to Oceano Dunes SVRA.

- An interim day-use limit for OHVs of 1,000 will be implemented and retained until an updated carry capacity study is completed. This limit is a 42% reduction from the current use limits.

- Implementation of a southern access entrance has been recommended in both the general plan and CDPs since 1975. It is still a high priority to locate an appropriate alternative day-use entrance to reduce the ingress and egress from the northern entrance points to the beach's open riding area. Arranging for a space to develop day-use staging and access to the OHV riding area is essential. Land acquisition and easement opportunities will continue to be explored.

- Phase-out OHV/ATV rental concessions as current contracts expire. All existing agreements are set to term out in April 2022 and would not be renewed with the current scope of services. Phasing out of concessions is anticipated to limit the number of inexperienced OHV riders in the riding area, as visitors would have to bring in their own OHVs. As the department evaluates operations and ridership, it is still possible that a future RFP could be released as needed for OHV/ATV service opportunities.

3.6.7 Adaptive Management Process

The following represents an adaptive methodology that involves research, planning, monitoring, and management actions to achieve sustainable resource management, recreational use, and social conditions. This methodology includes identifying existing opportunities and constraints and the description of desired resource management, recreational needs, and social conditions. Visitor capacities are addressed for park areas when enough data is presented.

The visitor capacity and adaptive management approach described in this section utilize State Park's methodology, including determining desired outcomes for visitor experience and resource conservation, developing measurable indicators to evaluate their condition, and implementing monitoring and adjustment protocols. Following State Park's methodology, the following were or shall be carried out at the Oceano Dunes District as part of park management plans and activities for addressing visitor capacity and experience. Specific adaptive management goals, thresholds, and response options will be further informed and refined under the final Habitat Conservation Plan, Particulate Matter Reduction Plan, Biodiversity Management Plan and PWP EIR, once completed. The strategy supports the overarching PWP goal of ensuring that adaptive management recognizes that the existing recreational uses at Oceano Dunes SVRA are established by state legislation. It must be managed and maintained to balance full public access and recreation while protecting sensitive coastal resources.

- **Identify Existing Opportunities and Constraints**: Through on-going research, surveys, and site investigations, State Parks can document existing resources, social and operational conditions, and funding sources. This data helps identify opportunities and constraints and establishes the baseline condition for natural, cultural, and recreational resources and operational and funding parameters that affect future improvements and programming.

- **Determine Vision and Desired Conditions:** The analysis of current uses and condition assessments shape the types of activities and experiences that are desired and likely obtainable. This analysis increases State Park's ability to determine the types of recreational uses and desired resource conditions, and the protective and enhancement measures, including thresholds (standards) of acceptable resource conditions necessary to maintain those uses and resource conditions.

- **Identify Issues and Evaluate Alternatives:** The analysis of resource and social impacts related to current use helps identify the issues, problems, and thresholds that shape the vision or desired conditions of the park. Additional surveys, studies, or site analysis may be necessary to understand the full effects of existing uses, potential alternatives, or feasibility of desired improvements. At this stage, the objectives of visitor use, capacity, and sensitive resource protection goals for specific units are determined. It may include quantitative limits on certain park uses (e.g., number of vehicular day-users, campsites, or OHVs in

the park) and identified requirements of resource protection and enhancement programs.

- **Develop Measurable Indicators and Thresholds:** The PWP and EIR will identify key indicators for diagnosing whether the park meets the desired conditions. Initial signs for the park are acreage, seasonal constraints, staffing levels, weather, geomorphology, and resource protection and enhancement program implementation success. These indicators are measurable and directly related to at least one desired condition (e.g., campers or OHV users per acre). These thresholds should be updated as the park changes due to seasonal conditions, resource management constraints, and other changes over time. Through monitoring processes, State Parks management is alerted when requirements exceed a determined threshold or deviate outside the acceptable range.

- **Establish Initial Visitor Capacities:** The initial visitor capacity was developed based on the 1975 General Plan and amendments, existing visitation levels from State Park's records of monthly visits, and expected visitation levels based on use (see Section 3.6.4 above). The baseline visitor capacities here in the PWP are formulated based on the analysis of existing conditions, alternative considerations, desired future needs, the success of previously implemented resource protection and enhancement programs, and prescribed goals and objectives. Park management applies actions when sufficient knowledge is obtained and plans are finalized.

- **Monitor Use and Identify Changing Conditions:** Through monitoring and further study, State Parks can assess the degree of impact or changing conditions over a specified period. Thresholds and indicators are used in the monitoring process to determine when an unacceptable condition exists. Unacceptable conditions trigger management action(s) appropriate to correct the unacceptable situation. Guidelines are provided below for monitoring to assess the degree of impact or changing needs over a specified period. The Park Superintendent uses the indicators to determine if an unacceptable condition exists and which management actions are necessary.

- **Adjust Environmental or Social Conditions:** State Parks managers will consider alternatives and take appropriate action if monitoring efforts reveal that conditions approach or exceed thresholds or if they are not meeting resource protection goals and performance criteria. The analysis of impacts and their causes should direct management toward actions that adjust resource/experience conditions to a desired state. This analysis may include further studies, new project design, temporary closure or relocation of uses, recent resource protection/enhancement efforts, advances in off-road recreation equipment and recreational trends, and stronger enforcement of rules and regulations, requiring adjustments to the initial visitor capacities.

3.6.8 Research, Investigation, and Monitoring

Site observation, including data from research, site investigations, visitor impact assessments, post-project evaluations, and baseline resource monitoring, all contribute to determining whether the park is maintaining its desired adaptive management outcome. The following are goals and guidelines for research, investigation, and monitoring to sustain appropriate visitor capacity.

3.6.8.1 Visitor Capacity Goal:

Establish, implement, and monitor visitor capacity for fulfilling the park's vision, preserving resources, and the enjoyment of all visitors.

3.6.8.2 Visitor Capacity Guidelines:

CAPACITY.1 Identify existing capacity opportunities and constraints using surveys and site analysis before any site-specific development. Use collected data to establish a baseline condition for natural, cultural, and recreational resources and develop visitor capacity thresholds.

CAPACITY.2 As monitoring efforts reveal that environmental or social conditions may be approaching, exceeding, or falling below use thresholds, management must consider alternatives and take appropriate action.

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