



COUNTY OF SAN LUIS OBISPO  
DEPARTMENT OF PLANNING & BUILDING  
Initial Study – Environmental Checklist

PLN-2039  
04/2019

**Project Title & No. Ramey Family Trust, LLC Development Plan & Coastal Development  
Permit ED16-039 (DRC2013-00048)**

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

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture & Forestry Resources	<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Hydrology & Water Quality	<input type="checkbox"/> Transportation
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Land Use & Planning	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Utilities & Service Systems
<input type="checkbox"/> Energy	<input type="checkbox"/> Noise	<input type="checkbox"/> Wildfire
<input checked="" type="checkbox"/> Geology & Soils	<input type="checkbox"/> Population & Housing	<input checked="" type="checkbox"/> Mandatory Findings of Significance

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

On the basis of this initial evaluation, the Environmental Coordinator finds that:

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

Schani Siong

Prepared by (Print)

Signature

Steven McMasters

Reviewed by (Print)

Signature

Steve McMasters, Principal  
Environmental Specialist

Aug 5, 2021

Date

Aug. 5, 2021

Date

## Initial Study – Environmental Checklist

### Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's onsite inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

### A. Project

**DESCRIPTION:** Request by **RAMEY FAMILY TRUST, LLC** for a Development Plan and Coastal Development Permit (DRC2013-00048) to allow for the phased expansion and redevelopment of the Ragged Point Inn and Resort (project). The Inn consists of 39 existing guest rooms. The proposed project would consist of renovations to the existing resort infrastructure, construction of 30 additional guest rooms resulting in a total of 69 rooms, eight permanent employee caretaker accommodations, a resort operations office, additional parking, civil utility placement, and new and replaced landscaping. Also included is a request to host 50 temporary events with a maximum of 120 guests per event per year, which includes an offsite parking agreement with San Simeon Lodge. Construction would require the removal of 32 trees ranging in size from 4 inches diameter breast height (dbh) to 45 inches dbh. The project would result in 4.6 acres of site disturbance on the 23.41-acre site, including 5,580 cubic yards (cy) of cut and 790 cy of fill, with 6,163 cy of soil to be exported offsite. The project is located at 19019 Cabrillo Highway on the west side of California State Route 1 (SR 1), approximately 1.25 miles south of the San Luis Obispo County and Monterey County border, approximately 15 miles north of the community of San Simeon, in the North Coast Planning Area and the California Coastal Zone (Figures 1 and 2).

The proposed construction and infrastructure improvements would be completed in four phases. Existing buildings that would not be impacted by the project include the full-service restaurant ("Ragged Point Restaurant"), the resort reception building, the recreational pavilion, and Motel Unit 4 (Figure 3). Upon full buildout, the Ragged Point Inn and Resort would include 69 guest units; eight employee caretaker accommodation units; 52,360 square feet [sf] of building area with a 47,375-sf footprint; 241,000 sf of informal recreational opportunities, including walking paths and gardens and an ethnobotanical interpretive garden; and 184 parking spaces, including eight valet spaces, nine motorcycle spaces, and two recreational vehicle (RV) spaces (Figure 4). The following discussion includes a detailed breakdown of proposed activities by phase. See Table 1 for a summary of existing versus proposed project activities. Construction staging would occur at the southern end of the property in an approximately 20,000 sf area that is currently a paved driveway and all-weather road surface. This screened area is currently used for service-related activities for the resort and is not accessible to guests or visitors.

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### Phase 1

Phase 1 would include most of the project demolition, including unpermitted facilities, and replacement of the gas station/convenience store, fast food restaurant, and public restrooms. South Cliff House would be expanded and a new North Cliff House would be constructed. Phase 1 would include the following:

- Demolition of the existing South Cliff House garage (710 sf);
- Demolition of a portion of the existing South Cliff House (1,000 sf);
- Demolition of the unpermitted spa deck (1,200 sf);
- Demolition of the Park House (340 sf; completed in 2015 as directed by the County);
- Demolition or removal of existing unpermitted employee trailers (5,800 sf);
- Demolition or removal of the resort business office trailer (800 sf);
- Demolition of miscellaneous utility structures (3,500 sf);
- Demolition of the existing gas station and mini-mart (850 sf) and construction of a replacement gas station and convenience store (1,100 sf) in the same location;
- Demolition of the existing fast food restaurant (1,600 sf) and construction of a replacement fast food restaurant (640 sf with 340 sf of storage) in the same location;
- Demolition of the existing public restrooms (300 sf) and construction of replacement public restrooms (640 sf) in the same location;
- Removal of 19 trees ranging in size from 8 inches dbh to 54 inches dbh, one 12-inch dbh cypress tree (removed in 2016), one 14-inch dbh Monterey pine tree, one 16-inch dbh cypress tree (removed in 2016), and 16 ornamental/non-native trees;
- Addition to South Cliff House (6,000 sf; includes remodeling five existing rooms and adding 11 new rooms);
- Construction of a new North Cliff House (8,200 sf; includes a 300-sf room service area) and 6,151 sf of roof-top terrace gardens;
- Construction of North Cliff House spa patio (900 sf);
- Construction of a new North Cliff House loop road (5,000 sf);
- Construction of new parking lots and roadway (8,500 sf);
- Replacement of existing parking lots and roadways with pervious pavers (66,000 sf);
- Installation of South Cliff House ground-level terrace gardens (4,915 sf);
- Installation of landscaping, walkways, and patios (28,000 sf);
- Installation of restaurant fire pit and recreation areas (1,500 sf);
- Upgrades to the existing wastewater treatment plant (1,300 sf) to enable tertiary treatment; and
- Expansion of the temporary events program (see discussion below).

Upon completion of Phase 1, the Ragged Point Inn and Resort would include 68 guest rooms (29 additional from existing). During construction, temporary public restrooms would be installed (port-a-potty) and serviced regularly by the provider. Employees would be temporarily re-housed in the reception building until new employee caretaker accommodations are completed in Phase 2. Phase 1 would result in 145,300 sf of site disturbance, including 2,730 cy of cut and 190 cy of fill, with 3,100 cy of soil to be exported offsite (includes cut amount, less fill amount, and accounts for expansion of the soil as it is excavated).

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### Phase 2

Phase 2 would involve work on the southwestern portion of the property. Projects in this area would include constructing a new operations building with a garage, a laundry, business offices, and six employee apartments; remodeling of access driveways; enlarging parking areas with new subgrade drainage features; installing gas utility vaults; and installing landscaping, walkways, and staircases. Phase 2 would include the following:

- Demolition of the existing porte cochère at the reception Building (560 sf);
- Removal of five trees ranging in size from 8 inches dbh to 16 inches dbh, including one 12-inch dbh Monterey pine, one 14-inch Monterey pine, one dead 16-inch dbh Monterey pine tree (removed in 2016), and 2 ornamental/non-native trees;
- Construction of a new resort operations and employee housing building (8,950 sf; includes operations garage [5,250 sf], resort laundry [800 sf], resort office [1,000 sf], and employee caretaker accommodations [1,900 sf]); and
- Installation of resort operations and employee housing roof-top terrace gardens (8,000 sf).

No new guest rooms would be constructed as part of Phase 2. At completion of Phase 2, the project would contain eight permanent employee caretaker accommodation units (six in the new resort operation and employee housing building and two in the reception building). The 5,250 sf of operations garage would replace 3,500 sf of utility yard buildings abandoned as part of Phase 1. Phase 2 would result in 71,400 sf of site disturbance, including 2,200 cy of cut and 200 cy of fill, with 2,750 cy of soil to be exported offsite (includes cut amount, less fill amount, and accounts for expansion of the soil as it is excavated).

### Phase 3

Phase 3 would involve work on the southwestern portion of the site referred to as White Rock Cove. This phase would involve the demolition of three existing motel buildings consisting of 18 guest rooms. Construction would include new resort buildings with 20 guest rooms with a roof terrace garden, recreational terrace, landscaping, walkways, and staircases. Phase 3 would include the following:

- Demolition of Motel Unit 1 (2,280 sf);
- Demolition of Motel Unit 2 (1,190 sf);
- Demolition of Motel Unit 3 (3,870 sf);
- Demolition of the covered walkways associated with Motel Units 1, 2, and 3 (3,250 sf);
- Removal of two ornamental/non-native trees;
- Construction of new White Rock Cove resort area (9,820 sf; includes 6,660 sf of ground level motel room space [12 rooms], 100 sf of room service facility, and 3,060 sf of terrace level motel room space [eight rooms]);
- Construction of a new recreation pavilion patio (1,000 sf); and
- Installation of new White Rock Cove roof-top terrace gardens (4,640 sf).

Upon completion of Phase 3 work, the Ragged Point Inn and Resort would include 19 new guest rooms, for a total of 61 guest rooms (22 additional over the existing). Phase 3 would result in 20,000 sf of site disturbance, including 200 cy of cut and 0 cy of fill, with 250 cy of soil to be exported offsite (includes cut amount, less fill amount, and accounts for expansion of the soil as it is excavated).



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### Phase 4

Phase 4 involves work on the western portion of the site and includes the construction of a new spa building/relaxarium, as well as the installation of landscaping, planters, reflecting pool and water features. Phase 4 would include the following:

- Removal of four cypress trees ranging in size from 32 inches dbh to 40 inches dbh;
- Construction of a new spa building (3,000 sf);
- Construction of new paved walkways (6,500 sf);
- Construction of a new Loop Road (5,000 sf)
- Installation of a new reflection pond (1,000 sf);
- Installation of new spa roof-top terrace gardens (4,700 sf); and
- Renovation of the existing landscaped at-grade garden areas (178,000 sf) to be replanted with drought tolerant vegetation.

Phase 4 would not include any new guest rooms or employee caretaker accommodations. Phase 4 would result in 14,000 sf of site disturbance, including 450 cy of cut and 400 cy of fill, with 63 cy of soil to be exported offsite (includes cut amount, less fill amount, and accounts for expansion of the soil as its excavated).

### Temporary Events

The Ragged Point Inn and Resort currently hosts events on the property. In 2019, the property hosted 33 events, of which 30 were weddings. Beginning during Phase 1, the Ragged Point Inn and Resort anticipates increased interest in events at the site and is requesting approval to host up to 50 events per year with up to 120 guests per event. The applicant estimates that approximately 75% of event guests stay overnight at the Ragged Point Inn and Resort and therefore parking for these guests would be accommodated by the existing and proposed designated lodging parking. In order to accommodate larger events and guests that do not stay at the property overnight, the Ragged Point Inn and Resort has obtained a shared-parking agreement with the San Simeon Lodge, located 18 miles south in San Simeon (Assessor's Parcel Number [APN] 013-091-073; Figures 5 and 6).

To address potential parking shortage, event attendees not staying at the Ragged Point Inn and Resort will be able to choose to park for free at the designated overflow parking area in San Simeon, or at other accommodations of their choice elsewhere in San Simeon or Cambria. In either case, shuttle transportation to and from the Ragged Point Inn and Resort will be required for those attending an event who are not staying overnight at the property. A formal agreement between event planners and the Ragged Point Inn and Resort that identifies the shuttle service provider and date of service is required as part of the reservation contract.

### Stormwater and Utility Improvements

#### *Wastewater System*

The existing wastewater treatment system that serves the Ragged Point Inn and Resort includes a secondary extended aeration facility with flow equalization. The facility is permitted by the Regional Water Quality Control Board (RWQCB) to treat 15,000 gallons per day (Permit No. R3-2009-0020). The existing system includes a cliffside evapotranspiration system that discharges undisinfected effluent. As noted above, during Phase 1 construction activities, the applicant would upgrade the equipment at the wastewater treatment site to enable tertiary treatment that would allow the effluent to be used as recycled water for irrigation of the onsite landscaping after Phase 3 implementation. New equipment will include a Membrane Bioreactor (MBR),

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which utilizes aeration for secondary treatment. After aeration, the effluent will pass through a membrane filter that removes remaining contaminants, is disinfected with chlorine, and finally dechlorinated to use as recycled landscape/irrigation water. The new MBR system, along with an influent equalization tank, an external sludge storage tank, and a sludge dewatering press will be constructed within the existing footprint of the current wastewater treatment system.

### *Stormwater Facilities*

During Phase 1, all existing asphalt paving in the driveway and parking areas would be replaced with permeable pavers over a rock base fill. Runoff from pathways and other hard surfaces would be directed into planter beds or into a subsurface cistern via drainage inlets. Roof runoff would be directed into a subsurface cistern and recycled for landscape irrigation. A new 30,000-gallon subsurface stormwater cistern would be installed under the parking lot near South Cliff House. A series of stormwater pipes would be placed primarily under drive aisle or parking areas and would convey runoff to the new cistern.

### *Electric and Gas Utilities*

Existing overhead utility lines would be relocated underground beginning from the Pacific Gas and Electric (PG&E) pole located at the northern driveway. An existing pole located in the current employee caretaker accommodation area would be removed. The new underground electric lines would be placed under drive aisles or parking areas. No changes to the existing buried propane tank or distribution lines are proposed.

## Signs

New and redeveloped signs will be included as part of the project (Figures 7-10) as follows:

- Sign A: wall-mounted registration building sign to be replaced and internally illuminated (27.3 sf);
- Sign B: new hanging sign for the gift shop located within the registration building (13.2 sf); and
- Sign C: new wall-mounted sign for the full-service restaurant (20.0 sf);
- Sign D: new wall-mounted sign for the coffee shop located within the full-service restaurant building (15.4 sf);
- Sign E: new wall-mounted sign for the fast food restaurant (13.4 sf);
- Sign F: new wall-mounted sign for the gas station market (10.1 sf);
- New service signage located at the southern end of the property near the employee caretaker accommodation area;
- Relocation of the existing glass-globe “Ragged Point” light pole;
- Renovation of the existing Ragged Point Inn and Resort free-standing monument sign located north of the inn and resort (127 sf) to become a new free-standing community entrance monument sign, to be externally illuminated; and
- Two new free-standing monument signs constructed of a stone boulder base and wooden beam located at each end of the property, behind the required front setback, approximately 7 feet tall and 40 sf.

## Operations

Upon completion of the renovation and expansion, the applicant anticipates the need to hire four to five new employees to accommodate the additional guest facilities. Currently there are between 50 to 75 employees that work onsite depending on the season. All other resort operations would remain as existing.

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**Table 1. Resort Infrastructure Existing v. Proposed**

	Existing				Proposed			
	Footprint	Gross Structural Area	Guest Rooms	Employee Units	Footprint	Gross Structural Area	Guest Rooms	Employee Units
Cliff House North (Phase 1)	-	-	-	-	7,060	9,544	18	-
Cliff House North Spa patio (Phase 1)	-	-	-	-	900	-	-	-
Cliff House South (Phase 1)	3,030	4,580	5	-	6,300	9,331	16	-
Cliff House South garage (Phase 1)	710	710	-	-	-	-	-	-
Employee caretaker trailers (Phase 1)	5,800	5,800	-	18	-	-	-	-
Fast food restaurant (Phase 1)	1,600	1,600	-	-	1,000	1,000	-	-
Full-service restaurant	4,625	4,625	-	-	4,625	4,625	-	-
Gas station and service station (Phase 1)	850	850	-	-	1,100	1,100	-	-
Miscellaneous utility trailers (Phase 1)	2,000	2,000	-	-	-	-	-	-
Motel Unit 1 (Phase 3)	2,280	2,280	5	-	-	-	-	-
Motel Unit 2 (Phase 3)	1,190	1,190	4	-	-	-	-	-
Motel Unit 3 (Phase 3)	1,980	3,960	8	-	-	-	-	-
Motel Unit 4 (Phase 1)	1,760	3,520	8	-	2,180	4,360	8	-
Motel Units 1-3 covered walkway (Phase 3)	3,250	3,250	-	-	-	-	-	-
Motel Unit 4 covered walkway	900	900	-	-	900	900	-	-
Park House (Phase 1)	340	340	-	-	-	-	-	-
Public restrooms (Phase 1)	300	300	-	-	650	650	-	-
Recreational pavilion	2,500	2,500	-	-	2,500	2,500	-	-
Resort business office trailer (Phase 1)	800	800	-	-	-	-	-	-
Resort operations and employee caretaker accommodation building (Phase 2)	-	-	-	-	8,600	8,824	-	6
Resort reception building	3,300	5,470	7	-	3,300	5,470	7	2
Resort reception building porte cochère (Phase 2)	560	560	-	-	-	-	-	-
Restaurant fire pit and recreation areas (Phase 1)			-	-	1,500	-	-	-
Spa (Phase 4)			-	-	3,000	3,000	-	-
Spa deck (Phase 1)	1,200	-	-	-	-	-	-	-
Wastewater treatment plant (Phase 1)			-	-			-	-
White Rock Cove (Phase 3)	-	-	-	-	6,760	9,755	20	-
<b>Total</b>	<b>38,975</b>	<b>45,235</b>	<b>39</b>	<b>18</b> <b>(18 occupants)</b>	<b>50,375</b>	<b>61,059</b>	<b>69</b>	<b>8</b> <b>(16 occupants)</b>

## Initial Study – Environmental Checklist

Figure 1. Vicinity Map





## Initial Study – Environmental Checklist

Figure 2. Location Map





## Initial Study – Environmental Checklist

**Figure 3. Existing Site Improvements**





## Initial Study – Environmental Checklist

Figure 4. Proposed Site Improvements



Source: Project Plan Set, 3/20/2019

## Initial Study – Environmental Checklist

Figure 5. Vicinity Map of Special Events Parking





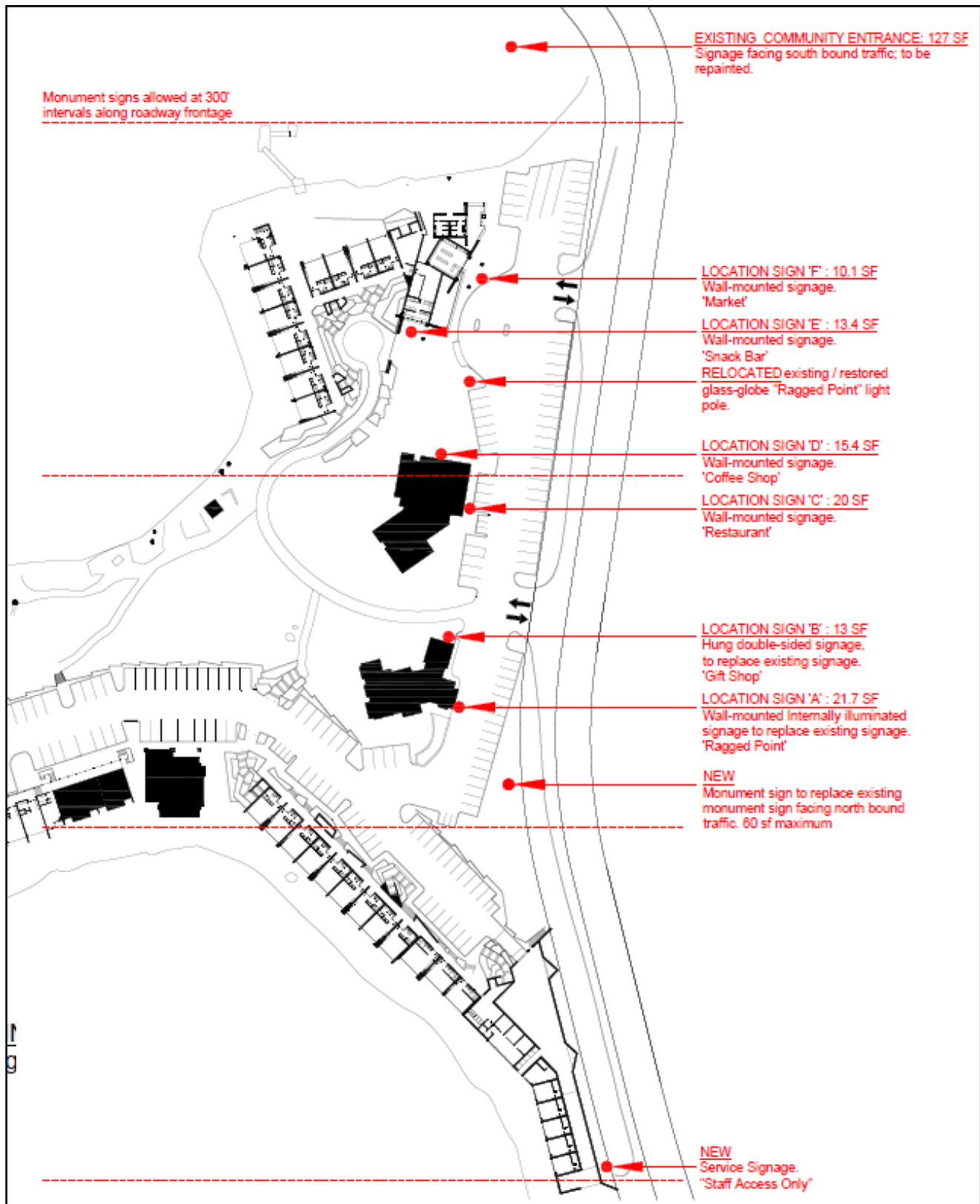
## Initial Study – Environmental Checklist

Figure 6. Location Map of Special Events Parking



## Initial Study – Environmental Checklist

Figure 7. Sign Plan





## Initial Study – Environmental Checklist

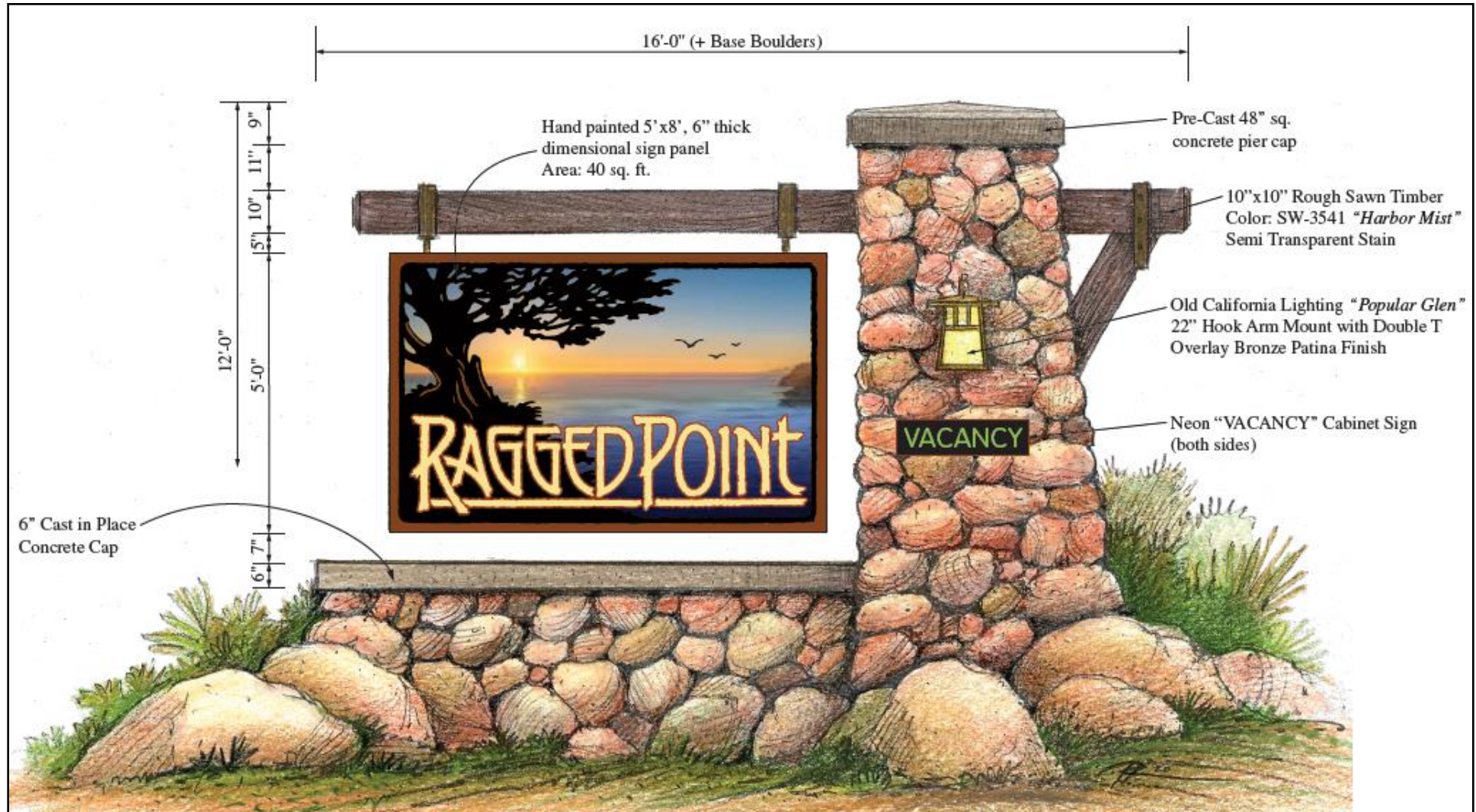
Figure 8. Community Entrance Sign

*Existing**Proposed*



## Initial Study – Environmental Checklist

Figure 9. Free-Standing Resort Monument Sign





## Initial Study – Environmental Checklist

Figure 10. Signs A-E

**A** 4.2' x 6.5' = 27.3 sq. ft. Replacement Sign**C** 2.5' x 8.0' = 20 sq. ft. New Sign**D** 2.2' x 6.0' = 13.2 sq. ft. New Sign**E** 2.2' x 6.0' = 13.2 sq. ft. New Sign**B** 2.2' x 6.0' = 13.2 sq. ft. New Sign

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**ASSESSOR PARCEL NUMBER(S):** 011-011-010 and 011-011-018 (Ragged Point Inn and Resort); 013-091-073 (San Simeon Lodge Overflow Parking)

**Latitude:** ° ' " N

**Longitude:** ° ' " W

**SUPERVISORIAL DISTRICT #** 2

### B. Existing Setting

**Plan Area:** North Coast

**Sub:** None

**Comm:** Rural

**Land Use Category:** Recreation, Rural Lands

**Combining Designation:** Coastal Access Coastal Appealable Zone Flood Hazard, Geologic Study, Local Coastal Plan/Program, Sensitive Resource Area, Streams Riparian Vegetation, Visual Area

**Parcel Size:** acres

**Topography:** Nearly level to very steeply sloping

**Vegetation:** Urban-built up, Ornamental landscaping, Monterey pines, Coastal scrub

**Existing Uses:** Retail commercial, transient lodging, restaurant, gas station

#### Surrounding Land Use Categories and Uses:

**North:** Rural Lands; undeveloped

**East:** Agriculture and Rural Lands; undeveloped

**South:** Agriculture; undeveloped

**West:** Not applicable; Pacific Ocean

### Baseline Conditions

The Ragged Point Inn and Resort includes 39 hotel rooms, a snack bar (fast food restaurant), a full-service restaurant, a gift shop, an artisan jewelry shop, a coffee bar, and a mini market with gas pumps. Employee caretaker accommodations are provided on the northern portion of the site and consists of mobile homes and trailers. The resort grounds include expansive lawn areas separated and bounded by planting beds, decomposed granite paths and paved walkways. The property is designated as a California Coastal Access location, and a looped trail through the site provides bluff-top views of the coast and Pacific Ocean. An edible garden area supporting the restaurant operation is located just north of the resort along the ocean side of the highway. Four free-standing signs are located along the highway announcing the Ragged Point Inn and Resort and its access driveways.

### C. Environmental Analysis

The Initial Study Checklist provides detailed information about the environmental impacts of the proposed project and mitigation measures to lessen the impacts.

## Initial Study – Environmental Checklist

### I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Setting

##### Regulatory Setting

CEQA establishes that it is the policy of the state to take all action necessary to provide people of the state "with... enjoyment of aesthetic, natural, scenic and historic environmental qualities" (Public Resources Code [PRC] Section 21001(b)).

A scenic vista is generally defined as a high-quality view displaying good aesthetic and compositional values that can be seen from public viewpoints. Some scenic vistas are officially or informally designated by public agencies or other organizations. A substantial adverse effect on a scenic vista would occur if the project would significantly degrade the scenic landscape as viewed from public roads or other public areas. A proposed project's potential effect on a scenic vista is largely dependent upon the degree to which it would complement or contrast with the natural setting, the degree to which it would be noticeable in the existing environment, and whether it detracts from or complements the scenic vista.

The California Scenic Highway Program was created by the State Legislature in 1963 with the intention of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors. Within the County Coastal Zone, there is one officially designated state scenic highway and several eligible state scenic highways. SR 1 is an Officially Designated State Scenic Highway and All-American Road from the city of San Luis Obispo to the northern San Luis Obispo County boundary. Portions of U.S. Route (US) 101, SR 46, SR 41,

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SR 166, and a southern portion of SR 1 are also classified as Eligible State Scenic Highways – Not Officially Designated.

The County of San Luis Obispo Coastal Zone Land Use Ordinance (CZLUO) establishes regulations for visual resources that apply to all projects that are visible from the shoreline, public beaches, the Morro Bay estuary, and any of the roads specified in the applicable planning area standards for Critical Viewsheds, Scenic Corridors or Sensitive Resource Areas (SRAs) intended to protect visual resources (CZLUO 23.04.210). Structures that are not visible from these locations or agricultural structures that are 600 sf or less in area or other minor agriculturally related development are exempt from these standards. The County CZLUO also includes a section detailing standards for all outdoor night-lighting sources, with the exception of streetlights located within public rights-of-way and all uses established in the Agriculture land use category (CZLUO 23.04.320).

The *County of San Luis Obispo General Plan Conservation and Open Space Element* (COSE) provides guidelines for the appropriate placement of development so that the natural landscape continues to be the dominant view in rural parts of the county and to ensure the visual character contributes to a robust sense of place in urban areas. COSE provides a number of goals and policies to protect the visual character and identify of the county while protecting private property rights, such as the identification and protection of community separators (rural-appearing land located between separate, identifiable communities and towns), designation of scenic corridors along public roads and highways, retaining existing access to scenic vista points, and ensuring that new development in Urban and Village areas are consistent with the local character, identity, and sense of place. Policies in the County COSE supplement CZLUO policies, except when the County COSE policies conflict with CZLUO policies, for which the County CZLUO policies would control (COSE 9.2).

The following setting and impact discussion are based on the *Visual Impact Assessment of the Ragged Point Inn and Resort, San Luis Obispo County, California* prepared by SWCA Environmental Consultants (SWCA 2020).

### *Regional Setting*

The project site is located within the southern section of the Big Sur Coast region. The landform of this region is generally characterized by steep slopes and ravines forming a series of ridgelines and valleys as the mountains rise from the Pacific Ocean. The topography of the Big Sur Coast is typically steeper throughout its southern section and allows more opportunity for long-range vistas toward the west. The topography supports a mostly curvilinear roadway, which produces views for the highway traveler ranging from close-in views of the inland slopes to mid-range coastline views and wide-open panoramas.

Surface water is an important visual element throughout the area. The Pacific Ocean is visible along much of SR 1. Numerous seasonal streams exist throughout the area, although many are blocked from view and not noticeable from a moving vehicle.

Throughout the region, vegetation is also a primary component of visual character. The SR 1 corridor supports a variety of plant communities and vegetative types. In general, creeks and drainages hold stands of sycamore, redwood, cottonwood, and willows. Oak, cypress and other native trees are found mostly at the upper elevations along with coastal chaparral. Although native plant communities are the most visually prevalent, exotic plants such as pampas grass have established themselves at certain areas throughout the region. Landscape planting is generally associated with the scattered residential and commercial development along the highway and is most visible through the Big Sur Village area.

As seen from SR 1, the primary developments are the roadway itself and related features, occasional home sites, ranches, and tourist-oriented businesses. Along the southern end of the Big Sur region, built developments have a low to moderate visual presence in the landscape. In general, the scale and frequency



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of structures and other built amenities throughout this area is such that although visible, they do not dominate the views when seen in the context of the overall landscape.

### *Project Site Setting*

The Ragged Point Inn and Resort sits on a bluff top site overlooking the Pacific Ocean immediately west of SR 1. The site is bordered on the northern side by Young's Canyon Creek (Young Creek), which incises a steep-sided canyon from the inland hillsides to the coastal outfall. Steep rocky cliffs fall from the site's western and southern perimeter. The eastern side of the site is bounded by SR 1 and the adjacent hills as they rise up inland from the road's edge. The site is generally flat and slopes down gently from SR 1 to the bluff's western edge where it slopes steeply down to the Pacific Ocean.

The existing development on the site includes a hotel, a restaurant and snack bar, a gift shop, gas pumps, an outdoor eating plaza, restrooms, parking lots, employee caretaker accommodations and trailers, and numerous support buildings and sheds. The resort grounds include expansive lawn areas separated and bounded by planting beds, decomposed granite paths, and paved walkways. The property is designated as a California Coastal Access location, and a looped trail though the site provides bluff-top views of the coast and Pacific Ocean. An edible garden area supporting the restaurant operation is found just north of the resort along the ocean side of the highway; the garden area is bounded by vinyl-clad chain-link fencing.

The visual character of the site is defined both by built and natural elements. The existing buildings onsite are both one and two story, with stained wood-siding exteriors and stone-clad accents. The primarily gabled roof forms are covered with wood-shake shingles. Semi-craftsman style eaves, overhangs, and balconies are constructed of stained wood. Skylights, large windows, and a glass sunroom are associated with the restaurant and hotel lobby buildings. A combination of wooden and low stone walls is seen throughout the property. The existing front dining plaza is red brick, and other restaurant decks are made of wood. The parking lots throughout the site are asphalt. The perimeter fence along the north, west, and south sides of the resort is vinyl-clad chain-link fencing.

Four free-standing signs are located along the highway announcing the Ragged Point Inn and Resort and its access driveways.

Overhead lighting and poles are associated with the parking lot adjacent to the highway. Lighting for the hotel and restaurant areas is mostly provided by luminaires attached to the building structures, including sconce-type fixtures and roof- and eave-mounted flood lights. Two wooden utility poles are visible within the development, and no overhead utility wires are seen crossing the development.

A grove of visually dominant Monterey cypress trees occupies the northern side of the site, beginning from the westernmost bluff edge, continuing through the development, and traveling up the hillside east of the highway. Other mature cypress trees and pines are also seen to a lesser extent along the southern perimeter and adjacent to the highway frontage. Other landscaping throughout the site includes turf areas, native and non-native shrubs, vines on fences, and various ground covers.

### *Project Site Visibility from SR 1 Northbound*

Traveling along SR 1, approaching the project site in the northbound direction, the overall viewshed is defined by the hillsides rising up to the north and east, sweeping views of the Pacific Ocean to the west, and patterns of native vegetation scattered along the roadside, hillsides, and natural drainages. Moving along the highway, availability of vistas can be alternately restricted or revealed due to the narrow, curvilinear roadway and steep topography.

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Heading northbound, the project site can first be seen from a distance of approximately 600 feet. From this distance, the roadside signage and portions of the motel lobby building can be seen among the mature cypress trees and other vegetation. Approaching the Ragged Point Inn and Resort from the south, direct ocean views are available to the west, and the hills rise up inland from the highway. The vegetated landform of the property can be seen jutting out from the coastline. Continuing in the northbound direction, intervening vegetation keeps the site somewhat obscured from view until a point approximately 100 feet south of the southernmost entrance. From that point north, substantial gaps in the roadside vegetation allow direct views of the resort. The project site occupies approximately 1,200 feet of highway frontage. From this project frontage on SR 1 heading north, views of the Pacific Ocean are available across the existing resort up to the point where the existing two-story hotel unit stands. North of the two-story hotel unit, the adjacent one-story hotel units allow ocean views over their roofs, although these views are partially affected by existing trees near the hotel. The hotel reception area and restaurant buildings block views, although the open space between these two structures does provide views of the ocean in the distance. From SR 1, ocean views are minimal along the northern portion of the site, where existing development and vegetative cover is denser. The existing employee caretaker accommodation area is mostly hidden from highway view because of fencing and vegetation.

The most noticeable components of the existing development are the parking lots adjacent to the highway, gas pumps, fast food court, restaurant building, hotel reception building, and hotel rooms along the southern portion of the site. Continuing past the project site to the north, roadside vegetation becomes somewhat scarce, and open vistas of the coastline and ocean are more readily available.

The most recent California Department of Transportation (Caltrans) traffic data (2017) shows an average of 2,400 vehicles pass the project site each day on SR 1. The average viewing duration of the site for those traveling in motor vehicles at the posted speed limit is approximately 15 seconds. Bicyclists and pedestrians have substantially more time to view the project site. SR 1 is a designated bicycle route, and it also serves as the existing route of the California Coastal Trail.

### *Project Site Visibility from SR 1 Southbound*

Field review shows that while traveling southbound on SR 1, the Ragged Point Inn and Resort can first be seen while rounding a point approximately 0.7 mile north of the site. The view from this location to the project is very brief. However, the site, if noticed, is most discernable by its grove of large Monterey cypress, and to a lesser extent its built components. From this viewing distance the project site occupies a very small portion of the viewshed and is visually subordinate to the overall landscape.

Continuing south the project site can be seen again from an informal roadside pullout approximately 0.3 mile north of the development. From this location more of the developed character of the site can be noticed, although the scale of the existing Monterey cypress trees onsite remains dominant visual elements. This location allows a view of the northern side of the Ragged Point Inn and Resort bluff top in its visual context of ocean panorama, rugged coastline, and hills.

Approaching the Ragged Point Inn and Resort from the north, intervening vegetation and roadway curvature substantially precludes direct views of the most developed portions of the resort until a point almost directly in front of the site. When the development appears, the parking lots, gas pumps, restaurants, and dining plaza become visible at nearly the same time. Along this northern portion of the site, these existing developments mostly limit ocean views. The mature cypress trees provide a visual silhouette to the west and continue to the inland side of the highway.



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While continuing southbound on SR 1 adjacent to the site, the visibility of existing resort elements and ocean view opportunities is similar to that described for traveling northbound in the previous section.

### Discussion

(a) *Have a substantial adverse effect on a scenic vista?*

Scenic vistas related to the viewing experience associated with this project include views of the Pacific Ocean, the beach and shoreline, bluffs and cliffs, mature trees and other native vegetation, and the hillsides and ridges inland from SR 1.

The project would be seen along an approximately 0.4-mile section of SR 1. From the previously described northern viewpoints at turnouts along southbound SR 1, the proposed project improvements would not affect ocean views or any other components of the existing scenic vista (Figure 11). Closer to the project site, new employee caretaker accommodations are proposed immediately south of the existing southernmost hotel units. This currently undeveloped area provides direct ocean views from SR 1 in both the north- and southbound directions. The proposed new employee caretaker accommodations would be built into the existing hillside, at an elevation lower than SR 1. The roof of the employee caretaker accommodation building would be flat and would be planted to resemble a meadow. As a result, as seen from SR 1, the employee caretaker accommodations would only affect the lowest portion of the ocean view, and the ocean horizon line would remain visible above the buildings (Figure 12).

The project also proposes to remodel, renovate, and/or demolish and rebuild most of the existing hotel room buildings within the resort. As part of these alterations, the height and massing of the hotel room buildings in the southern portion of the property would change. Where the reconfigured hotel rooms would extend above the heights of the existing buildings, views of the ocean are already compromised by existing trees along the bluff top (Figures 13-14).

The project description states that the project would “develop underutilized open space and ocean view corridors into exterior seating and dining areas for the public’s use.” This area between the existing restaurant and hotel reception building currently provides an open view corridor through the property from SR 1 to the ocean. The potential construction or placement of support buildings, equipment, shade structures, or other upright elements taller than 8 feet in this area would interfere with ocean views from the highway.

The revised project proposes “green roofs,” or planting on the rooftops, of certain buildings (Figure 15). Although this proposed planting would somewhat preserve the vegetated character of the site, it would also block ocean views if it grew too tall. This would result in an adverse effect on the scenic vista. In order to mitigate for this impact, Mitigation Measures AES-1 and AES-2 would be required. These measures restrict the heights of new elements in the proposed gardens, expanded outdoor dining area, and adjacent open space, and the height of rooftop planting. Implementation of these measures would preserve ocean views through those portions of the project site and would result in visual impacts to the scenic vista considered to be *less than significant with mitigation*.

(b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

In 1999 SR 1 was designated by the State of California as an Officially Designated Scenic Highway. The County promoted the designation based on the high level of existing visual quality along the corridor as well as the desire to protect its visual resources in the future. In 2003 SR 1 was also bestowed the

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title of “All-American Road” in the National Scenic Byway program. This designation recognizes the visual characteristics of the SR 1 corridor as being among the highest quality in the nation. These designations illustrate the highest level of concern and sensitivity for the aesthetics within the project area and beyond.

A scenic resource is a specific feature or element with a high degree of memorability or landmark characteristics that contributes to the high visual quality of the corridor. From along SR 1 in the project vicinity, the Pacific Ocean, rugged cliffs and shoreline, inland hills, vegetated creek ways, and mature Monterey cypress trees are considered scenic resources. The project would result in a significant impact if it were to damage or have a substantial negative effect on views of any of those specific resources as seen from SR 1, an Officially Designated State Scenic Highway and National Scenic Byway.

As mentioned in the previous section, because the proposed new employee caretaker accommodations south of the southernmost existing hotel room buildings would be built into the hillside, ocean views as seen from SR 1 would be minimally affected in that area. In addition, the reconstruction of the existing southernmost hotel buildings would alter the building massing but would not cause a net decrease in ocean views.

As mentioned in the above discussion of Scenic Vistas, the project description states that it would “develop underutilized open space and ocean view corridors into exterior seating and dining areas for the public’s use.” The potential construction or placement of support buildings, equipment, shade structures, or other upright elements taller than 8 feet in this area would interfere with ocean views from the highway.

The project describes “green roofs,” or plantings on the rooftops, of many new buildings. Although this proposed planting would somewhat preserve the vegetated character of the site, it would also block ocean views if it grew too tall. This would result in an adverse effect on the scenic resources viewed from SR 1.

Mitigation Measures AES-1 and AES-2 would restrict the height of new elements in the proposed expanded outdoor dining area, gardens, and adjacent open space, and restricting the height of rooftop planting would also reduce impacts to scenic resources visible on SR 1 by preserving ocean views through the center of the project site. Impacts would be *less than significant with mitigation*.

- (c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is located in a non-urbanized area. The visual character of the project site and its surroundings is defined by the balance of built and natural elements. The larger landscape surrounding the Ragged Point Inn and Resort is dominated by a rugged, natural beauty. The dramatic meeting of land and sea creates memorable panoramas of the highest quality. The Ragged Point Inn and Resort serves as an unofficial southern gateway to the Big Sur Coast. This gateway effect is strengthened by the fact that the basic type of landscape changes at Ragged Point, from the more rolling hills, plateaus, and grazing land typical of San Luis Obispo County, to the steeper, more rugged terrain seen in Monterey County to the north. The great number of tourists and visitors traveling SR 1 are likely to view the Ragged Point Inn and Resort as a sort of commercial landmark on the southern Big Sur Coast. These factors underscore the sensitivity of the Ragged Point Inn and Resort as an

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influence on the visual character of not only the project site but on the overall Coast Highway traveling experience as well.

Currently the primary visual character-defining features of the project site as seen from SR 1 include:

- The generally low-profile, semi-rustic buildings predominantly of wood and stone and open layout of the existing development.
- The parking lots fronting the highway, including associated vehicles and people.
- Pedestrians and visitors utilizing the existing dining plaza and the property in general.
- The landform of the property as it extends out toward the west beyond the adjacent coastline.
- The grove of large-scale Monterey cypress trees along the northern portion of the resort.
- Other mature trees and landscape vegetation throughout the property.
- Views of the Pacific Ocean from SR 1.

As seen from SR 1, the existing visual elements of the site generally combine in a harmonious view of both developed and natural features. The built character of the existing project site is evident and mostly unavoidable due to the close proximity of development to the highway. The architectural style of the existing development, however, is generally low profile, with wooden siding, stone accents, modified gable and hipped-roof forms and wood shingles, making the development generally compatible with the rural character of the setting. This, combined with the visual dominance of the large cypress trees and the availability of ocean views through the site, allows the existing development to be generally visually subordinate to the larger natural viewshed. During the busy tourist seasons, however, this visual balance is disrupted by the increased clutter of vehicles filling the parking lot and roadside, and by the visibility of crowds of visitors.

The project proposes an extensive alteration of the existing Ragged Point Inn and Resort property, including the construction of numerous new structures and outdoor gathering plazas, the reconstruction of several other existing buildings, the addition of new and expanded uses and activities, and the reconfiguration of a number of infrastructure elements. A fundamental result of these alterations would be an inherent increase in the built character of the site. In general, the proposed development would appear larger in scale, larger in overall footprint, and denser than the existing resort. The architectural style of the majority of the proposed structures places an emphasis on large planes and angular geometries. Most of the new buildings feature second floors achieved by one or more cubic modules with slant roofs extending above the main form of the structures. Photo-simulations show some exteriors that appear to be stone and wood (see Figure 11) and others to be plain tan concrete (see Figure 12). Most structures include orange-red or stained wood trim, doors, and entry overhangs. The project applicant describes the architectural style of proposed structures as “rustic contemporary with angular geometries softened by use of natural and natural appearing exterior building materials and extensive landscaping. Lower floor exterior walls of White Rock Cove buildings are heavy timber and other elements include natural stone, weathered wood, Corten steel with rusted patina, and vegetated roofs.” The proposed stone and wood exterior materials would be generally consistent with the natural and rural context of the coast; however, the geometric architectural style of the buildings would serve to draw attention to the built characteristics of the site by making the structures more noticeable. Although the appearance of the new and reconstructed hotel room buildings along the southernmost portion of the property would change, the overall extent of ocean views would not be substantially reduced as seen from SR 1 in that area.



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Figure 11. Photo Simulation Looking South Key View Area 6 (existing and proposed)



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Figure 12. Photo Simulation Looking North Key View Area 1 (existing and proposed)





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Figure 13. Photo Simulation Looking West Key View Area 3 (existing and proposed)





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Figure 14. Photo Simulation Looking Northwest Key View Area 4 (existing and proposed)



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Figure 15. Photo Simulation Looking Northwest (existing and proposed)





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Some extent of mature trees and other vegetation would be removed to accommodate the new construction and extensive remodeling. Although revegetation is mentioned in the project description, it would take decades for the visual benefits provided by the existing larger trees to be reestablished. In the meantime, a substantial reduction in the vegetated character of the site would occur. This effect would further emphasize the visual perception of the site as one of more intense development. Although the project proposes a net increase of 60,000 sf of planted gardens, much of that area would not be readily visible from public viewpoints. In effect, after plant maturity, there will be a modest increase in the vegetated character of the site as seen from SR 1. As a result of the expanded and new uses proposed by the project, it is expected that the resort would have an increase in the number of vehicles and people seen onsite. The proposed additional parking areas and spaces would expand the percentage of the view occupied by hardscape and vehicles.

Permeable pavers are proposed for parking areas, and the northernmost parking lot entry would be closed and landscaped. Although these features would somewhat mitigate for the increased visual exposure of paving and vehicles, the vehicles and paving would not be able to be completely screened, and as a result there would be a net increase in visual clutter as seen from SR 1.

The project would cause a noticeable change to the visual character of the site and its surroundings due to an increased built commercial appearance, visual clutter, and minor loss of ocean views. The developed aspect of the project site would become substantially more noticeable and visually dominant as seen from SR 1 and would distract from the views of the larger natural landscape. As a result, the project would cause potentially significant direct long- and short-term impacts to the visual character of the site and its surroundings. Implementation of Mitigation Measures AES-1 and AES-2 would partially reduce potential impacts to the visual character of the site and its surroundings. In addition, Mitigation Measures AES-3 through AES-6 would also be required and would result in a project visually compatible with the rural coastal environment by preserving existing trees, making the new and re-constructed buildings less visually dominant, partially screening the parking lots, and undergrounding existing overhead utility poles. Implementation of these measures would substantially maintain the vegetative character of the site and would minimize the proposed increase of built characteristics of the project. The cumulative effect of these measures would result in visual impacts to the existing character of the site and surroundings to be considered *less than significant with mitigation*.

- (d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The project would result in a significant impact if it subjects public viewing locations to a substantial amount of point-source lighting visibility at night, or if project illumination results in a noticeable spillover effect into the nighttime sky, increasing the ambient light over the region. The placement of lighting, source of illumination, and fixture types combined with viewer locations, adjacent reflective elements, and atmospheric conditions can affect the degree of change to nighttime views. If the project results in direct visibility of a substantial number of lighting sources or allows a substantial amount of light to project toward the sky, significant impacts on nighttime views and aesthetic character would result.

It is anticipated that because of the project's altered size, new multi-story configurations, public safety requirements, and its proximity to SR 1, an increase of night lighting would be seen from the surrounding area. Unshielded light sources or bright-lights reflected on exterior walls would result in potential impacts. The larger buildings, bright interior and exterior lights, large windows and wall

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openings, outdoor dining areas, and parking and pedestrian areas may result in highly visible illumination as seen from SR 1 and the surroundings. Fog is a common atmospheric condition of the area and increases the “glow-effect” as potentially seen from great distances. Daytime reflection and seasonal glare from south facing surfaces would be highly noticeable. The project would cause an increase in night lighting glare and light trespass into the surrounding area resulting in potentially significant direct long and short-term impacts to nighttime views. Mitigation Measure AES-7 would minimize potential lighting glare and trespass impacts as seen from the surrounding area. As a result, visual impacts based on new source of light or glare would be considered *less than significant with mitigation*.

### Conclusion

The project site is located within the Coastal Zone and along SR 1 and implementation of the project has the potential to adversely affect scenic resources in the area. However, Mitigation Measures AES-1 through AES-7 have been identified to reduce potential impacts. Therefore, the project would have a less than significant impact on scenic and visual resources with implementation of the identified mitigation measures.

### Mitigation

- AES-1 Outdoor Dining Area.** Prior to initiation of construction for the outdoor dining area, the applicant shall submit plans and elevations to the County Department of Planning and Building for review and approval. The proposed renovation and/or redevelopment of the outdoor dining area between the existing restaurant and hotel reception building shall not result in the permanent construction or seasonal placement of any elements taller than 8 feet above existing ground level.
- AES-2 Landscaping Height.** Prior to installation of new landscaping for the project, the applicant shall submit site plans, elevations, and landscape plans to the County Department of Planning and Building for review and approval. The plans and elevations shall show the following:
- New landscaping shall not reduce ocean views compared to the existing conditions. The landscape plans shall include accompanying evidence demonstrating that ocean views would not be reduced at plant maturity. Evidence may include photo-simulations, sightline cross-sections, or other appropriate graphic representations.
  - Rooftop planting shall not exceed 2 feet tall at maturity.
- AES-3 Structure Colors.** Prior to issuance of construction permits for new or remodeled structures, the applicant shall submit building exterior materials and color schedule samples to the County Department of Planning and Building for review and approval. The schedule samples shall show the following:
- Exteriors of all new and remodeled buildings, walls, and other structures shall be predominantly natural or natural-appearing materials, such as wood or stone. Metal may be used if it has an aged patina.
  - Exterior colors of all new and remodeled buildings, walls, and other structures shall be muted earth-tones. Trim and minor accents are excluded from this requirement.
- AES-4 Tree Preservation.** Prior to issuance of the first construction permit for the project, the applicant shall submit a Tree Preservation Plan to the County Department of Planning and Building for review and approval. The Tree Preservation Plan shall be prepared by a certified arborist and shall show the following:

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- a. All mature Monterey cypress and other native trees not identified for removal onsite shall be saved and protected. All removed trees shall be replaced per the North Coast Area Plan.
- b. Delineation of all existing trees onsite, differentiated by species and size.
- c. Identification of areas where the construction of the proposed structures and other project elements would potentially conflict with the health or cause the potential removal of trees.
- d. Identification of specific measures and recommendations, including potentially modifying structures and/or construction techniques to protect existing mature trees.
- e. Delineation of all areas where protective measures such as exclusionary fencing and other strategies must occur.
- f. An implementation and monitoring program to achieve the tree protection goals of this measure.

**AES-5**

**Parking Area Landscape.** Prior to issuance of construction permits for Phase 1 for the project, the applicant shall submit site plans and landscape plans to the County Department of Planning and Building for review and approval. The site plans and landscape plans shall show all existing, new, or expanded parking lots to be visually screened from SR 1 as follows:

- a. The landscape plans shall be developed and signed by a licensed Landscape Architect.
- b. The parking lots shall be visually screened by either horticulturally appropriate shrubs or a combination of shrubs and a fence, or shrubs and an earthen berm. If fencing is used it shall be made of natural materials, such as wood or stone.
- c. The screening shall be a minimum of 3 feet tall and a maximum of 4 feet tall at maturity and shall not be placed within the highway right-of-way nor impede safe ingress/egress from the site.
- d. Vegetation within the parking lot screen planting areas shall be maintained in perpetuity. Vegetation within the screen planting area that die shall be replaced.
- e. Rooftop planting shall not reach more than 2 feet tall at maturity.

**AES-6**

**Utility Poles and Lines.** Prior to issuance of a construction permits for Phase 1 of the project, the applicant shall submit utility plans to the County Department of Planning and Building for review and approval. The utility plans shall show the undergrounding of all utility poles and overhead lines onsite. The utility undergrounding must be implemented by completion of Phase 4 of the project.

**AES-7**

**Lighting Plan.** Prior to issuance of the first construction permit for each phase of the project, the applicant shall submit a lighting plan to the County Department of Planning and Building for review and approval. The lighting plan shall be prepared using guidance and best practices endorsed by the International Dark Sky Association. The lighting plan shall address all aspects of the lighting, including, but not limited to, all buildings, infrastructure, parking lots and driveways, paths, outdoor dining area, recreation areas, safety, and signage. The lighting plan shall also consider effects on wildlife in the surrounding area. At a minimum, the lighting plan shall include the following:

- a. The point source of all exterior lighting shall be shielded from offsite views.



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- b. Light trespass from exterior lights shall be minimized by directing light downward and utilizing cut-off fixtures or shields.
- c. Lumination from exterior lights shall be the lowest level allowed by public safety standards.
- d. Exterior lighting shall be designed to not focus illumination onto exterior walls.
- e. Bollard style and ground-level lighting shall be used where feasible.
- f. "Bright white" colored light shall not be used for exterior lighting.
- g. Any signage visible from offsite shall not be internally luminated.

## II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

San Luis Obispo County supports a unique, diverse, and valuable agricultural industry that can be attributed to its Mediterranean climate, fertile soils, and sufficient water supply. Wine grapes are regularly the top agricultural crop in the county. Top value agricultural products in the county also include fruit and nuts, vegetables, field crops, nursery products, and animals. The *County of San Luis Obispo General Plan Agriculture Element* includes policies, goals, objectives, and other guides or requirements that apply to lands designated in the Agriculture land use category. In addition to the Agriculture Element, in accordance with Sections 2272 and 2279 of the California Food and Agriculture Code, the County Agricultural Commissioner releases an annual report on the condition, acreage, production, pest management, and value of agricultural products within the county. The most recent annual crop report can be found here: <https://www.slocounty.ca.gov/Departments/Agriculture-Weights-and-Measures/All-Forms-Documents/Information/Crop-Report/Crop-Report-Current/Crop-Report-2019.pdf>.

The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and current land use. For environmental review purposes under CEQA, the FMMP categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land are considered "agricultural land." Other non-agricultural designations include Urban and Built-up Land, Other Land, and Water.

Based on the FMMP, soils at the project site are Urban and Built-Up Land and Grazing Land (DOC 2017).

The Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agriculture or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based on farming and open space uses as opposed to full market value. The site does not include land within the Agriculture land use designation and is not within lands subject to a Williamson Act contract.

According to the Soil Survey for San Luis Obispo County and the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2020), soils in the project area consist of Concepcion loam, 9 to 15 percent slopes; San Simeon sandy loam, 9 to 15 percent slopes; and Xerorthents, escarpment:

- Concepcion loam, 9 to 15 percent slopes, consists of 0 to 19 inches of loam, 19 to 47 inches of sandy clay, and 47 to 63 inches of sandy clay loam, and is considered a moderately well-drained soil with high runoff.

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- San Simeon sandy loam, 9 to 15 percent slopes, consists of 0 to 24 inches of sandy loam, 24 to 34 inches of clay, and 34 to 59 inches weathered bedrock, and is a moderately well-drained soil with high runoff.
- Xerorthents, escarpment consists of steep slopes (20 to 50 percent) and/or cliffs that form from faulting and erosion.

According to PRC Section 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland is defined as land, other than land owned by the federal government and land designated by the board as experimental forest land, that is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. The project site does not support any forest land or timberland.

### Discussion

- (a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

Soils within the project development area are not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the FMMP. Therefore, the project would not result in conversion of Farmland pursuant to the FMMP to a non-agricultural use and *no impact* would occur.

- (b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project property is not located within the Agriculture land use designation and is not currently enlisted in a Williamson Act contract. Therefore, the project would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract and *no impact* would occur.

- (c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

The project site is not currently located within an area with a forest land or timberland production zoning or land use designation. Therefore, the project would not result in a conflict with existing zoning for forest land timberland or timberland zoned Timberland Production and *no impact* would occur.

- (d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

The project site is designated for rural and recreational land use and is not designated for forest use. Based on existing conditions, the project site does not include land that currently supports 10% native tree cover of any species under natural conditions and allow for management of one or more forest resources. The project site does not support forest land or timberland and would not result in the loss or conversion of these lands to non-forest use; *no impact* would occur.

- (e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

The project is not located within or within close proximity to Farmland or forest land and the nature of the project would not have an effect on Farmland or forest land. The nearest land enlisted in a Williamson Act contract is located approximately 9 miles northwest. As described above in the



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responses to Threshold (a) and Threshold (d), the project site does not currently support Farmland, as classified by the FMMP, or forest land, as defined in PRC Section 12220(g). Therefore, the project would not result in changes in the existing environment that could result in the conversion of Farmland or forest land to non-agricultural use or forest land to non-forest use and *no impact* would occur.

### Conclusion

The project would not conflict with existing agricultural or forest land zoning, result in the loss of forestland, or involve any other land use conversions. The proposed project would not result in a significant adverse impact to Agriculture and Forest Resources, and no mitigation is necessary.

### Mitigation

None necessary.

## III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Setting

#### Regulatory Authorities

San Luis Obispo County is part of the South Central Coast Air Basin (SCCAB), which also includes Santa Barbara and Ventura Counties. Air quality within the SCCAB is regulated by several jurisdictions, including the U.S. Environmental Protection Agency (USEPA), California Air Resources Board (CARB), and the San Luis Obispo County Air Pollution Control District (SLOAPCD). Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. The Federal Clean Air Act (FCAA) required the USEPA to establish National Ambient Air Quality Standards (NAAQS), and also sets deadlines for their attainment. The CARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA).

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of 1988 and establishment of California Ambient Air Quality Standards (CAAQS). The SLOAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions within the county are maintained.

### *SLOAPCD Thresholds*

The SLOAPCD has developed and updated their CEQA Air Quality Handbook (most recently updated with a November 2017 Clarification Memorandum) to help local agencies evaluate project specific impacts and determine if air quality mitigation measures are needed, or if potentially significant impacts could result.

The SLOAPCD has established thresholds for both short-term construction emissions and long-term operational emissions. Use of heavy equipment and earth moving operations during project construction can generate fugitive dust and engine combustion emissions that may have substantial temporary impacts on local air quality and climate change. Combustion emissions, such as nitrogen oxides (NOx), reactive organic gases (ROG), greenhouse gases (GHG), and diesel particulate matter (DPM), are most significant when using large, diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other heavy equipment. SLOAPCD has established thresholds of significance for construction operations for each of these contaminants.

Operational impacts are focused primarily on the indirect emissions (i.e., motor vehicles) associated with residential, commercial and industrial development. General screening criteria used by the SLOAPCD to determine the type and scope of projects requiring an air quality assessment, and/or mitigation, is presented in Table 1-1, which can be found here: [https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/UpdatedTable1-1\\_Final-Nov2017.pdf](https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/UpdatedTable1-1_Final-Nov2017.pdf). These criteria are based on project size in an urban setting and are designed to identify those projects with the potential to exceed the APCD's significance thresholds. Table 1-1 is based on ozone precursor and GHG emissions and is not comprehensive. It should be used for general guidance only. This table is not applicable for projects that involve heavy-duty diesel activity and/or fugitive dust emissions. A more refined analysis of air quality impacts specific to a given project is necessary for projects that exceed the screening criteria below or are within 10% of exceeding the screening criteria.

### *Air Quality Monitoring*

The county's air quality is measured by a total of 10 ambient air quality monitoring stations, and pollutant levels are measured continuously and averaged each hour, 24 hours a day. The significance of a given pollutant can be evaluated by comparing its atmospheric concentration to state and federal air quality standards. These standards represent allowable atmospheric containment concentrations at which the public health and welfare are protected and include a factor of safety. The SLOAPCD prepares an Annual Air Quality Report detailing information on air quality monitoring and pollutant trends in the county. The most recent Annual Air Quality Report can be found here: <https://storage.googleapis.com/slocleanair-org/images/cms/upload/files/2017aqrt-FINAL2.pdf>.

In San Luis Obispo County, ozone and fine particulates (particulate matter of 10 microns in diameter or smaller [PM<sub>10</sub>]) are the pollutants of main concern, since exceedances of state health-based standards for these pollutants are experienced in some areas of the county. Under federal standards, the county has non-attainment status for ozone in eastern San Luis Obispo County.

### *County Clean Air Plan*

The San Luis Obispo County 2001 Clean Air Plan (CAP) is a comprehensive planning document intended to evaluate long-term emissions and cumulative effects and provide guidance to the SLOAPCD and other local agencies on how to attain and maintain the state standards for ozone and PM<sub>10</sub>. The CAP presents a detailed

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description of the sources and pollutants which impact the jurisdiction, future air quality impacts to be expected under current growth trends, and an appropriate control strategy for reducing ozone precursor emissions, thereby improving air quality.

### *Naturally Occurring Asbestos*

Naturally Occurring Asbestos (NOA) is identified as a toxic air contaminant by the CARB. Serpentine and other ultramafic rocks are fairly common throughout the county and may contain NOA. If these areas are disturbed during construction, NOA-containing particles can be released into the air and have an adverse impact on local air quality and human health. Main areas within the county known to have NOA include areas along the coast from Ragged Point to Nipomo, and near the SR 41 and SR 46 junction in the eastern part of the county.

According to the SLOAPCD NOA Map, the project site is located in an area where there is potential for NOA to occur.

### *Sensitive Receptors*

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants, such as the elderly, children, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residences.

The project site is located in a rural, recreational area in the North Coast planning area. The project site is located off SR 1 and is not located in close proximity to any nearby sensitive receptors. The nearest sensitive receptors are residential uses located approximately 1,940 feet (0.37 mile) north and approximately 1,084 feet (0.21 mile) southeast.

### *Land Use Standards*

The project is located within the North Coast planning area and is designated for rural and recreational land use. The project is located with the coastal zone and is subject to Air Quality standards described in the County's CZLUO.

### *Discussion*

#### *(a) Conflict with or obstruct implementation of the applicable air quality plan?*

Project construction would use diesel fuel and natural gas for construction vehicles and equipment, as well as worker transportation to the site. Excavation and grading activity would also produce dust emissions. Construction activity for this project is similar in size and scale to other projects throughout the county. Additionally, construction phases of the project would be compliant with applicable local and state regulations regarding diesel idling and other wasteful energy uses while using construction equipment.

In order to be considered consistent with the 2001 San Luis Obispo County CAP, a project must be consistent with the land use planning and transportation control measures and strategies outlined in the CAP (SLOAPCD 2012). Adopted land use planning strategies include, but are not limited to, planning compact communities with higher densities, providing for mixed land use, and balancing jobs and housing. The project is located in a rural, recreational land use designation and mixed-use planning would not be applicable for the proposed project. Implementation of the project would create a new use in the project area. Further, the project would not result in a substantial increase in population or employment and would not generate a significant increase in vehicle trips. The project proposes a green roof system that would reduce carbon dioxide (CO<sub>2</sub>) emissions from the project site



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and increase oxygen emissions. Operation of the proposed project would not conflict or obstruct the implementation of the SLOAPCD CAP or other applicable regional and local planning documents. Therefore, impacts would be *less than significant*.

- (b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

### Construction Impacts

The SLOAPCD CEQA Handbook provides screening construction emission rates based on the volume of soil moved and the area disturbed. Table 2 below provides SLOAPCD's general thresholds for determining the significance of impacts for total emissions expected from a project's construction activities.

**Table 2. SLOAPCD Thresholds of Significance for Construction Activities**

Pollutant	Threshold <sup>1</sup>		
	Daily	Quarterly Tier 1	Quarterly Tier 2
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons
Reactive Organic Gases (ROG) + Oxides of Nitrogen (NO <sub>x</sub> )	137 lbs	2.5	6.3 tons
Fugitive Particulate Matter (PM <sub>10</sub> ), Dust <sup>(2)</sup>		2.5 tons	

<sup>1</sup> Daily and quarterly emission thresholds are based on the California Health and Safety Code and the CARB Carl Moyer Guidelines.

Required mitigation measures for meeting or exceeding the thresholds in Table 2 are detailed within the SLOAPCD CEQA Handbook (2012) and Clarification Memorandum (2017).

**Table 3. Screening Emission Rates for Construction Operations**

Pollutant	Grams/Cubic Yards of Material Moved	Pounds/Cubic Yards of Material Moved
Diesel PM <sup>1</sup>	2.2	0.0049
Reactive Organic Gases (ROG) <sup>1</sup>	9.2	0.0203
Oxides of Nitrogen (NO <sub>x</sub> ) <sup>1</sup>	42.4	0.0935
Fugitive Dust (PM <sub>10</sub> ) <sup>2</sup>	0.75 tons/acre/month of construction activity (assuming 22 days of operation per month)	

<sup>1</sup> Source: Bay Area Air Quality Management District CEQA Guidelines, December 1999, Table 7

<sup>2</sup> Source: EPA-AP-42 (January 1995) and Index of Methodologies by Major Category Section 7.7 Building Construction Dust, CARB, August 1997.

The County is currently designated as non-attainment for ozone and PM<sub>10</sub> under state ambient air quality standards. Construction of the project would result in emissions of ozone precursors, including ROG and NO<sub>x</sub>, and fugitive dust emissions (including PM<sub>10</sub>). Based on Table 2-2 of the SLOAPCD's CEQA Air Quality Handbook (Table 1), estimated construction-related emissions were calculated and are shown in Table 4 below.

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**Table 4. Proposed project estimated construction emissions.**

Pollutant	Total Estimated Emissions	SLOAPCD Threshold	Threshold Exceeded?
ROG + NOx (combined)	0.36 tons	137 lbs/day (2.5 tons/quarter)	No
Diesel Particulate Matter (DPM)	0.016 tons	7 lbs/day (0.13 tons/quarter)	No
Fugitive Particulate Matter (PM <sub>10</sub> )	3.45 tons	2.5 tons/quarter	Yes

Based on the volume of proposed grading, area of project site disturbance, and estimated duration of the construction period, the project would result in emissions of PM<sub>10</sub> beyond the construction emissions thresholds established by SLOAPCD. Mitigation Measure AQ-1 would reduce these emissions to less than significant.

### *Operational Impacts*

The SLOAPCD provides operational screening criteria for projects with the potential to exceed the SLOAPCD's significance thresholds for ozone precursors within Table 1-1 of the CEQA Handbook.

According to the table, the addition of 30 new guestrooms would not result in individual or cumulative impacts.

Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment, and impacts would be *less than significant*.

(c) *Expose sensitive receptors to substantial pollutant concentrations?*

The project site is located in a rural area along SR 1 and would be located at least 1,000 feet from sensitive residential receptors to the north and south. The project is not located within 1,000 feet of any sensitive receptor location; therefore, the project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be *less than significant*.

(d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

Construction of the proposed project would generate odors associated with construction smoke, dust, and equipment exhaust and fumes. The proposed construction activities would not differ significantly from those resulting from any other type of construction project and are not expected to adversely affect distant sensitive receptors. Any effects would be temporary in nature and limited to the construction phase of the proposed project.

The SLOAPCD NOA Map indicates that the project site is located within an area identified as having a potential for NOA to be present. Pursuant to SLOAPCD requirements and CARB Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (CARB ATCM Section 93105), the applicant is required to provide geologic evaluation prior to any construction activities and comply with existing regulations regarding NOA, if present. Mitigation Measures AQ-2 and AQ-3 have been identified to require the applicant to complete a geologic evaluation and follow all applicable protocol and procedures if NOA is determined to be present onsite.

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The project proposes demolition of older existing structures, which may have the potential to include asbestos containing materials (ACM) and/or lead-based paint. Demolition of these structures may have the potential to result in harmful asbestos or lead emissions. The project would be subject to the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). Mitigation Measures AQ-4 and AQ-5 have been identified to require full compliance with applicable regulatory requirements for removal and disposal of these toxic contaminants if present on-site, including notification of the SLOAPCD prior to demolition of the existing structure.

Based on compliance with identified mitigation and existing regulations, potential impacts associated with other emissions would be *less than significant with mitigation*.

### Conclusion

The project would be consistent with the SLOAPCD CAP and would not result in cumulatively considerable emissions of any criteria pollutant for which the county is non-attainment. The project construction activities would temporarily expose sensitive receptors to substantial pollutant concentrations or result in other emissions adversely affecting a substantial number of people. The project has potential to disturb naturally occurring asbestos, asbestos containing materials, and lead paint. Therefore, with implementation of the identified mitigation measures, project impacts on Air Quality would be reduced to less than significant.

### Mitigation

**AQ-1 Fugitive Dust Management.** Projects with grading areas that are greater than 4 acres or are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than 1 month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;



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- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

**AQ-2 NOA Geological Evaluation.** Prior to initiation of demolition/construction activities, the applicant shall retain a registered geologist to conduct a geologic evaluation of the property including sampling and testing for naturally occurring asbestos in full compliance with CARB ATCM Section 93105 and SLOAPCD requirements. This geologic evaluation shall be submitted to the County Department of Planning and Building upon completion. If the geologic evaluation determines that the project would not have the potential to disturb naturally occurring asbestos (NOA), the applicant must file an Asbestos ATCM exemption request with the SLOAPCD.

**AQ-3 NOA Abatement.** If NOA are determined to be present onsite through the geologic evaluation conducted pursuant to Mitigation Measure AQ-2, proposed earthwork and construction activities shall be conducted in full compliance with the various regulatory jurisdictions regarding NOA, including the CARB ATCM Section 93105 and requirements stipulated in the National Emission Standards for Hazardous Air Pollutants (40 CFR 61, Subpart M – Asbestos; NESHAP). These requirements include, but are not limited to, the following:

- a. Written notification, within at least 10 business days of activities commencing, to the SLOAPCD;
- b. Preparation of an asbestos survey conducted by a Certified Asbestos Consultant; and
- c. Implementation of applicable removal and disposal protocol and requirements for identified NOA.

**AQ-4 Asbestos and Lead Pre-Demolition Survey.** A pre-demolition building survey, conducted by an qualified building inspector shall determine whether ACM and/or lead-coated materials are present onsite in buildings proposed for demolition or remodel work. If ACM or lead-coated materials are present, AQ-5 shall apply.

**AQ-5 Asbestos and Lead Containing Materials.** The applicant shall implement the following measures to reduce the risk associated with disturbance of ACM and lead-coated materials that may be present within the existing structure onsite:

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- a. Demolition of the on-site structure shall comply with the procedures required by the National Emission Standards for Hazardous Air Pollutants (40 CFR 61, Subpart M – Asbestos) for the control of asbestos emissions during demolition activities. SLOAPCD is the delegated authority by the U.S. EPA to implement the Federal Asbestos NESHAP. Prior to demolition of on-site structures, SLOAPCD shall be notified, per NESHAP requirements. The project applicant shall submit proof that SLOAPCD has been notified prior to demolition activities to the County Planning & Building Department.
- b. If during the demolition of the existing structure, paint is separated from the construction materials (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed of in accordance with local, state, and federal regulations. According to the Department of Toxic Substances Control (DTSC), if the paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as non-hazardous construction debris. The landfill operator shall be contacted prior to disposal of lead-based paint materials. If required, all lead work plans shall be submitted to SLOAPCD at least 10 days prior to the start of demolition. The applicant shall submit proof that paint waste has been evaluated by a qualified hazardous waste materials inspector and handled according to their recommendation to the County Planning & Building Department.

### IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

#### *Sensitive Resource Area and Environmentally Sensitive Habitat Area Designations*

The County CZLUO SRA combining designation identifies areas of San Luis Obispo County with special environmental qualities, or areas containing unique, sensitive, or endangered vegetation or habitat resources. The County CZLUO establishes specific standards for all uses requiring a land use permit that are located within an SRA combining designation. These standards include requirements for initial submittal of the land use permit application, application content, environmental determination, final permit requirements and processing, required findings, and minimum site design and development standards (23.07.162, 164, 166). These design and development standards include the prohibition of surface mining onsite, setback distances on ocean, lake, and streambank shoreline development, prevention of degradation of lakes, ponds, wetlands, or perennial watercourses, setback distances from geological features visible from offsite, and prevention of disturbance of specific vegetation when the SRA designation is applied because of its presence.

The project is located within the North Coast Shoreline SRA. This SRA applies to the entire shoreline in the North Coast Planning Area and calls for protection from excessive and unsightly development.

The County CZLUO also includes special provisions for any development proposed within or adjacent to an Environmentally Sensitive Habitat Area (ESHA). The California Coastal Act defines an ESHA as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or



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role in an ecosystem and which could be easily disturbed or degraded by human activities and developments (CZLUO 23.07170).

### *Federal and State Endangered Species Acts*

The Federal Endangered Species Act of 1973 (FESA) provides legislation to protect federally listed plant and animal species. If there is no federal nexus (e.g., federal funding, federal permitting, or other federal authorization), impacts to federally listed species must be mitigated via FESA Section 10 with a Habitat Conservation Plan. The California Endangered Species Act of 1984 (CESA) ensures legal protection for plants listed as rare or endangered, and wildlife species formally listed as endangered or threatened, and also maintains a list of California Species of Special Concern (SSC). SSC status is assigned to species that have limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Under state law, the CDFW is empowered to review projects for their potential to impact special-status species and their habitats. Under CESA, CDFW reserves the right to request the replacement of lost habitat that is considered important to the continued existence to CESA-protected species.

### *Migratory Bird Treaty Act*

The Migratory Bird Treaty Act of 1918 (MBTA) protects all migratory birds, including their eggs, nests, and feathers. The MBTA was originally drafted to put an end to the commercial trade in bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by the U.S. Fish and Wildlife Service (USFWS), and potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies.

### *Clean Water Act and State Porter Cologne Water Quality Control Act*

Section 404 of the Clean Water Act (CWA) establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States are typically identified by the presence of an Ordinary High Water Mark (OHWM) and connectivity to traditional navigable waters or other jurisdictional features. Section 404 requires a permit for these activities under separate regulations by the U.S. Army Corps of Engineers (USACE) and USEPA unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

A Water Quality Certification is also required under Section 401 of the CWA before a Section 404 permit can be issued. Section 401 of the CWA and its provisions ensure that federally permitted activities comply with the federal CWA and state water quality laws. Section 401 is implemented through a review process that is conducted by the RWQCB and is triggered by the Section 404 permitting process. The RWQCB certifies via the Section 401 process that a proposed project complies with applicable effluent limitations, water quality standards, and other conditions of California law. Evaluating the effects of the proposed project on both water quality and quantity falls under the jurisdiction of the RWQCB.

### *Conservation and Open Space Element*

The intent of the goals, policies, and implementation strategies in the County COSE is to identify and protect biological resources that are a critical component of the county's environmental, social, and economic well-being. Biological resources include major ecosystems; threatened, rare, and endangered species and their habitats; native trees and vegetation; creeks and riparian areas; wetlands; fisheries; and marine resources. Individual species, habitat areas, ecosystems, and migration patterns must be considered together in order to sustain biological resources.

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### Project Setting

The following setting and impact discussion is based on the *Ragged Point Inn and Resort Redevelopment Project Biological Resources Assessment* (BRA) prepared by SWCA (SWCA 2017).

The project area is primarily composed of landscaped and developed areas (see Figure 3 and Appendix C, Photos 1–8). Developed areas within the project area include the existing Ragged Point Inn and Resort, restaurant and outdoor seating area, gas station and restrooms, paved parking areas and sidewalks, lawn and landscaped pathway areas, koi pond and rock swale areas, office and employee caretaker accommodation area, and existing wastewater plant area. Species observed in landscaped/developed areas were primarily ornamental plant species/cultivars; however, some non-native grasses and forbs were observed in areas where landscaping had not been maintained. Some native plant species were also observed in the landscaped areas and were either observed to be planted or had recruited naturally.

Two culverts are located on the east side of SR 1 and carry stormwater from a roadside ditch to the west side of SR 1 and onto the property. Both culverts outlet into landscaped areas located along the east boundary of the project area and carry stormwater and irrigation water beneath existing parking lots. The southernmost culvert outlets into an area located outside of the project area. The northernmost culvert carries water through the interior of the property where it eventually reaches the west boundary of the project area and sheet flows into the Pacific Ocean.

Ornamental vegetation/cultivars observed commonly throughout the landscaped/developed areas within the Biological Study Area (BSA) include pride-of-madeira (*Echium candicans*), lantana (*Lantana* spp.), Point Reyes ceanothus (*Ceanothus gloriosus*), Howard McMinn manzanita (*Arctostaphylos densiflora*), rosemary (*Rosmarinus officinalis*), lavender (*Lavendula multifida*), bottle brush (*Callistemon* sp.), agave (*Agave* spp.), aloe (*Aloe* spp.), lily of the Nile (*Agapanthus orientalis*), oleander (*Oleander* spp.), kangaroo paw (*Anigozanthos* sp.), New Zealand flax (*Phormium* sp.), Jerusalem sage (*Phlomis fruticosa*), statice (*Limonium sinuata*), mandevilla (*Mandevilla splendens*), thrift (*Armeria maritima*), Mexican sage (*Salvia leucantha*), Mexican feathergrass (*Stipa tenuissima*), geranium (*Geranium* spp.), Matilija poppy (*Romneya coulteri*), and sweet alyssum (*Alyssum alyssoides*).

Non-native grasses and forbs observed in landscape areas include ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), plantain (*Plantago lanceolata*), oats (*Avena* spp.), red brome (*Bromus madritensis* var. *rubens*), rattail fescue (*Festuca myuros*), foxtail barley (*Hordeum murinum*), Italian ryegrass (*Festuca perennis*), rabbitfoot grass (*Polypogon monspeliensis*), kikuyu grass (*Pennisetum clandestinum*), sour clover (*Melilotus indica*), Bermuda buttercup (*Oxalis pes caprae*), short pod mustard (*Hirschfeldia incana*), black mustard (*Brassica nigra*), poison hemlock (*Conium maculatum*), Italian thistle (*Carduus pycnocephalus*), cheese weed (*Malva parviflora*), sow-thistle (*Sonchus* spp.), and fennel (*Foeniculum vulgare*).

Native plant species observed among the landscape plantings, rock swale, and non-native species/forbs noted above include blue blossom (*Ceanothus thysiflorus*), hedge nettle (*Stachys bullata*), tall flat sedge (*Cyperus eragrostis*), California poppy (*Eschscholzia californica*), redwood (*Sequoia sempervirens*), black sage (*Salvia mellifera*), coffeeberry (*Frangula californica*), and coyote brush (*Baccharis pilularis*). Bird species observed foraging during the survey include bushtit (*Psaltiriparus minimus*), house sparrow (*Passer domesticus*), cliff swallow (*Petrochelidon pyrrhonota*), brewer's blackbird (*Euphagus cyanocephalus*), American crow (*Corvus brachyrhynchos*), Anna's hummingbird (*Calypte anna*), scrub jay (*Aphelocoma californica*), and northern mockingbird (*Mimus polyglottos*).

Mammalian and Reptilian Species observed during the survey include brush rabbit (*Sylvilagus bachmani*) and western fence lizard (*Sceloporus occidentalis*). It is also important to recognize that landscaped/developed

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areas within the project area provide suitable foraging and nesting habitat for various bird species and potential roosting habitat for bats (i.e., existing buildings).

### Monterey Cypress Stand

Monterey cypress (*Cupressus macrocarpa*) stands are located along the north and west boundaries of the BSA and a few stands are located along the south boundary. The Monterey cypress stands within the project area were likely planted as groves and windbreaks and naturalized to provide shelter to the property. Stands of Monterey cypress within the project area do not constitute a native stand of this species and the only two existing native stands in the area are located on the Monterey Peninsula at Point Lobos and Cypress Point. The understory of the Monterey cypress stands within the project area is barren/composed of leaf litter and are regularly disturbed by foot traffic from Ragged Point visitors. These areas do not provide ideal conditions for other native plant species to occur or develop, and very few plant species were observed in the understory of Monterey cypress during surveys. Other plants growing among Monterey cypress within the project area include poison oak (*Toxicodendron diversilobum*), mock orange (*Pittosporum tobira*), California bay laurel (*Umbellularia californica*), ice plant (*Carpobrotus edulis*), German ivy (*Delairea odorata*), and non-native grasses described above.

Avian species observed in Monterey cypress stands include red-tailed hawk (*Buteo jamaicensis*), yellow-rumped warbler (*Dendroica coronata*), American goldfinch (*Carduelis tristis*), bushtit, dark-eyed junco (*Junco hyemalis*), chestnut backed chickadee (*Poecile rufescens*), and American crow (*Corvus brachyrhynchos*). It is also important to recognize that, along the central coast, stands of Monterey cypress provide overwintering roosting habitat for monarch butterflies (*Danaus plexippus*) and foraging and roosting habitat for various bird species and roosting bats.

### California Natural Diversity Database (CNDDB) Results

Based on the literature review for this project, a total of 50 special-status plant species have been documented in the Burro Mountain 7.5 minute USGS quadrangle, within a 5-mile radius of the project area or have been identified as having the potential to occur within the project area. Because the plant list is considered regional, SWCA evaluated the listed species to identify which special-status plant species have the potential to occur within the project area. It was determined that no special-status plant species have potential to occur within project area based on the existing conditions observed (i.e., landscaped/developed, Monterey cypress stands).

Based on a CNDDB query and a review of existing literature, a total of 12 sensitive wildlife species have been documented within or identified as having the potential to occur within the project area. Because this list of species is considered regional, an analysis of the range and habitat preferences of those animal species was conducted to identify which sensitive wildlife species have the potential to occur within the project area. SWCA determined that the following special-status animal species have potential to occur within the project area: monarch butterfly, roosting bats (i.e., pallid bat [*Antrozous pallidus*], Townsend's big-eared bat [*Corynorhinus townsendii*], and Yuma myotis [*Myotis yumanensis*]), and nesting birds.



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### Discussion

- (a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

#### Plants

A botanical survey of the project area was performed by SWCA on May 18 and June 5, 2017. The analysis of the project area included surveys conducted during the typical blooming period, documentation of existing site conditions (i.e., soils, plant communities present, and elevation), and SWCA's professional opinion on which special-status plant species may occur in the BSA based onsite conditions. It was determined that no special-status plant species have potential to occur within project area due to existing developed/landscaped and disturbed conditions observed within the Monterey cypress stand/windrow, and none were detected during surveys of the project area during the typical blooming period.

#### Wildlife

SWCA determined that the following special-status animal species have potential to occur within or directly adjacent to the project area: monarch butterfly, roosting bats (i.e., pallid bat, Townsend's big-eared bat, and Yuma myotis), and nesting birds. A discussion of potential impacts to each of these species is provided below.

#### Monarch Butterfly

Monarch butterfly has no formal federal or state listing status; however, it is recognized as a Special Animal by CDFW and is a candidate species under the ESA. Winter roost sites for the butterfly extend along the coast from northern Mendocino to Baja California, Mexico. Roosts are located in wind-protected tree groves (eucalyptus [*Eucalyptus* spp.], Monterey pine [*Pinus radiata*], Monterey cypress), with nectar and water sources nearby. Within the project, the Monterey cypress may provide suitable wintering habitat for this species; however, no Monarch butterflies were observed during surveys. Due to the monarch butterfly's candidate listing, Mitigation Measure BIO-1 has been identified to avoid impacts to overwintering monarch butterflies during project construction.

#### Nesting Birds

A variety of bird species protected by the MBTA and California Fish and Game Code have the potential to occur within the project site. No migratory birds or nesting activities were observed during the survey of the project site; however, the project site supports suitable nesting habitat for migratory birds. The project could result in direct impacts to migratory birds through the use and movement of construction equipment within the project area, demolition of existing buildings or removal of any ornamental vegetation. The project could also result in indirect impacts such as the degradation of suitable nesting habitat, as well as disturbance to these species through generation of temporary noise and dust. Mitigation Measure BIO-2 has been identified to reduce potential impacts to migratory and nesting bird species during project construction. Implementation of the identified mitigation measures would reduce project impacts to *less than significant with mitigation*.

#### Roosting Bats

The pallid bat is listed as an Species of Special Concern (SCC) by CDFW. They prefer rocky outcrops, cliffs, and crevices with access to open habitats for foraging. Pallid bat day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings, while night roosts may be in more open sites,

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such as porches and buildings. Townsend's bat is a candidate California threatened species and is listed as an SSC by CDFW. These bats occur in a wide variety of habitats, most commonly in wet sites. They may use trees for day and night roosts; however, they require caves, mines, rock faces, bridges, or buildings for maternity roosts. Maternity roosts are typically located in relatively warm sites. Yuma myotis has no formal state or federal listing status; however, it is recognized as a Special Animal by CDFW. They are typically found near ponds, streams, lakes, or other water sources supporting midges, moths, and other small insects. Maternity roosts are often found in caves, mines, buildings, or tree cavities.

No bats or other indicators of bat activity were observed during the survey of the BSA. However, if bats are present in the surrounding trees or buildings seasonally while roosting, they may be indirectly or directly impacted by construction activities. Indirect effects could occur as a result of noise and dust generated by construction activities, which could alter roosting behaviors if present during construction activities and direct effects could result from the demolition of existing buildings within the BSA. Mitigation Measure BIO-3 has been identified to reduce potential impacts to roosting bat species during project construction. Implementation of the identified mitigation measures would reduce project impacts to *less than significant with mitigation*.

- (b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

The project site is located on currently developed land and proposes an expansion and upgrade of the existing facilities with limited new structures and developed area. The proposed project would not result in permanent or temporary impacts to any riparian vegetation. Vegetation in the project area is limited to windrows of Monterey cypress, lawn grass, ornamental vegetation, and non-native grasses and forbs that were observed in landscaped areas site wide. No special-status plant species were observed during surveys of the project area.

The project site is located on a bluff overlooking the Pacific Ocean and supports Young Creek in the northern portion of the project area. The BRA did not identify any riparian species during field surveys conducted onsite. Additionally, implementation of the project is not expected to temporarily or permanently alter water resources in the area so long as best management practices (BMPs) identified in Mitigation Measure BIO-4 are implemented. Therefore, impacts to sensitive natural communities would be *less than significant with mitigation*.

- (c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project site is located along a coastal bluff in northern San Luis Obispo County and supports Young Creek in the northern portion of the project area (USFWS 2021). Project construction has the potential to release erosion and polluted runoff to Young Creek and potential associated wetland areas. According to the BRA for prepared for the project, the proposed project will have no direct effect on wetland or riparian habitat if the appropriate BMPs (e.g., straw wattles, gravel bags, silt fences, Environmental Sensitive Area/exclusion fencing) are installed prior to project implementation. Ground disturbance and other construction activity would implement BMPs identified in Mitigation Measure BIO-4; therefore, impacts related to adverse effects on wetlands would be *less than significant with mitigation*.

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- (d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

The proposed project will have no direct or indirect effect on the movement of resident or migratory fish since the project would avoid work within Young Creek. In addition, the project would not directly or indirectly effect wildlife species so long as the appropriate pre-disturbance surveys are initiated prior to project implementation. The BRA identified that there were no migratory bird species or roosting bats observed at the project site; however, there is suitable habitat located within the project areas. Mitigation Measures BIO-2 and BIO-3 have been identified to reduce impacts to migratory birds and roosting bats; therefore, impacts to interference with migratory fish or wildlife species would be *less than significant with mitigation*.

- (e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Section 23.05.062 of the County CZLUO requires a tree removal permit prior to tree removal of any kind. In addition, Monterey pine and oak trees are protected under the County's North Coast Area Plan. The project site supports landscape which includes Monterey cypress, lawn grass, ornamental vegetation, and non-native grasses and forbs and does not support native oak trees. Construction would require the removal of 7 native trees ranging in size from 12 inches diameter breast height (dbh) to 40 inches dbh. Tree removals would be required to comply with CZLUO Section 23.05.062 and the North Coast Area Plan standards. Compliance with existing standards and regulations would ensure the protection of trees; therefore, impacts would be *less than significant*.

- (f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project site is not located within an area under the jurisdiction of a Habitat Conservation Plan. Chapter 6 of the County's Coastal Plan Policies requires protection of sensitive communities within the Coastal Zone. As described above, the proposed project would not result in impacts to any native or other important vegetation. Vegetation in the BSA was limited to windrows of Monterey cypress, lawn grass, ornamental vegetation, and non-native grasses and forbs that were observed in landscaped areas throughout the project site. The project site is not located within a sensitive natural community or habitat conservation plan; therefore, *no impact* would occur.

### Conclusion

The project site has the potential to support the following special-status animal species: monarch butterfly, roosting bats (i.e., pallid bat [*Antrozous pallidus*], Townsend's big-eared bat [*Corynorhinus townsendii*], and Yuma myotis [*Myotis yumanensis*]), and nesting birds. Construction may have temporary impacts to these identified species.

Implementation of Mitigation Measures BIO-1 through BIO-4 would protect potentially occurring migratory birds and Monarch butterflies, roosting bat species, and sensitive wetland resources within the project area. Therefore, with implementation of the identified mitigation measures, project impacts on Biological Resources would be reduced to less than significant.

### Mitigation

- BIO-1** Tree removal and/or noise-generating construction activities (including but not limited to use of large equipment, gas-powered tools, and/or pneumatic equipment) within 100 feet of the



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Monterey cypress stands within the project area shall be avoided during the fall and winter migration of the monarch butterflies (late October through February) to the extent feasible. If tree removal or site disturbance within 100-feet of Monterey cypress stands are necessary during the fall and winter migration, a qualified biologist shall conduct a preconstruction survey for monarch butterflies that could utilize trees onsite for overwintering. If monarch butterflies are detected in the work area or within 100 feet of the work area, activities will be postponed until after the overwintering period or until the biologist determines monarch butterflies are no longer utilizing the trees.

**BIO-2**

If any site disturbance or vegetation removal activities are proposed during the general bird breeding season (February 1 through October 15), a preconstruction survey shall be conducted by a qualified biologist within 10 calendar days prior to the onset of construction activities to identify any active nests within 250 feet of the proposed impact area. If construction activities lapse for 10 calendar days, a new survey shall be conducted. If an active nest is identified during the preconstruction survey, the following measures shall be implemented to the extent feasible:

- a. A qualified biologist shall establish an appropriate no-disturbance buffer zone around active nest sites. For sensitive species, the buffer distance shall be a minimum of 250 feet unless otherwise determined through consultation with the CDFW. Construction activities in the established buffer zone shall be prohibited until the young have fledged the nest and achieved independence. If construction cannot be feasibly avoided within the buffer zone, a qualified biologist shall monitor the active nest during construction activities. If the biologist determines the construction activities are not adversely affecting nesting activities, construction activities shall continue. If construction activities are determined to adversely affect nesting activities, construction activities shall only be allowed to continue outside the designated buffer zone until the young have fledged the nest and achieved independence.
- b. The qualified biologist shall document all active nests and submit a letter report to the County documenting project compliance with the MBTA and applicable project mitigation measures within 10 calendar days.

**BIO-3**

Prior to demolition of existing buildings, a qualified biologist shall survey to identify if roosting bats are present. If bats are found to be roosting, bat exclusion should be conducted by a qualified biologist to conduct bat exclusion activities. Exclusion methods may include, but are not limited to, wire mesh, spray foam, or fabric placement. If exclusion is necessary, a Bat Exclusion Plan shall be submitted to the CDFW for approval and a copy to the County prior to construction.

**BIO-4**

BMPs (e.g., straw wattles, Environmental Sensitive Area/exclusion fencing, gravel bags or silt fencing, etc.) are required to be installed prior to the start of construction to protect culverts, drop inlets, rock swales, and project boundaries (i.e., areas above steep cliffs) from water quality, runoff, and erosion/sedimentation concerns during project implementation.

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### V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Setting

As defined by CEQA, a historical resource includes:

1. A resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR).
2. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant. The architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence.

Pursuant to CEQA, a resource included in a local register of historic resources or identified as significant in an historical resource survey shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

The County CZLUO Historic Site (H) combining designation is applied to areas of the county to recognize the importance of archeological and historic sites, structures and areas important to local, state, or national history. Specific areas are also designated as Archaeologically Sensitive Areas. The County CZLUO includes standards regarding minimum parcel size, permit and processing requirements, when a preliminary site survey is required, when a mitigation plan is required, and what to do in the event of an archeological resources discovery. For example, all new structures and uses within an H combining designation require Minor Use Permit approval, and applications for such projects are required to include a description of measures proposed to protect the historic resource identified by the *County of San Luis Obispo General Plan Land Use Element* (LUE) (CZLUO 23.07.100-104). The project site is not located within or adjacent to a site under the H Combining Designation.

California prehistory is divided into three broad temporal periods that reflect similar cultural characteristics throughout the state: Paleoindian Period (circa [ca.] 9000–6000 B.C.), Archaic Period (6000 B.C.–A.D. 500), and Emergent Period (A.D. 500–Historic Contact). The Archaic is further divided into Lower (6000–3000 B.C.),

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Middle (3000–1000 B.C.), and Upper (1000 B.C.–A.D. 500) Periods. These divisions are generally governed by climatic and environmental variables, such as the drying of pluvial lakes at the transition from the Paleoindian to the Lower Archaic period.

San Luis Obispo County was historically occupied by two Native American tribes, the northernmost subdivision of the Chumash, the Obispeño (after Mission San Luis Obispo de Tolosa), and the Salinan. However, the precise location of the boundary between the Chumashan-speaking Obispeño Chumash and their northern neighbors, the Hokan-speaking Playanos Salinan, is currently the subject of debate, as those boundaries may have changed over time.

The County COSE identifies and maps known cultural and historic resources within the county and establishes goals, policies, and implementation strategies to identify and protect areas, sites, and buildings having architectural, historical, Native America, or cultural significance. Based on the County COSE, project is not located in a designated Archaeological Sensitive Area or Historic Site.

A Phase I Archaeological Study was conducted by Archaeological Consulting, Inc. in March of 1997, which documented the presence of a previously known site (CA-SLO-172) within and immediately adjacent to the project site. A Phase II Archaeological Study was conducted by Albion Environmental in December 2018 for the project site. The field survey conducted by Albion was divided into three separate testing areas. The North Area extends from north of the public restrooms to the tree line, west to the cliff overlooking the Pacific Ocean, and east to SR 1. The Central Area encompasses the “meadow” in the north, west to the proposed spa area, south through the parking lot to South Cliff House, and east to SR 1. The South Area extends from the south entrance toward the parking lot and hotel lobby, west to the cliff edge overlooking the Pacific Ocean, and east to SR 1. The Phase II fieldwork was monitored by John Burch and Rebert Piatti, representatives of the Salinan Tribe of Monterey and San Luis Obispo Counties. Based on the Phase II findings, a draft Archeology Research Design and Treatment Plan (Albion, 2020) was created outlining mitigation recommendations including data recovery excavations, public interpretation plan, monitoring and reporting.

### Discussion

(a) *Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*

The project proposes the demolition of existing structures, including South Cliff House, the spa deck, Park House, the employee caretaker accommodation trailers, the business office trailer, miscellaneous utility structures, the gas station and mini mart, the fast food restaurant, existing public restrooms, the porte cochère, and Motel Units 1–3 and associated covered walkways. Demolished features would be replaced with upgraded features that would be designed with the goal of consistency with the existing natural setting. The project site is not located within an H Combining Designation and the Phase II Archaeological Study did not identify any historically designated structures; therefore, structures located at the project site are not considered historically sensitive resources. Since the project is not located within an area that contains historically designated structures, project impacts would be *less than significant*.

(b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

The project site contains CA-SLO-172 archaeological deposits within the North and Central Areas of the project site. Based on the results and findings of the field survey, it was determined that the North and Central Areas of the project area support intact archaeological deposits. Therefore, the Phase II Survey conducted by Albion for the project site determined that the project site supports archaeological deposits of CA-SLO-172, and construction activity will adversely affect archaeological



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deposits present at the project site during Phase 1. Implementation of Mitigation Measure CR-1 which includes data recovery excavation and full investigation of identified site test units affected by Phase 1 activities as outlined the Archeological Research Design and Treatment Plan (Albion 2020) will mitigate the project impacts to CA-SLO-172. Due to the highly public nature of the proposed project, Mitigation Measure CR-2 would implement a Public Interpretation Plan to engage the public in the history of the tribal cultural landscape through installation of an ethnobotanical garden with interpretive signage and educational lessons. All ground disturbing activities shall be monitored (CR-3). Implementation of Mitigation Measures CR-1 to CR-4 would mitigate the project impacts on archaeological resources to a *less than significant level*.

(c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

Based on existing conditions, project activities are not expected to uncover or disturb any known human remains. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code Section 7050.5 and LUO 23.05.140 (Archaeological Resources Discovery) require that no further disturbances shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. In addition, Mitigation Measure CR-1 requires the preparation and implementation of a Cultural Resources Treatment Plan that would include a plan in the event ancestral remains are uncovered during project construction. Therefore, with adherence to State Health and Safety Code Section 7050.5, the County LUO, and Mitigation Measure CR-4, impacts related to the unanticipated disturbance of archaeological resources and human remains would be reduced to less than significant; therefore, potential impacts would be *less than significant with mitigation*.

### Conclusion

The project site is not located within an H Combining Designation; however, it is located within an archaeologically sensitive area. The Phase II Study determined that the site contains intact archaeological deposits that will be adversely affected during construction activities. Implementation of Mitigation Measures CR-1 to CR-5, as finalized from the recommendations outlined in the draft the Archeological Research Design and Treatment Plan (Albion 2020) will mitigate and lessen project impacts to cultural resources to less than significant.

### Mitigation

**CR-1 Cultural Resources Treatment Plan - Phase III Data Recovery Program.** If, during site disturbance monitoring, cultural resources are discovered on site and avoidance is not possible, the applicant shall submit to the Environmental Coordinator a final, detailed research design for a Phase III (data recovery) archaeological investigation, consistent with the recommendations set forth in the draft Archeology Research Design and Treatment Plan (Albion, 2020). The final data recovery program shall retrieve important new data from the site that will address regional research questions. The final data recovery program shall include controlled excavations in both the North Area and Central Area of the project site (as defined by the Phase II Archaeological Study) that target project element footprints that have the potential to impact intact deposits associated with CA-SLO-172. The placement and number of units should be determined once the project design is finalized. All units should terminate at the bottom of the cultural deposit and material received from these units shall be subjected to the full range of analysis including stratigraphic, chronometric, lithic, faunal, and paleobotanical studies.

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The final Phase III program shall be prepared by a qualified archaeologist approved by the Environmental Coordinator. The Phase III program shall include at least the following:

- a. Standard archaeological data recovery practices;
- b. Recommendation of sample size adequate to mitigate for impacts to archaeological site, including basis and justification of the recommended sample size. Sample size typically is 3% of the volume of disturbed area. If a lesser sample size is recommended, supporting information shall be presented that justifies the smaller sample size.
- c. Identification of location of sample sites/test units;
- d. Detailed description of sampling techniques and material recovery procedures (e.g. how sample is to be excavated, how the material will be screened, screen size, how material will be collected);
- e. Disposition of collected materials;
- f. Proposed analysis of results of data recovery and collected materials, including timeline of final analysis results;
- g. List of personnel involved in sampling and analysis.
- h. Guidelines for long term curation
- i. Strategies for the treatment of unanticipated discoveries
- j. Protocols for continued consultation with interested Native American participants

Once approved, these measures shall be shown on all applicable construction drawings and implemented during construction.

### CR-2

**Public Interpretation Plan.** Since the project is open to the public, a Public Interpretation Plan shall be implemented to engage the general public in the history of the tribal cultural landscape, consistent with the draft Archeology Research Design and Treatment Plan (Albion, 2020) . The Secretary of the Interior's Standards for Archaeological Documentation Standard IV requires that the results of archaeological documentation be accessible to a broad range of users. Creating interactive programs, such as displays and exhibits, would assist in reaching a greater variety of individuals. Public education has the potential to effectively communicate the cultural importance of the landscape of Ragged Point Inn as well as the Ragged Point coastline in a format that stimulates curiosity and fosters an interest in local California history. Public interpretation shall include suggestions made by multiple stakeholder communities. As this material represents the shared cultural heritage of multiple groups, ideas about how to display the findings and present interpretations about a diverse historical community should be shared in a collaborative way among modern stakeholder communities. Public interpretation may occur in the following formats including, but not limited to:

- a. **Exhibits:** Artifacts found during excavations can be placed on exhibit in a secure location with interpretive panels. Such exhibits give visitors up-close opportunities to

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discover and analyze artifacts that represent the history of the landscape of Ragged Point Inn and Resort.

- b. ***Ethnobotanical Garden with Interpretive Signage:*** Working with the local tribal community, develop a garden that is accessible to the public and guests that is filled with California native plants of cultural importance. Throughout the garden, interpretive signs can be used to describe the past use of the plans or other important information.
- c. ***Lesson Plans:*** The landowner and local school district could develop lessons that use archaeology as an active learning tool, applied to any grade school curriculum.
- d. ***Webpage:*** The research design, field efforts, recovered artifacts, and interpretations provided in the Data Recovery Plan can be displayed on a webpage.
- e. ***Wall Calendar:*** A wall calendar gives visitors/guests an opportunity to discover the local history of Ragged Point Inn. The calendar could highlight 12 different important archaeological resources within the immediate landscape, including the resources uncovered during the current development project.

### CR-3

**Monitoring Plan.** Prior to authorization of any project related grading or demolition, the applicant shall submit a monitoring plan, consistent with the recommendations set forth in the draft Archeology Research Design and Treatment Plan (Albion, 2020) for review and approval by the Environmental Coordinator. The monitoring plan shall include at a minimum:

- a. List of personnel involved in the monitoring activities, including Native American representative (s),
- b. Description of how the monitoring shall occur
- c. Description of frequency of monitoring (e.g. full-time, part-time, spot checking),
- d. Description of what resources are expected to be encountered,
- e. Description of circumstances that would result in the halting of work at the project site (e.g. What are considered “significant” archaeological resources),
- f. Description of procedures for halting work on the site and notification procedures, and
- g. Description of monitoring reporting procedures.
- h. Cultural resource awareness training for construction crew and field supervisors.

### CR-4

**Monitoring Implementation.** The applicant shall retain a qualified archeologist and Native American representative to monitor all project-related ground disturbing activities pursuant to the approved monitoring plan. If any significant archeological resources or human remains are found during monitoring, work shall stop within the immediate vicinity of the resource (precise area to be determined by the archeologist in the field) until such time as the resource can be evaluated by the archeologist. Human remains will be addressed according to State law. The applicant shall implement all mitigations as required by the Environmental Coordinator.

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- CR-5 Monitoring Report.** Upon completion of all monitoring/mitigation activities and prior to occupancy or final inspection (whichever occurs first), the consulting archeologist shall submit a report to the Environmental Coordinator summarizing all monitoring/mitigation activities. The report shall describe all features, deposits, or cultural materials encountered, indicate provisions for curation of recovered artifacts, and confirm that all recommended mitigation measures have been met.

## VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

#### Local Utilities

Pacific Gas & Electric Company (PG&E) is the primary electricity provider for urban and rural communities within unincorporated San Luis Obispo County. Approximately 33% of electricity provided by PG&E is sourced from renewable resources and an additional 45% is sourced from greenhouse gas-free resources (PG&E 2017).

PG&E offers two programs through which consumers may purchase electricity from renewable sources: the Solar Choice program and the Regional Renewable Choice program. Under the Solar Choice program, a customer remains on their existing electric rate plan and pays a modest additional fee on a per kilowatt-hour (kWh) basis for clean solar power. The fee depends on the type of service, rate plan, and enrollment level. Customers may choose to have 50% or 100% of their monthly electricity usage to be generated via solar projects. The Regional Renewable Choice program enables customers to subscribe to renewable energy from a specific community-based project within PG&E's service territory. The Regional Renewable Choice program allows a customer to purchase between 25% and 100% of their annual usage from renewable sources.

#### Local Energy Plans and Policies

The County has adopted the County COSE, which establishes goals and policies that aim to reduce vehicle miles traveled (VMT), conserve water, increase energy efficiency and the use of renewable energy, and reduce greenhouse gas emissions. This element provided the basis and direction for the development of the County's EnergyWise Plan (EWP) that outlines in greater detail the County's strategy to reduce government and



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community-wide GHG emissions through a number of goals, measures, and actions including energy efficiency and development and use of renewable energy resources.

In 2011, the EWP established the goal to reduce community-wide greenhouse gas emissions to 15% below 2006 baseline levels by 2020. Two of the six community-wide goals identified to accomplish this were to “[a]ddress future energy needs through increased conservation and efficiency in all sectors” and “[i]ncrease the production of renewable energy from small-scale and commercial-scale renewable energy installations to account for 10% of local energy use by 2020.” In addition, the County has published an EWP 2016 Update to summarize progress toward implementing measures established in the EWP and outlines overall trends in energy use and emissions since the baseline year of the EWP inventory (2006).

### *California Building Code*

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and nonresidential structures, the most recent version of which are referred to as the *2019 Building Energy Efficiency Standards*. These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements.

### *Leadership in Energy and Environmental Design*

Leadership in Energy and Environmental Design (LEED) is an internationally recognized green building certification system that provides third-party verification that a building or community was designed and built using strategies aimed at improving performance metrics in energy savings, water efficiency, CO<sub>2</sub> emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts. LEED provides a point system to score green building design and construction. The system is categorized in nine basic areas: Integrative Process, Location and Transportation, Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, Innovation in Design, and Regional Priority. Buildings are awarded points based on the extent various sustainable strategies are achieved. The more points awarded the higher the level of certification achieved from Certified, Silver, Gold, to Platinum.

### *Vehicle Fuel Economy Standards*

In October 2012, the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA), on behalf of the Department of Transportation, issued final rules to further reduce GHG emissions and improve corporate average fuel economy (CAFE) standards for light duty vehicles for model years 2017 and beyond. NHTSA's CAFE standards have been enacted under the Energy Policy and Conservation Act since 1978. This national program requires automobile manufacturers to build a single light-duty national fleet that meets all requirements under both federal programs and the standards of California and other states. This program would increase fuel economy to the equivalent of 54.5 miles per gallon (mpg) limiting vehicle emissions to 163 grams of carbon dioxide (CO<sub>2</sub>) per mile for the fleet of cars and light-duty trucks by the model year 2025.

In January 2017, EPA Administrator Gina McCarthy signed a Final Determination to maintain the current GHG emissions standards for the model year 2022-2025 vehicles. However, on March 15, 2017, EPA Administrator Scott Pruitt and Department of Transportation Secretary Elaine Chao announced that EPA intends to reconsider the Final Determination. On April 2, 2018, EPA Administrator Scott Pruitt officially withdrew the

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January 2017 Final Determination, citing information that suggests that these current standards may be too stringent due to changes in key assumptions since the January 2017 Determination. According to the EPA, these key assumptions include gasoline prices and overly optimistic consumer acceptance of advanced technology vehicles. The April 2nd notice is not EPA's final agency action, and the EPA intends to initiate rulemaking to adopt new standards. Until that rulemaking has been completed, the current standards remain in effect. (EPA 2017, EPA 2018).

As part of California's overall approach to reducing pollution from all vehicles, the California Air Resources Board (CARB) has established standards for clean gasoline and diesel fuels and fuel economies of new vehicles. CARB has also put in place innovative programs to drive the development of low-carbon, renewable, and alternative fuels such as their Low Carbon Fuel Standard (LCFS) Program pursuant to California Assembly Bill (AB) 32 and the Governor's Executive Order S-01-07.

In January 2012, CARB approved the Advanced Clean Cars Program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires a battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016 (CARB 2016).

All self-propelled off-road diesel vehicles 25 horsepower (hp) or greater used in California and most two-engine vehicles (except on-road two-engine sweepers) are subject to the CARB's Regulation for In-Use Off-Road Diesel Fueled Fleets (Off-Road regulation). This includes vehicles that are rented or leased (rental or leased fleets). The overall purpose of the Off-Road regulation is to reduce emissions of oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) from off-road diesel vehicles operating within California through the implementation of standards including, but not limited to, limits on idling, reporting and labeling of off-road vehicles, limitations on use of old engines, and performance requirements.

### Discussion

- (a) *Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

During construction, energy would be used in the form of fossil fuels, diesel fuel, electricity, and natural gas for construction vehicles and equipment as well as worker transportation to the site. Construction activity for this project would be temporary in natural and of similar size and scale of other projects throughout the county. Additionally, construction phases of the project would be compliant with applicable local and state regulations regarding diesel idling and other wasteful energy uses while using construction equipment. Therefore, construction phases are not expected to result in the inefficient or wasteful use of energy.

The project would add additional guest rooms, new permanent employee caretaker accommodations, and other new buildings. Existing features including a gas station, mini mart, fast food restaurant, and other hotel features would be upgraded. The proposed project would implement sustainability

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features throughout new buildings and would achieve a minimum U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) certification of Silver. To further reduce energy consumption, the project would utilize insulated concrete form (ICF) for exterior walls and ceilings with a live green roof system. ICF would reduce energy consumption during project operation by not allowing air infiltration to indoor areas and by facilitating faster construction time. Other benefits of ICF include an extensive lifecycle, disaster resistance, and lower costs for operations and maintenance. Further, the project would implement green roof systems on several of the new structures, which would regulate interior heating and cooling.

Electricity demand for the project would be supplied by PG&E which is fully compliant with state regulations. PG&E sources 33% of its energy from renewable resources and 45% of its energy from GHG-free sources. By utilizing PG&E for electricity, 78% of the project's electricity demand would be sourced from GHG-free energy sources. Further, expansion of the project is expected to include green building design and would be compliant with applicable CBC standards.

Therefore, impacts related to wasteful energy use would be *less than significant*.

(b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

In order to be compliant with the County's COSE and EWP, the project would be required to reduce GHG emissions where feasible in energy consumption. The project would source energy from PG&E, which sources 33% of its energy from renewable resources and 45% is sourced from GHG-free sources. By utilizing PG&E for electricity, 78% of the project's electricity demand would be sourced from GHG-free energy sources. Additionally, the proposed project would implement sustainability features throughout new buildings and would achieve a minimum U.S. Green Building Council LEED certification of Silver. To further reduce energy consumption, the project would utilize ICF for exterior walls and ceilings with a live green roof system. ICF would reduce energy consumption during project operation by not allowing air infiltration to indoor areas and facilitating faster construction time. Other benefits of ICF include an extensive lifecycle, disaster resistance, and lower costs for operations and maintenance. Further, the project would implement green roof systems, which would regulate interior heating and cooling. The project would comply with CBC 2019 Building Energy Efficiency Standards and is not anticipated to result in wasteful use of energy. Therefore, the project would be compliant with applicable energy efficiency plans and impacts would be *less than significant*.

### *Conclusion*

The project would be compliant with applicable energy efficiency standards and would not lead to wasteful energy consumption during construction or operation. Therefore, impacts would be less than significant, and no mitigation is required.

### *Mitigation*

None necessary.

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### VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Setting

The Alquist-Priolo Earthquake Fault Zoning Act is a California state law that was developed to regulate development near active faults and mitigate the surface fault rupture potential and other hazards. The act identifies active earthquake fault zones and restricts building habitable structures over known active or potentially active faults. San Luis Obispo County is located in a geologically complex and seismically active region. The *County of San Luis Obispo General Plan Safety Element* identifies three active faults that traverse through the county and that are currently zoned under the act: the San Andreas, the Hosgri-San Simeon, and the Los Osos. The San Andreas Fault zone is located along the eastern border of San Luis Obispo County and has a length of over 600 miles. The Hosgri-San Simeon fault system generally consists of two fault zones: the Hosgri fault zone that is mapped off of the San Luis Obispo County coast; and the San Simeon fault zone, which appears to be associated with the Hosgri, and comes onshore near the pier at San Simeon Point. Lastly, the Los Osos Fault zone has been mapped generally in an east/west orientation along the northern flank of the Irish Hills.

The County Safety Element also identifies 17 other faults that are considered potentially active or have uncertain fault activity in the County. The County Safety Element establishes policies that require new development to be located away from active and potentially active faults, that the County enforce applicable building codes relating to seismic design of structures, and that the County require design professionals to evaluate the potential for liquefaction or seismic settlement to impact structures in accordance with the Uniform Building Code.

The County CZLUO identifies a Geologic Study Area (GSA) combining designation for areas where geologic and soil conditions could present new developments and their users with potential hazards to life and property. All land use permit applications for projects located within a GSA shall include a report prepared by a certified engineering geologist and/or registered civil/soils engineer, as appropriate. This report shall then be evaluated by a geologist retained by the county who is registered in the state of California. In addition, all uses within a GSA are subject to special standards regarding grading, distance from an active fault trace within an Earthquake Fault Zone, and erosion and geologic stability (CZLUO Section 23.07.080).

Groundshaking refers to the motion that occurs in response to local and regional earthquakes. Groundshaking can endanger life and safety due to damage or collapse of structures or lifeline facilities. The CBC currently requires structures to be designed to resist a minimum seismic force resulting from ground motion.

Liquefaction is the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from groundshaking during an earthquake. Liquefaction potential increases with earthquake magnitude and groundshaking duration. Low-lying areas adjacent to creeks, rivers, beaches, and estuaries underlain by unconsolidated alluvial soil are most likely to be vulnerable to liquefaction. The CBC requires the assessment of liquefaction in the design of all structures. Based on the County Safety Element Maps, the project site is in an area with low potential for liquefaction.

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Landslides and slope instability can occur as a result of wet weather, weak soils, improper grading, improper drainage, steep slopes, adverse geologic structure, earthquakes, or a combination of these factors. Despite current codes and policies that discourage development in areas of known landslide activity or high risk of landslide, there is a considerable amount of development that is being impacted by landslide activity in the County each year. The County Safety Element identifies several policies to reduce risk from landslides and slope instability. These policies include the requirement for slope stability evaluations for development in areas of moderate or high landslide risk, and restrictions on new development in areas of known landslide activity unless development plans indicate that the hazard can be reduced to a less than significant level prior to beginning development. Based on the County's Safety Element Maps, the project site is located in an area with a high to very high potential for landslide.

The classification of expansive soils relates to the extent to which the soil shrinks as it dries out or swells when it gets wet. Extent of shrinking and swelling is influenced by the amount and kind of clay in the soil. Shrinking and swelling of soils can cause damage to building foundations, roads and other structures. A high shrink/swell potential indicates a hazard to maintenance of structures built in, on, or with material having this rating. Moderate and low ratings lessen the hazard accordingly. The project site is underlain by Concepcion loam, 9 to 15 percent slopes; San Simeon sandy loam, 9 to 15 percent slopes; and Xerorthents escarpment.

The County COSE identifies a policy for the protection of paleontological resources from the effects of development by avoiding disturbance where feasible. Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. The project site is located within the South Coast Range which is comprised of predominantly marine-derived Miocene and Pliocene-age sedimentary rocks.

### Discussion

- (a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- (a-i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

The project site is located along the Central California Coast, approximately 0.5 mile inland from the Hosgri-San Simeon Fault, a designated Alquist-Priolo Fault Zone, located offshore to the west. Based on the project's proximity to the Hosgri-San Simeon Fault, potential for rupture at the project site is low. The project would be subject to the CBC and other applicable standards to ensure that the effects of a potential seismic event would be minimized through compliance with current engineering practices and techniques. Therefore, impacts related to rupture of a known earthquake fault are considered *less than significant*.

- (a-ii) *Strong seismic ground shaking?*

San Luis Obispo County is located in a seismically active region and there is always a potential for seismic ground shaking. In addition, the project is located within a GSA combining designation. The project proposes to upgrade and expand the existing hotel and associated commercial area. All structures developed as a result of this project would be required to comply with the CBC and other applicable standards to ensure the effects of a potential seismic event would be minimized through compliance with current engineering practices and techniques. Adherence to the CBC and other applicable engineering standards would ensure that new development would not expose people or structures to significant increased risks associated with seismic ground shaking; therefore, impacts would be *less than significant*.

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(a-iii) *Seismic-related ground failure, including liquefaction?*

Based on the County Safety Element Liquefaction Hazards Map, the project area is located in an area with low potential for liquefaction. The project would be required to comply with CBC seismic requirements to address the site's potential for seismic-related ground failure including liquefaction; therefore, the potential impacts would be *less than significant*.

(a-iv) *Landslides?*

Based on the County Safety Element Landslide Hazards Map, the project is located in an area with high to very potential for landslide risk, and landslides associated with steep slopes on the east side of SR 1 are common. However, the project site is located on previously developed, relatively level land, which reduces the risk for landslides to occur onsite. Additionally, the project would be required to comply with CBC and other applicable engineering standards to reduce hazards associated with landslides. Therefore, the project would not result in significant adverse effects associated with landslides and impacts would be *less than significant*.

(b) *Result in substantial soil erosion or the loss of topsoil?*

The project would result in 4.6 acres of site disturbance on the 23.41-acre site, including 5,580 cy of cut and 790 cy of fill, with 6,163 cy of soil to be exported offsite (includes cut amount, less fill amount, and accounts for expansion of the soil as its excavated). The project site is located on a bluff overlooking the Pacific Ocean and supports Young Creek in the northern portion of the project area that terminates at the Pacific Ocean. There is a potential for construction activity to result in soil erosion that could runoff into nearby surface water resources. Under the Construction General Permit Order 2009-0009-DWQ, projects that disturb more than 1 acre of soil are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) with best management practices (BMPs) designed to reduce erosive and polluted runoff during project construction. The proposed project would be required to comply with SWRCB requirements and prepare a SWPPP. Applicable construction BMPs for the project are identified in Mitigation Measure BIO-4. Additionally, preparation and approval of an Erosion and Sedimentation Control Plan is required for all construction and grading projects (LUO 23.05.036) to minimize potential impacts related to erosion, sedimentation, and siltation. The plan would be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Compliance with existing regulations would reduce potential impacts related to soil erosion and loss of topsoil to *less than significant*. Additionally, implementation of Mitigation Measure BIO-4 would further reduce impacts.

(c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

The project site is located within a coastal zone on a bluff in northern San Luis Obispo County. The stabilization of the bluff was analyzed in a Geologic Hazards and Bluff Retreat Report by Earth Systems Pacific in August 2017. The report was prepared to see if substantial erosion of the bluff occurred since previous reports and investigations which were conducted in 2013 and 1997. The 2017 analysis of the bluff revealed that it is grossly stable with factors of safety of 5.83 under static conditions and 4.16 under seismic conditions. The factors are well above the requirements of 1.5 for static conditions and 1.1 for seismic conditions. Therefore, no additional bluff top setback is required beyond the minimum 25-foot setback identified in the 1997 and 2013 reports and investigations; therefore, potential hazard to bluff top erosion would be *less than significant*.

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- (d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Typically, soils comprised of clay or clay materials have a higher shrink/swell potential than soils without clay. According to the NRCS Soil Survey, the project site is underlain by Concepcion loam, 9 to 15 percent slopes; San Simeon sandy loam, 9 to 15 percent slopes; and Xerorthents, escarpment. These soils contain clay components that would contribute to the shrink/swell potential at the project site. The development would be required to comply with Section 1808A.6.1 to 1808A.6.4 of the CBC, which have been developed to properly safeguard structures and occupants from land stability hazards, which include expansive soils. Therefore, impacts would be *less than significant*.

- (e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The project site currently supports an existing wastewater treatment plant. The existing system includes a cliffside evapotranspiration system that discharges undisinfected effluent. During construction of Phase 3, the applicant would upgrade the equipment at the wastewater treatment site to enable tertiary treatment that would allow the effluent to be used as recycled water for irrigation of the onsite landscaping. New equipment would include an MBR, which utilizes aeration for secondary treatment. After aeration, the effluent would pass through a membrane filter that removes remaining contaminants, is disinfected with chlorine, and finally dechlorinated to use as recycled landscape/irrigation water. The new MBR system, along with an influent equalization tank, an external sludge storage tank, and a sludge dewatering press will be constructed within the existing footprint of the current wastewater treatment system.

The project site is currently capable of supporting wastewater treatment and disposal systems and associated infrastructure; therefore, the project site would also be capable of supporting infrastructure associated with the proposed project. Soils at the project site would be capable of supporting proposed wastewater systems and impacts would be *less than significant*.

- (f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The project site is located within the South Coast Range which is comprised of predominantly marine-derived Miocene and Pliocene-age sedimentary rocks (Albion 2018). The project would include excavation activities that have the potential to uncover buried resources. However, discovery of a paleontological resource is not anticipated due to the previously disturbed nature of the site and limited cut and fill activity required for the project. In addition, there are no known paleontological discoveries associated with the site based on previous construction activities. County COSE Policy CR 4.5 requires the protection of paleontological resources during development. The policy requires the presence of a paleontological monitor during excavation activities where resources are known or likely to occur. Mitigation Measure GEO-1 requires that in the unlikely event that a paleontological resource is uncovered during development of the project, development activities would cease, and a qualified paleontologist would be notified. Further activity would be halted until the resource is appropriately protected through collection, curation, or documentation as identified in the County COSE. Based on the limited nature of excavation activity and adherence to applicable policies in the County COSE, impacts related to paleontological resources would be *less than significant with mitigation*.

### Conclusion

The project site is located within the coastal zone on a bluff in northern San Luis Obispo County in a GSA combining designation. The Hosgri-San Simeon Fault is located 0.5 mile offshore and has the potential to



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expose people and structures to seismic hazards. However, compliance with the CBC and other engineering standards would ensure that seismic hazards and related ground failure events are less than significant. Further, erosion from ground disturbance activity would be mitigated through implementation of a SWPPP with BMPs described in Mitigation Measure BIO-4. Therefore, impacts related to geology and soils would be less than significant with mitigation.

### Mitigation

- GEO-1** If paleontological resources are encountered during ground-disturbing activities, activities in the immediate area of the find shall be halted and a qualified paleontologist shall be retained to evaluate the discovery and recommend appropriate treatment options pursuant to guidelines developed by the Society of Vertebrate Paleontology and the County COSE.

## VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

Greenhouse gasses (GHGs) are any gases that absorb infrared radiation in the atmosphere. The primary GHGs that are emitted into the atmosphere as a result of human activities are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated gases. These are most commonly emitted through the burning of fossil fuels (oil, natural gas, and coal), agricultural practices, decay of organic waste in landfills, and a variety of other chemical reactions and industrial processes (e.g., the manufacturing of cement). Carbon dioxide (CO<sub>2</sub>) is the most abundant GHG and is estimated to represent approximately 80–90% of the principal GHGs that are currently affecting the earth's climate. According to the California Air Resources Board (CARB), transportation (vehicle exhaust) and electricity generation are the main sources of GHGs in the state.

In October 2008, the CARB published the *Climate Change Proposed Scoping Plan*, which is the state's plan to achieve GHG reductions in California required by Assembly Bill (AB) 32. The Scoping Plan included CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementation of energy efficiency measures in buildings and appliances, the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

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Senate Bill (SB) 32 and Executive Order (EO) S-3-05 extended the state's GHG reduction goals and require CARB to regulate sources of GHGs to meet the following goals:

- Reduce GHG emissions to 1990 levels by 2020;
- Reduce GHG emissions to 40% below 1990 levels by 2030;
- Reduce GHG emissions to 80% below 1990 levels by 2050.

The initial Scoping Plan was first approved by CARB on December 11, 2008, and is updated every 5 years. The first update of the Scoping Plan was approved by the CARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030–2035) toward reaching the 2050 goals. The most recent update released by CARB is the 2017 Climate Change Scoping Plan, which was released in November 2017. The 2017 Climate Change Scoping Plan incorporates strategies for achieving the 2030 GHG-reduction target established in SB 32 and EO S-3-05.

When assessing the significance of potential impacts for CEQA compliance, an individual project's GHG emissions will generally not result in direct significant impacts because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation. Accordingly, in March 2012, the SLOAPCD approved thresholds for GHG impacts which were incorporated into their 2012 CEQA Air Quality Handbook. The Handbook recommended applying a 1,150 MTCO<sub>2</sub>e per year Bright Line Threshold for commercial and residential projects and included a list of general land uses and estimated sizes or capacities of uses expected to exceed this threshold. According to the SLOAPCD, this threshold was based on a 'gap analysis' and was used for CEQA compliance evaluations to demonstrate consistency with the state's GHG emission reduction goals associated with AB32 and the 2008 Climate Change Scoping Plan which have a target year of 2020. However, in 2015, the California Supreme Court issued an opinion in the case of *Center for Biological Diversity vs California Department of Fish and Wildlife* ("Newhall Ranch") that determined that AB 32 based thresholds derived from a gap analysis are invalid for projects with a planning horizon beyond 2020. Since the bright-line and service population GHG thresholds in the Handbook are AB 32 based, and project horizons are now beyond 2020, the SLOAPCD no longer recommends the use of these thresholds in CEQA evaluations. Instead, the following threshold options are recommended for consideration by the lead agency:

- Consistency with a Qualified Climate Action Plan: CAPs conforming to CEQA Guidelines § 15183 and 15183.5 would be qualified and eligible for project streamlining under CEQA.

The County of San Luis Obispo EnergyWise (EWP), adopted in 2011, serves as the County's GHG reduction strategy. The GHG-reducing policy provisions contained in the EWP were prepared for the purpose of complying with the requirements of AB 32 and achieving the goals of the AB 32 Scoping Plan, which have a horizon year of 2020. Therefore, the EWP is not considered a qualified GHG reduction strategy for assessing the significance of GHG emissions generated by projects with a horizon year beyond 2020.

- No-net Increase: The 2017 Scoping Plan states that no-net increase in GHG emissions relative to baseline conditions "*is an appropriate overall objective for new development*" consistent with the Court's direction provided by the Newhall Ranch case. Although a desirable goal, the application of this threshold may not be appropriate for a small project where it can be clearly shown that it will not generate significant GHG emissions (i.e., *di minimus*: too trivial or minor to merit consideration).
- Lead Agency Adopted Defensible GHG CEQA Thresholds: Under this approach, a lead agency may establish SB 32-based local operational thresholds. As discussed above, SB 32 requires the state to reduce GHG levels by 40 percent below 1990 levels by the year 2030. According to the *California*

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*Greenhouse Gas Emissions for 2000 to 2017, Trends of Emissions and Other Indicators* published by the California Air Resources Board, emissions of GHG statewide in 2017 were 424 million MMTCO<sub>2</sub>e, which was 7 million MTCO<sub>2</sub>e below the 2020 GHG target of 431 MMTCO<sub>2</sub>e established by AB 32. At the local level, an update of the County's EnergyWise Plan prepared in 2016 revealed that overall GHG emissions in San Luis Obispo County decreased by approximately seven percent between 2006 and 2013, or about one-half of the year 2020 target of reducing greenhouse gas emissions by 15% relative to the 2006 baseline<sup>1</sup>. Therefore, application of the 1,150 MTCO<sub>2</sub>e Bright Line Threshold in San Luis Obispo County, together with other local and State-wide efforts to reduce GHG emissions, proved to be an effective approach for achieving the reduction targets set forth by AB32 for the year 2020. It should be noted that the 1,150 MTCO<sub>2</sub>e per year Bright Line Threshold was based on the assumption that a project with the potential to emit less than 1,150 MTCO<sub>2</sub>e per year would result in impacts that are less than significant and less than cumulatively considerable impact and would be consistent with state and local GHG reduction goals.

Since SB 32 requires the state to reduce GHG levels by 40 percent below 1990 levels by the year 2030, the application of an interim "bright line" SB32-based working threshold that is 40 percent below the 1,150 MMTCO<sub>2</sub>e Bright Line threshold ( $1,150 \times 0.6 = 690$  MMTCO<sub>2</sub>e) would be expected to produce comparable GHG reductions "in the spirit of" the targets established by SB32. Therefore, for the purpose of evaluating the significance of GHG emissions for a project after 2020, emissions estimated to be less than 690 MMTCO<sub>2</sub>e per year GHG are considered *de minimus* (too trivial or minor to merit consideration), and will have a less than significant impact that is less than cumulatively considerable and consistent with state and local GHG reduction goals.

### Discussion

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

Project construction would use diesel fuel and natural gas for construction vehicles and equipment, as well as worker transportation to the site. Additionally, construction phases of the project would be compliant with applicable local and state regulations regarding diesel idling and other wasteful energy uses while using construction equipment. Therefore, construction phases are not expected to result in the wasteful use of energy or result in the significant emission of GHGs.

The project would add 29 additional guest rooms and remodel other existing features with relatively no size increase. The proposed project would implement sustainability features throughout new buildings and would achieve a minimum U.S. Green Building Council LEED certification of Silver. To further reduce energy consumption, the project would utilize ICF for exterior walls and ceilings with a live green roof system. ICF would reduce energy consumption during project operation by not allowing air infiltration to indoor areas and facilitating faster construction time. Other benefits of ICF include an extensive lifecycle, disaster resistance, and lower costs for operations and maintenance. Further, the project would implement green roof systems, which would regulate interior heating and cooling efforts and reduce CO<sub>2</sub> emissions from the project site. Electricity demand for the project would be supplied by PG&E, which is fully compliant with state regulations and acquires 33% of its energy from renewable sources and 45% of its energy from GHG-free sources. Design features of the

<sup>1</sup> AB32 and SB32 require GHG emissions to be reduced to 1990 levels by the year 2020. The EnergyWise Plan assumes that the County's 1990 GHG emissions were about 15% below the levels identified in the 2006 baseline inventory.

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project are expected to reduce operational energy use and GHG emissions from existing conditions; therefore, project impacts related to wasteful energy use would be *less than significant*.

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

Energy inefficiency contributes to higher GHG emissions and would which in turn may conflict with state and local plans for energy efficiency.

As discussed above, the EWP, adopted in 2011, serves as the County's GHG reduction strategy. The GHG-reducing policy provisions contained in the EWP were prepared for the purpose of complying with the requirements of AB 32 and achieving the goals of the AB 32 Scoping Plan, which have a horizon year of 2020. The policy provisions are divided into community-wide measures and measures aimed at reducing GHG emissions associated with County operations. The GHG reduction measures contained in the EWP are generally programmatic and intended to be implemented at the community level. Measure No. 7 encourages energy efficient new development and provides incentives for new development to exceed CALGreen energy efficiency standards. The following is a summary of project consistency with the relevant supporting actions identified in Measure No. 7 for promoting energy efficiency in new development.

Supporting Action	Project Consistency
Require the use of energy-efficient equipment in all new development, including but not limited to Energy Star appliances, high-energy efficiency equipment, heat recovery equipment, and building energy management systems.	New buildings for the project would be designed to receive a minimum LEED certification of Silver. Further, the project would include ICF and green roof systems to regulate heating and cooling costs and reduce wasteful water use. Captured stormwater from the green roof or proposed cistern would be recycled and used for landscape irrigation.
Encourage new projects to provide ample daylight within the structure through the use of lighting shelves, exterior fins, skylights, atriums, courtyards, or other features to enhance natural light penetration.	The project would utilize a green roof system, which would reduce CO <sub>2</sub> from the project site, capture more water to be used for irrigation, and regulate interior heating and cooling needs. The project would be designed to embrace the natural setting; therefore, design elements would be open and allow natural light.
Minimize the use of dark materials on roofs by requiring roofs to achieve a minimum solar reflectivity index (SRI) of 10 for high-slope roofs and 64 for low-slope roofs (CALGreen 5.1 Planning and Design).	
Minimize heat gain from surface parking lots.	Paved roads would be replaced with permeable pavers over rock fill to capture surface water runoff and redirect it into a proposed cistern to be used for irrigation.
Use light-colored aggregate in new road construction and repaving projects adjacent to existing cities and in some of the communities north of the Cuesta Grade.	Paved roads would be replaced with permeable pavers over rock fill to capture surface water runoff and redirect it into a proposed cistern to be used for irrigation.

Overall, the project is consistent with adopted plans and policies aimed at reducing GHG emissions; therefore, impacts would be *less than significant*.



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### Conclusion

The project would be compliant with applicable plans and policies to reduce emissions. Additionally, the project would include green building design to reduce energy use and release of emissions. Therefore, impacts would be less than significant, and no mitigation is necessary.

### Mitigation

None necessary.

## IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

The Hazardous Waste and Substances Site (Cortese) List is a planning document used by the state, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese list. The California Department of Toxic Substance Control (DTSC) tracks DTSC cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination, such as federal superfund sites, state response sites, voluntary cleanup sites, and military evaluation sites. The State Water Resources Control Board (SWRCB) GeoTracker database contains records for sites that impact, or have the potential to impact, water in California, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program sites. The remaining data regarding facilities or sites identified as meeting the "Cortese List" requirements are provided on the CalEPA website: <https://calepa.ca.gov/sitecleanup/corteselist/>. The project site is not located on or within one mile of a known hazardous materials site.

The California Health and Safety Code provides regulation pertaining to the abatement of fire related hazards and requires that local jurisdictions enforce the CBC, which provides standards for fire resistive building and roofing materials, and other fire-related construction methods. The County Safety Element provides a Fire Hazard Zones Map that indicates unincorporated areas in the County within moderate, high, and very high fire hazard severity zones. The County Safety Element also provides a California Department of Forestry and Fire Protection (CAL FIRE) Emergency Response Zone Map, which indicates the estimated emergency response time for unincorporated areas of the county. A number of risk reduction measures have been taken by the County to reduce the potential for wildfires, including adopting standards for fire resistive building materials and construction methods, providing defensible space around structures, providing adequate water supplies for fire suppression, and providing adequate access for fire-fighting equipment. In addition to these measures, the County has undertaken a variety of mitigation strategies, including a Countywide Community Fire Safe Council, a vegetation management program, and pre-planning major wildfire scenarios in high and very high fire severity areas that include evacuation plans and pre-plans. The project site is located within a high fire hazard area and emergency response time to the site is approximately 27 minutes according to the County Fire/CAL FIRE referral response. For more information about fire-related hazards and risk assessment, see Section XX, Wildfire.

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The County also has adopted general emergency plans for multiple potential natural disasters, including the Local Hazard Mitigation Plan, County Emergency Operations Plan (EOP), Earthquake Plan, Dam and Levee Failure Plan, Hazardous Materials Response Plan, County Recovery Plan, and the Tsunami Response Plan.

### Discussion

- (a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Construction of the proposed project is anticipated to require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Temporary storage containers (bulk above-ground storage tanks, 55-gallon drums, sheds/trailers, etc.) may be used by the project contractor for equipment refueling and maintenance purposes during construction. The transport, use, handling, and disposal of hazardous materials during construction would occur pursuant to local, state, and federal regulations to minimize risk and exposure. Operation of the resort would be similar to that of other guest accommodations and would not require routine transport, use, or disposal of hazardous materials. Commonly used hazardous materials (e.g. cleaners, solvents, oils, paints, etc.) would be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials. Therefore, impacts associated with the routine transport of hazardous materials would be *less than significant*.

- (b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

During the construction period, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the limited nature and duration of construction activities and the small volume and low concentration of materials that would be utilized during construction. No hazardous materials would be permanently stored on site. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment and mitigate impacts in the event of a spill or accidental release. Standard construction practices would be implemented such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

The project requires demolition of existing structures that have the potential to release NOA and lead-based paint particles. Mitigation Measures AQ-2 through AQ-4 require a geologic survey and identify the proper protocol if NOA is discovered onsite. Lead-based paint would need to follow applicable abatement measure to avoid release of lead particles. Compliance with existing regulations and implementation of Mitigation Measures AQ-2 through AQ-4 would reduce the risk of reasonably foreseeable upset and accident conditions involving the release of hazardous materials; therefore, impacts would be *less than significant with mitigation*.

- (c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The nearest school to the project site is located approximately 12 miles north in Monterey County. The closest schools to the project located in San Luis Obispo County are in Cambria, approximately 20 miles south of the project site. Therefore, the project does not have the potential to emit hazardous materials within 0.25 mile of an existing or proposed school and *no impact* would occur.

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- (d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

According to the DTSC Envirostor database, the project site is not located on or within 1,000 feet of a known hazardous materials site. Therefore, the project is not located on a hazardous materials site and project construction would not create a significant hazard to the public or the environment and *no impact* would occur.

- (e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The nearest public airport is the San Luis Obispo County Regional Airport located over 50 miles south, and the nearest private airport is Hearst Airport located approximately 12 miles south of the project site. The project site is not located within an Airport Land Use Plan and is not located within 2 miles of a public or private air strip; therefore, *no impact* would occur.

- (f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project would be located on an existing parcel and would not alter or prohibit access to the local circulation system. The proposed project would be able to accommodate emergency vehicles and would not conflict with any emergency response plans or emergency evacuation plans. Further, implementation of the proposed project would not result in a significant temporary or permanent road closure that may be inconsistent with previously adopted emergency response plans or emergency evacuation plans. No breaks in utility service would occur as a result of project implementation and any construction-related detours within the project site would include proper signage and notification and would be short-term and limited in nature and duration and confined to the project site. Therefore, potential impacts would be *less than significant*.

- (g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

The project site is located along the coast in a high fire hazard area. Emergency response time to the project is approximately 15 minutes. The project would be designed to comply with all fire safety rules and regulations, including the California Fire Code and PRC, and interior design elements would comply with CBC recommendations, which include fire resistant walls and ceilings and fire alarms and sprinklers. Therefore, impacts would be *less than significant*.

### Conclusion

Implementation of the proposed project would not create significant hazard to the public through reasonably foreseeable upset and accident conditions of hazardous materials or expose people or structures to wildfire risks. Implementation of Mitigation Measures AQ-2 and AQ-3 would reduce potential impacts related to the release of NOA during demolition activities. The project site is not located with 0.25 mile of a school and is not located within an Airport Land Use Plan. Therefore, impacts associated with hazards and hazardous materials would be less than significant.

### Mitigation

Implement Mitigation Measures AQ-1 and AQ-2.



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### X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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### *Setting*

The RWQCB has established the Total Maximum Daily Load (TMDL) for waterbodies within the county. A TMDL establishes the allowable amount of a particular pollutant a waterbody can assimilate on a regular basis and still remain at levels that protect beneficial uses designated for that waterbody. A TMDL also establishes proportional responsibility for controlling the pollutant, numeric indicators of water quality, and implementation to achieve the allowable amount of pollutant loading. Section 303(d) of the CWA includes listed bodies of water that are designated as impaired. A body of water is impaired when a water quality objective or standard is not met.

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States are typically identified by the presence of an Ordinary High Water Mark (OHWM) and connectivity to traditional navigable waters or other jurisdictional features. CWA Section 404 requires a permit for these activities under separate regulations by the USACE and USEPA unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

The Central Coast RWQCB Water Quality Control Plan for the Central Coast Basin (Basin Plan; 2017) describes how the quality of surface water and groundwater in the Central Coast Region should be managed to provide the highest water quality reasonably possible. The Basin Plan outlines the beneficial uses of streams, lakes, and other water bodies for humans and other life. There are 24 categories of beneficial uses, including, but not limited to, municipal water supply, water contact recreation, non-water contact recreation, and cold freshwater habitat. Water quality objectives are then established to protect the beneficial uses of those water resources. The RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements to individuals, communities, or businesses whose waste discharges can affect water quality.

The project is not located within an identified groundwater basin. The project also receives its water from surface water resources including Twin Springs, Waterfalls Creek, and Young Creek.

The County CZLUO dictates which projects are required to prepare a drainage plan, including projects that would, for example, involve a land disturbance of more than 40,000 square feet, would result in an impervious surface of more than 20,000 square feet, or involves development on slopes steeper than 10 percent. The County CZLUO also dictates that an erosion and sedimentation control plan is required year-round for all construction and grading permit projects and any site disturbance activities of 0.5 acre or more in geologically unstable areas, on slopes of steeper than 30 percent, on highly erodible soils, or within 100 feet of any watercourse.

Per the County's Stormwater Program, the County Department of Planning and Building is responsible for ensuring that new construction sites implement BMPs during construction, and that site plans incorporate appropriate post-construction stormwater runoff controls. Construction sites that disturb 1 acre or more must enroll for coverage under the SWRCB Construction General Permit. The Construction General Permit requires the preparation of a SWPPP to minimize onsite sedimentation and erosion. There are several types of projects that are exempt from preparation of a SWPPP, including routine maintenance to existing developments, emergency construction activities, agricultural discharges regulated by the SWRCB or RWQCB, and projects exempted by the SWRCB or RWQCB. Projects that disturb less than 1 acre must implement all required elements within the site's erosion and sediment control plan as required by the County Codes.

For planning purposes, the flood event most often used to delineate areas subject to flooding is the 100-year flood. The County Safety Element establishes policies to reduce flood hazards and reduce flood damage, including but not limited to prohibition of development in areas of high flood hazard potential,

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discouragement of single road access into remote areas that could be closed during floods, and review of plans for construction in low-lying areas. All development located in flood plains are subject to Federal Emergency Management Act (FEMA) regulations. The County LUO designates a Flood Hazard (FH) combining designation for areas of the county that could be subject to inundation by a 100-year flood or within coastal high hazard areas. Development projects within this combining designation are subject to FH permit and processing requirements. These requirements include, but are not limited to, the preparation of a drainage plan, implementation of additional construction standards, and additional materials storage and processing requirements that could be injurious to human, animal or plant life in the event of flooding. Young Creek is located in the northern portion of the project area and terminates at the Pacific Ocean, which is overlooked by the project site. The lower portion of the bluff is located within a 100-year flood zone associated with the Pacific Ocean; however, the project site, including the terrace area and resort area, would not be located within a 100-year flood zone.

### Discussion

- (a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Construction activity for project development has the potential to release erosive and polluted runoff from the project site that could violate water quality standards to nearby surface water resources, including Young Creek and the Pacific Ocean. The project would result in 4.6 acres of site disturbance on the 23.41-acre site, including 5,580 cy of cut and 790 cy of fill, with 6,163 cy of soil to be exported offsite (includes cut amount, less fill amount, and accounts for expansion of the soil as its excavated). The project site utilizes a cliffside outfall that is permitted by the RWQCB to treat 15,000 gallons per day (Permit No. R3-2020-0003). The project would be required to comply with the current permit requirements for the cliffside outfall to avoid water quality degradation from untreated or exceedance of wastewater to the Pacific Ocean. Excavation and ground disturbance activities has the potential to increase erosive runoff from the project site. Pollutant runoff could be released by the use of construction vehicles and equipment through accidental leakage, spillage, or other pollutant release. Under the Construction General Permit Order 2009-0009-DWQ, projects that disturb more than 1 acre of soil are required to prepare and implement a SWPPP with BMPs designed to reduce erosive and polluted runoff during project construction. The proposed project would be required to comply with SWRCB requirements and prepare a SWPPP. Applicable construction BMPs to reduce erosion and sedimentation for the project are identified in Mitigation Measure BIO-4. Additionally, preparation and approval of an Erosion and Sedimentation Control Plan is required for all construction and grading projects (LUO Section 23.05.036) to minimize potential impacts related to erosion, sedimentation, and siltation. The plan would be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Compliance with existing regulations and implementation of Mitigation Measure BIO-4 and would reduce potential impacts related to soil erosion and loss of topsoil to *less than significant with mitigation*.

- (b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The project site receives its water from three surface water resources, including Twin Springs, Waterfalls Creek, and Young Creek and an onsite groundwater well. The onsite well was drilled in 2010 and produces 11.9 gallons per minute (GPM) based on a 24-hour pump test (Wallace Group 2020). The existing water demand of the Ragged Point Inn and Resort is approximately 11.77 acre-feet per year (AFY), of which approximately 2.0 AFY is for irrigation needs. The projected water demand of the

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Ragged Point Inn and Resort after completion of the project (all phases) is expected to be 22.25 AFY (19,850 gallons per day [GDP]) with 4.0 AFY required for irrigation needs (Wallace Group 2019). Without accounting for any recycled water use from the new tertiary wastewater system, the property would have an excess of approximately 19.0 AFY of water from its various entitled water sources. In the event of low well-supply levels that trigger drought conditions, Mitigation Measures WQ-1 and WQ-2 have been identified to implement BMPs for indoor and irrigation water use. The project site is not located within an identified groundwater basin. With implementation of the identified mitigation measures, impacts to groundwater supplies would be *less than significant with mitigation*.

- (c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- (c-i) *Result in substantial erosion or siltation on- or off-site?*

The project does not propose work within Young Creek that would temporarily or permanently alter its drainage pattern. However, excavation and other ground disturbance activities have the potential to temporarily alter drainage patterns within the project site and release erosive runoff from the project site. Under the Construction General Permit Order 2009-0009-DWQ, projects that disturb more than 1 acre of soil are required to prepare and implement a SWPPP with BMPs designed to reduce erosive and polluted runoff during project construction. The proposed project would be required to comply with SWRCB requirements and prepare a SWPPP. Applicable construction BMPs for the project are identified in Mitigation Measure BIO-4. Additionally, preparation and approval of an Erosion and Sedimentation Control Plan is required for all construction and grading projects (LUO Section 22.52.120) to minimize potential impacts related to erosion, sedimentation, and siltation. The plan would be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Compliance with existing regulations and implementation of Mitigation Measure BIO-4 and would reduce potential impacts related to soil erosion and loss of topsoil to *less than significant with mitigation*.

- (c-ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Implementation of the project would result in expanded impervious surface areas including roads, walkways, and buildings. A new 30,000-gallon subsurface stormwater cistern would be installed under the parking lot near South Cliff House. A series of stormwater pipes would be placed primarily under drive aisle or parking areas and would convey runoff to the new cistern. During project operation, stormwater runoff would be directed toward planter beds or toward drainage inlets to the subsurface cistern. Similarly, roof drainage would be directed into the subsurface cistern and all collected storm water would be recycled for landscape irrigation to the greatest extent feasible. Driveway and parking areas would be replaced by permeable pavers over rock fill. The project would implement a green roof, which would reduce stormwater runoff from roofs 65–94%. Increased runoff from new impervious surface areas as a result of the project is not expected to result in on- or offsite flooding due to proposed stormwater infrastructure. Based on project design, impacts of the project on surface water runoff would be *less than significant*.

- (c-iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Implementation of the project would result in expanded impervious surface areas including roads, walkways, and buildings. A new 30,000-gallon subsurface stormwater cistern would be installed under



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the parking lot near South Cliff House. A series of stormwater pipes would be placed primarily under drive aisle or parking areas and would convey runoff to the new cistern. During project operation, stormwater runoff would be directed toward planter beds or toward drainage inlets to subsurface cisterns. Similarly, roof drainage would be directed into subsurface cisterns and all collected storm water would be recycled for landscape irrigation to the greatest extent feasible. Driveway and parking areas would be replaced by permeable pavers over rock fill. The project would implement a green roof, which would reduce stormwater runoff from roofs 65–94%. Increased runoff from new impervious surface areas as a result of the project is not expected to result in stormwater flows that exceed the capacity of proposed infrastructure.

During construction activity, potential stormwater or surface flows have the potential to carry erosive or polluted runoff to nearby surface water resources. As described above, the proposed project is required to prepare and implement a SWPPP with BMPs designed to reduce erosive and polluted runoff during project construction. Applicable construction BMPs for the project are identified in Mitigation Measure BIO-4. Additionally, preparation and approval of an Erosion and Sedimentation Control Plan is required for all construction and grading projects (LUO 22.52.120) to minimize potential impacts related to erosion, sedimentation, and siltation. The plan would be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Implementation of Mitigation Measure BIO-4 and compliance with existing regulations would reduce potential impacts related to erosive and polluted runoff from stormwater flows to *less than significant with mitigation*.

(c-iv) *Impede or redirect flood flows?*

Implementation of the project would result in expanded impervious surface areas including roads, walkways, and buildings. Additionally, excavation and other ground disturbing activities could temporarily redirect flood flows onsite. According to the County's Safety Element Flood Hazard map, the lower bluff portion of the project site is located within the 100-year flood zone associated with the Pacific Ocean; however the project area and existing development are located outside the 100-year flood zone; therefore, there is little potential for flooding to occur onsite. The project proposes a new 30,000-gallon subsurface cistern that would be capable of containing potential storm flows. The project would be required to prepare an Erosion and Sedimentation Control Plan is required for all construction and grading projects (LUO 22.52.120) to minimize potential impacts related to erosion, sedimentation, and siltation. The plan would be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Compliance with existing regulations would make project impacts on flood flows *less than significant*.

(d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

The project site is located within the coastal zone on a bluff in northern San Luis Obispo County. According to the County's Safety Element Flood Hazard map, the lower portion of the bluff is located within a 100-year flood zone associated with the Pacific Ocean; however, the project site including the terrace area and resort area would not be located within a 100-year flood zone. In addition, the project site would be subject to other natural disasters associated with its location along a coastline including tsunami. In the event of a flood, tsunami, or other natural disaster, pollutants have to potential to be released from the project site. During construction, a Stormwater Pollution Prevention Plan (SWPPP) with best management practices (BMPs) designed to reduce erosive and polluted runoff during project construction. Applicable construction BMPs are identified in Mitigation Measure BIO-4. Additionally, preparation and approval of an Erosion and Sedimentation Control Plan is required for

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all construction and grading projects (LUO Section 22.52.120) to minimize potential impacts related to erosion, sedimentation, and siltation. The plan would be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Wastewater and stormwater systems onsite would be built following applicable engineering standards to avoid release of untreated water in the event of a natural disaster. With implementation of BMPs and compliance with existing regulations and standards, impacts would be *less than significant with mitigation*.

(e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Under the Construction General Permit Order 2009-0009-DWQ, projects that disturb more than 1 acre of soil are required to prepare and implement a SWPPP with BMPs designed to reduce erosive and polluted runoff during project construction. The proposed project would be required to comply with SWRCB requirements and prepare a SWPPP. Applicable construction BMPs for the project are identified in Mitigation Measure BIO-4. Additionally, preparation and approval of an Erosion and Sedimentation Control Plan is required for all construction and grading projects (LUO Section 22.52.120) to minimize potential impacts related to erosion, sedimentation, and siltation. The plan would be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. In addition, the project would develop a new 30,000-gallon subsurface cistern and associated infrastructure to capture stormwater runoff and recycle it for irrigation to the greatest extent feasible. With implementation of BMPs from Mitigation Measure BIO-4 and compliance with existing regulations, the project would be consistent with applicable water quality control plans.

The project is not located within a designated groundwater basin and is not subject to a sustainable groundwater management plan under Sustainable Groundwater Management Act (SGMA).

Therefore, the project would not obstruct implementation of a water quality control plan or a groundwater management plan and impacts would be *less than significant with mitigation*.

### Conclusion

The project would be subject to existing regulations regarding sedimentation and erosive runoff control during project construction and operation. Mitigation Measure BIO-4 identifies BMPs for the project to include in the SWPPP required for the project. In addition, Mitigation Measures WQ-1 and WQ-2 would reduce water demand for the project in the event of a drought and impacts to hydrology and water quality would be less than significant.

### Mitigation

Implement Mitigation measure BIO-4.

**WQ-1 Indoor Water Use BMPs.** The following drought management BMPs are recommended for indoor water use:

- Residential fixtures should be ultra-low flow as required by the Energy Policy Act of 1992.
- Individual self-regenerating water softeners should be prohibited to preserve groundwater quality. Softeners that are regenerated offsite may still be used.
- Toilets should be plumbed to receive tertiary reclaimed water (when available).

**WQ-2 Landscape Water BMPs.** Drought tolerant plant species and water-saving irrigation methods are recommended to reduce water applied to the landscape and preserve water resources.

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Tertiary reclaimed water should be used for irrigation when available instead of potable water. The following non-essential outdoor water uses should be avoided in response to drought conditions:

- a. Vehicle washing;
- b. Use of well water for construction purposes (compaction and dust control);
- c. Water waste resulting from untimely repair of observable leaks in water services or irrigation systems; and
- d. Recreational use of water.

### XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### Setting

The California Coastal Commission is the ultimate permit authority in the Coastal Zone of San Luis Obispo County and dictates how the County's Local Coastal Program (Title 23) is interpreted. The purpose of Title 23, also known as the County CZLUO, is to guide and manage the future growth in accordance with the County General Plan and Local Coastal Program; to regulate land use in a manner that will encourage and support orderly development and beneficial use of lands; to minimize adverse effects on the public resulting from inappropriate creation, location, use or design of buildings or land uses; and to protect and enhance significant natural, historic, archeological and scenic resources within the county.

The County LUE provides policies and standards for the management of growth and development in each unincorporated community and rural areas of the county and serves as a reference point and guide for future land use planning studies throughout the county. The LUE identifies strategic growth principles to define and focus the county's pro-active planning approach and balance environmental, economic, and social equity concerns. Each strategic growth principle correlates with a set of policies and implementation strategies that define how land will be used and resources protected. The LUE also defines each of the 14 land use designations and identifies standards for land uses based on the designation they are located within. The project area is designated as Recreational and Rural land uses.

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### Discussion

(a) *Physically divide an established community?*

The proposed project and associated uses are consistent with the underlying land use designation as described in the County's General Plan and LCP. The project does not propose project elements or components that would physically divide the site from surrounding areas and uses. The project would be consistent with the general level of existing development on the site and other recreational development along SR 1 and would not create, close, or impede any existing public or private roads, or create any other barriers to movement or accessibility within the community. Therefore, the proposed project would not physically divide an established community and *impacts would be less than significant*.

(b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project would be consistent with the property's land use designation and the guidelines and policies for development within the North Coast Area Plan, CZLUO, and COSE. The project was found to be consistent with standards and policies set forth in the County General Plan and Local Coastal Plan, the SLOAPCD CAP, and other land use policies for this area.

The project would be required to implement measures to mitigate potential impacts associated with aesthetics, air quality, biological resources, cultural and tribal resources, geology and soils, hydrology and water quality, and utilities and service systems; therefore, with mitigation, the project would not conflict with policies or regulations adopted for the purpose of avoiding or mitigating environmental effects and impacts would be *less than significant with mitigation*.

### Conclusion

The project would not physically divide an established community and would be consistent with applicable land use plans, policies, and regulations. So long as mitigation measures identified in this document are implemented, project impacts on Land Use and Planning would be less than significant.

### Mitigation

Implement mitigation measures identified within other sections of this MND.

## XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that the State Geologist classify land into mineral resource zones (MRZ) according to the known or inferred mineral potential of the land (PRC Sections 2710–2796).

The three MRZs used in the SMARA classification-designation process in the San Luis Obispo-Santa Barbara Production-Consumption Region are defined below (California Geological Survey [CGS] 2011a):

- **MRZ-1:** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.
- **MRZ-3:** Areas containing known or inferred aggregate resources of undetermined significance.

The County CZLUO provides regulations for development in delineated Energy and Extractive Resource Areas (EX) and Extractive Resource Areas (EX1). The EX combining designation is used to identify areas of the county where:

1. Mineral or petroleum extraction occurs or is proposed to occur;
2. The state geologist has designated a mineral resource area of statewide or regional significance pursuant to PRC Sections 2710 et seq. (SMARA); and,
3. Major public utility electric generation facilities exist or are proposed.

The purpose of this combining designation is to protect significant resource extraction and energy production areas identified by the County LUE from encroachment by incompatible land uses that could hinder resource extraction or energy production operations, or land uses that would be adversely affected by extraction or energy production.

### Discussion

- (a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

Based on the CGS Information Warehouse for Mineral Land Classification, the project site is not located within an area that has been evaluated for mineral resources. Additionally, based on Chapter 6 of the County COSE – Mineral Resources, the project site is not located within an extractive resource area or energy and extractive resource area. According to Table O of the LCP, mining is not an

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allowable land use activity on property with a Recreation land use designation. The project requires limited excavation activity and is not expected to uncover any known mineral resources; therefore, impacts would be *less than significant*.

- (b) *Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

There are no known or mapped mineral resources in the project area and the likelihood of future mining of important resources within the project area is very low. Therefore, impacts would be *less than significant*.

### Conclusion

No impacts to mineral resources would occur and no mitigation measures are necessary.

### Mitigation

None necessary.

## XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

The *County of San Luis Obispo General Plan Noise Element* provides a framework within which potential noise impacts may be addressed during project review and long-range planning. Noise sensitive uses that have been identified by the County include the following:

- Residential development, except temporary dwellings
- Schools: preschool to secondary, college and university, specialized education and training

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- Health care services (hospitals)
- Nursing and personal care
- Churches
- Public assembly and entertainment
- Libraries and museums

The County Noise Element provides a flow chart for determining if mitigation is required for proposed land uses and includes standard noise mitigation packages which in some situations may be used in lieu of an acoustical analysis prepared by a professional. The County Noise Element establishes a series of policies for transportation noise sources and stationary noise sources. For example, new development of noise-sensitive land uses shall not be permitted in areas exposed to levels of transportation noise that exceed 60 decibels (dB) day-night average sound level ( $L_{dn}$ ) or Community Noise Equivalent Level (CNEL). Similarly, noise created by new transportation noise sources including roadway improvement projects, shall be mitigated not to exceed levels specified in the County Noise Element.

The County CZLUO noise standards are not applicable to a range of exceptions, including noise sources associated with construction, provided such activities do not take place before 7:00 a.m. or after 9:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday. Noise associated with agricultural land uses as listed in Section 22.06.030 and traffic on public roadways, railroad line operations, and aircraft in flight are also exempt.

The project site is located in a rural, recreational area in the North Coast planning area. The project site is located off of SR 1 and is not located in close proximity to any nearby sensitive structures. The nearest sensitive receptors are residential uses located approximately 1,940 feet (0.37 mile) north and approximately 1,084 feet (0.21 mile) southeast.

### Discussion

- (a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The County CZLUO noise standards are not applicable to a range of exceptions, including noise sources associated with construction, provided such activities do not take place before 7:00 a.m. or after 9:00 p.m. on weekdays, or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday. In addition, the County CZLUO establishes acceptable Noise Standards for exterior and interior noise levels and describes how noise shall be measured. Exterior noise level standards are applicable when a land use affected by noise is one of the sensitive uses listed in the County Noise Element above, in addition to hotels and motels, bed and breakfast facilities, offices, outdoor sports and recreation land uses. Exterior noise levels are measured from the property line of the affected noise-sensitive land use.

**Table 5. Maximum allowable exterior noise level standards**

Sound Levels	Daytime (7 a.m. to 10 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.) <sup>1</sup>
Hourly Equivalent Sound Level ( $L_{eq}$ , dB)	50	45
Maximum level, dB	70	65

<sup>1</sup> Applies only to uses that operate or are occupied during nighttime hours

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The existing ambient noise environment of the project area includes vehicle traffic from SR 1, noise from guests and tourists at the hotel and associated commercial area, and other rural, coastal noises.

Project construction would result in a temporary increase in noise levels associated with construction activities, equipment, and vehicle trips. Construction noise would be variable, temporary, and limited in nature and duration. The County CZLUO requires that construction activities be conducted during daytime hours to be able to utilize County construction noise exception standards and that construction equipment be equipped with appropriate mufflers recommended by the manufacturer. Compliance with these standards would ensure short-term construction noise would be *less than significant*.

Implementation of the project would result in the expansion of the hotel facility, which has the potential to marginally increase ambient noise levels from increased guests at the facility. However, the project does not propose any features that would significantly increase ambient noise including outdoor recreational areas or permanent machinery. Noise from the project would be generally consistent with existing ambient noise and would not be expected to disturb distant sensitive receptors. Therefore, impacts related to an increase in ambient noise would be *less than significant*.

(b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Excavation and other ground disturbance activities and additional vehicle and equipment trips have the potential to generate groundborne noise from the proposed project. These activities would be performed during daylight hours (7:00 a.m.–9:00 p.m.) and would be limited in duration and are not likely to be perceptible from surrounding areas. Operation of the proposed project is not likely to produce long-term groundborne noise or vibration. Therefore, impacts related to exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be *less than significant*.

(c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The project site is not located within or adjacent to an airport land use plan or within 2 miles of a public airport or private airstrip; therefore, *no impact* would occur.

### Conclusion

The project is located in a rural area and the nearest sensitive receptor is at least 1,600 feet away from proposed project activities. Temporary and long-term increase in noise is not anticipated to adversely affect surrounding areas. Therefore, impacts are less than significant, and no mitigation is required.

### Mitigation

None necessary.



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### XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Setting

The County's current Housing Element (2020-2028) is intended to facilitate the provision of needed housing in the context of the General Plan Land Use Element and related ordinance. It is also intended to meet the requirements of State law. It contains a number of relevant goals, objectives, policies, and implementation programs to ensure the County meets its goals of meeting the housing needs while remaining consistent with State law.

Section 22.12.080 of the County LUO contains policies and procedures related to inclusionary housing that is a requirement as part of development projects. New single-family dwellings over 2,200 square feet in size, residential subdivisions, commercial/industrial uses with a cumulative floor area of 5,000 square feet or more, mixed-use development, and subdivision of land are subject to these requirements. Projects subject to the inclusionary housing provisions are required to make 8% of the project's base density affordable. This 8% inclusionary housing mix is broken down by 2% increments between Workforce, Moderate income, Low income, and Very Low-income households. The ordinance gives applicants a variety of options for meeting this requirement, including on-site or off-site construction of affordable housing. Applicants may also opt to pay an in-lieu fee per the Affordable Housing Fund, Title 29 of the County Code. As noted in Section 22.12.080.G.2, the County provides for a reduction in required inclusionary housing by 25% for those units constructed on-site.

#### Discussion

- (a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The project does not include the construction of new homes or the extension or establishment of roads, utilities, or other infrastructure that would induce development and population growth in new areas. The project would only require a moderate number of new employees and would likely utilize employees from the local working pool; therefore, the project would not generate a substantial

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number of new employment opportunities that would encourage population growth in the area. The expansion of the Ragged Point Inn and Resort has the potential to increase tourism in the area that would stay at the facility. Tourism would not foster permanent population growth in the area and existing roads and other infrastructure would be capable of supporting an increase in tourism as a result of project implementation. Therefore, the project would not directly or indirectly induce substantial growth and impacts would be *less than significant*.

- (b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The project proposes to remove existing substandard and unpermitted onsite employee caretaker accommodations during Phase 1 construction activities and redevelop permanent employee caretaker accommodations during Phase 2 activities. The project would result in the removal of 18 single-occupant trailers and would provide eight double-occupant studio units that could house up to 16 employees. The project would not displace offsite housing or require the development of offsite housing. The project would upgrade and maintain employee caretaker accommodations; therefore, impacts would be *less than significant*.

### Conclusion

The project has the potential to result in a marginal increase in tourism to the area; however, impacts to population and housing would be less than significant and no mitigation measures are necessary.

### Mitigation

None necessary.

## XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

Fire protection services to San Luis Obispo County are provided by CAL FIRE under contract to provide full-service fire protection. CAL FIRE is responsible for the administration of the fire stations that serve the unincorporated areas of the County not within fire protection or other special districts and provides equipment and training for volunteer stations throughout the county. The nearest fire station is CAL FIRE San Luis Obispo County Station #10, located approximately 20 miles south of the project site. Emergency response time for the project is approximately 15 minutes.

The County of San Luis Obispo Sheriff's Patrol Division is responsible for the first line law enforcement in the unincorporated areas of San Luis Obispo County. Deputies respond to calls for service, conduct proactive law enforcement activities, and perform initial investigations of crime. Patrol personnel are deployed from three stations throughout the county: the Coast Station in Los Osos, the North Station in Templeton, and the South Station in Oceano. The nearest sheriff's station is the Coast Station in Los Osos, located approximately 50 miles south.

San Luis Obispo County has a total of 10 school districts that currently enroll approximately 34,000 students in over 75 schools. The project site is located within the Coast Unified School District (CUSD) and the nearest schools are located in Cambria, approximately 20 miles south of the project site.

Public facilities fees, Quimby fees, and developer conditions are several ways the County currently funds public parks and recreational facilities. Public facility fees are collected upon construction of new residential units and currently provide funding for new community-serving recreation facilities. Quimby Fees are collected when new residential lots are created and can be used to expand, acquire, rehabilitate, or develop community-serving parks. Finally, a discretionary permit issued by the County may condition a project to provide land, amenities, or facilities consistent with the *County of San Luis Obispo General Plan Parks and Recreation Element*.

A public facility fee program (i.e., development impact fee program) has been adopted to address impacts related to public facilities (County) and schools (California Government Code Section 65995 et seq.). These fees are assessed annually by the County based on the type of proposed development and proportional impact and are collected at the time of building permit issuance. Public Facility Fees are used as needed to finance the construction of and/or improvements to public facilities required to serve new development, including fire protection, law enforcement, schools, parks, and roads.

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### Discussion

- (a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

#### *Fire protection?*

The proposed site is located in a high and very high fire hazard area. The project would be required to comply with all fire safety rules and regulations including the California Fire Code and PRC prior to issuance of building permits. The project would need to comply with the CBC by adding fire safety design features such as fire-resistant walls and ceilings, fire alarms and sprinklers, etc. The proposed expansion of the existing hotel facility is not expected to increase demand on fire protection services or require new services or facilities. The project would be served by CAL FIRE Station #10, located approximately 20 miles south. In addition, the project would be subject to development impact fees to offset the project's contribution to demand for fire protection services. Therefore, impacts would be *less than significant*.

#### *Police protection?*

The project does not propose a new use or activity that would require additional police services above what is normally provided for the existing site. The project would not result in a significant increase in demand for police protection services and would not result in the need for new or altered police protection services or facilities. The project would be served by the County Sheriff's Office - Coast Station in Los Osos, located approximately 50 miles south. Additionally, the project would be subject to development impact fees to offset the project's contribution to demand on law enforcement services. Therefore, impacts related to police services would be *less than significant*.

#### *Schools?*

Implementation of the proposed project would not result in additional school-aged children in the area that would increase demand on the CUSD. Additionally, as discussed in Section XIV, Population and Housing, the project would not induce a substantial increase in population growth and would not result in the need for additional school services or facilities to serve new student populations. Additionally, the project would be subject to development impacts fees to offset the project's impact on schools; therefore, potential impacts would be *less than significant*.

#### *Parks?*

As discussed in Section XIV, Population and Housing, the project would not induce a substantial increase in population growth and would not result in the need for additional parks or recreational services or facilities to serve new populations. Existing recreational facilities would be capable of supporting the tourism in the area. Additionally, the project would be subject to public facility fees to offset the project's impact on public recreational facilities; therefore, potential impacts would be *less than significant*.

#### *Other public facilities?*

As discussed above, the proposed project would be subject to applicable fees to offset negligible increased demands on public facilities; therefore, impacts related to other public facilities would be *less than significant*.



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### Conclusion

The project is not anticipated to permanently increase population in the area that would require new or expanded public services. The project would be subject to developer impact fees to offsite the project's demand on public facilities. Therefore, impacts would be less than significant, and no mitigation is required.

### Mitigation

None necessary.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Setting

The *County Parks and Recreation Element* establishes goals, policies, and implementation measures for management, renovation, and expansion of existing, and development of new, parks and recreation facilities in order to meet existing and projected needs and to assure an equitable distribution of parks throughout the county. Within the County's unincorporated areas, there are currently 23 parks, three golf courses, four trails/staging areas, and eight Special Areas that include natural areas, coastal access, and historic facilities currently operated and maintained by the County. *County Parks and Recreation Element* does not identified any proposed recreation facilities or trails within the vicinity of the project site.

The *County of San Luis Obispo Bikeways Plan* identifies and prioritizes bikeway facilities throughout the unincorporated area of the county, including bikeways, parking, connections with public transportation, educational programs, and funding. The plan, which is updated every 5 years and was last updated in 2016, identifies goals, policies, and procedures geared towards realizing significant bicycle use as a key component of the transportation options for San Luis Obispo County residents. The plan also includes descriptions of bikeway design and improvement standards, an inventory of the current bicycle circulation network, and a list of current and future bikeway projects within the county. The plan identifies that SR 1 from the Monterey County line to the Santa Barbara County line has an existing Class III bikeway; no bikeway improvements are proposed.

Public Facilities Fees, Quimby Fees, and developer conditions are several of ways the County currently funds public parks and recreational facilities. Public Facility Fees are collected upon construction of a new residential unit and currently provide funding for new community-serving recreation facilities. Quimby Fees are collected

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when new residential lots are created and can be used to expand, acquire, rehabilitate, or develop community-serving parks. Finally, a discretionary permit issued by the County may condition a project to provide land, amenities, or facilities consistent with the Parks Recreation Element.

The project is located at the beginning of Big Sur, which hosts numerous state parks, beaches, campgrounds, and hiking trails along SR 1. Salmon Creek Falls is located approximately 3 miles north of the project site, Sand Dollar Beach is located approximately 14 miles north of the project site, and Julia Pfeiffer Burns State Park is located approximately 35 miles north of the project site, which is located in Monterey County. Piedras Blancas State Marine Reserve and Elephant Seal Vista Point is located approximately 8 miles south of the project site, Estero Bluffs State Park is located approximately 14 miles south of the project site, and Hearst Castle is located approximately 12 miles southeast of the project site, which is located in San Luis Obispo County.

The California Coastal Trail is a project by the California Coastal Commission and the California Coastal Conservancy that when complete would connect the California coast from Oregon to Mexico. The California Coastal Commission Coastal Trail Map identifies the project area as part of the Pacific Coast Bike Route and as an area needing substantial improvements (CCC 2003). The California Coastal Conservancy California Coastal Trail Interactive Mapping Viewer shows the constructed portions of the California Coastal Trail, and identifies a primary segment of the trail through the project site connecting to a shoreline segment.

### Discussion

- (a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The project would only require a moderate number of new employees and would likely utilize employees from the local working pool; therefore, the project would not generate a substantial number of new employment opportunities that would encourage population growth in the area. The expansion of the Ragged Point Inn and Resort has the potential to increase tourism the area that would stay at the facility and utilize nearby public recreational facilities including campgrounds, hiking trails, and beaches. Tourism would not foster permanent population growth in the area and existing roads and other infrastructure would be capable of supporting an increase in tourism as a result of project implementation. The project would be subject to public facility fees to assist in funding public recreational facilities. Therefore, the project would not induce permanent population growth and impacts would be *less than significant*.

- (b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The project does not propose the construction of new recreational facilities or the expansion of existing recreational facilities; therefore, there *no impact* would occur.

### Conclusion

The project would not result in permanent population increase that would require new or expanded recreational facilities. Further, public facility fees would be required to offset the project's demands on public recreational facilities. Therefore, impacts would be less than significant, and no mitigation is required.

### Mitigation

None necessary.

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### XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Setting

The *County of San Luis Obispo Land Use and Circulation Element* (LUCE) establishes goals, objectives, and policies to be implemented throughout the County CZLUO area.

The County Department of Public Works maintains updated traffic count data for all County-maintained roadways. In addition, Traffic Circulation Studies have been conducted within several community areas within the county using traffic models to reasonably simulate current traffic flow patterns and forecast future travel demands and traffic flow patterns. These community Traffic Circulation Studies include South County Circulation Study, Los Osos Circulation Study, Templeton Circulation Study, San Miguel Circulation Study, Avila Circulation Study, and North Coast Circulation Study. Caltrans maintains annual traffic data on state highways and interchanges within the county. The project is accessed by California SR 1 in the northern portion of San Luis Obispo County.

In 2013 SB 743 was signed with the intent to “more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions” and required the Governor’s Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted the State CEQA Guidelines Update package. This package included the guidelines section implementing SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis effective July 1, 2020. The County of San Luis Obispo has developed a draft Vehicle Miles Traveled (VMT) Program (Transportation Impact Analysis Guidelines; Rincon, October 2020 & VMT Thresholds Study; GHD, March 2021). The program provides interim operating thresholds and includes a screening tool for evaluating VMT impacts.

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The San Luis Obispo Council of Governments (SLOCOG) holds several key roles in transportation planning within the county. As the Regional Transportation Planning Agency (RTPA), SLOCOG is responsible for conducting a comprehensive, coordinated transportation program, preparation of a Regional Transportation Plan (RTP), programming of state funds for transportation projects, and the administration and allocation of transportation development act funds required by state statutes. As the Metropolitan Planning Organization (MPO), SLOCOG is also responsible for all transportation planning and programming activities required under federal law. This includes development of long-range transportation plans and funding program, and the section and approval of transportation projects using federal funds.

The 2019 RTP, which was adopted in June 2019, is a long-term blueprint of San Luis Obispo County's transportation system. The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for project priorities. As the MPO for the region, SLOCOG represents and works with the County and Cities within the county in facilitating the development of the RTP.

The County Department of Public Works establishes bicycle paths and lanes in coordination with the RTP, which outlines how the region can establish an extensive bikeway network. County bikeway facilities are funded by state grants, local general funds, and developer contributions. The RTP also establishes goals and recommendations to develop, promote, and invest in the public transit systems, rail systems, air services, harbor improvements, and commodity movements within the county in order to meet the needs of transit-dependent individuals and encourage the increasing use of alternative modes by all travelers that choose public transportation. Local transit systems are presently in operation in the cities of Morro Bay and San Luis Obispo and in South County, offering service to Grover Beach, Arroyo Grande, Pismo Beach, and Oceano. Dial-a-ride Systems provide intra-community transit in Morro Bay, Atascadero, and Los Osos. Inter-urban systems operate between the city of San Luis Obispo and South County, Los Osos, and the North Coast.

The County LUCE establishes goals and strategies to meet pedestrian circulation needs by providing usable and attractive sidewalks, pathways, and trails to establish maximum access and connectivity between land use designations. The project site is located off of SR 1, which is the beginning of a single road that passes by several campgrounds, hiking trails, beaches, and other public viewpoints along the coastline toward Monterey. The project site is not located near transit facilities and does not support walkable or bikeable distance to nearby areas.

### Discussion

- (a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The project site is located in a rural, recreational area along the coast in northern San Luis Obispo. The area does not support walkable or bikeable distances to surrounding areas and does not include nearby transit areas. The project site is located off SR 1, which is the beginning of a single road that passes by several campgrounds, hiking trails, beaches, and other public viewpoints along the coastline toward Monterey. SR 1 has become increasingly popular to tourism in recent years and has experienced an increase in vehicle trips along the roadway. The project proposes an expansion of its current hotel facilities to accommodate the increase of tourists along SR 1. A Transportation Analysis Memorandum prepared for the project (Central Coast Transportation Consulting 2019) determined that the project currently generates a total of 179 weekend PM peak hour trips and the proposed expansion of the facility would generate 194 weekend PM peak hour trips. The additional 15 weekend PM peak hour trips and 12 weekday peak hour trips would be accounted for in road improvement fees required for the project which is located in Area A of the North Coast Road Improvement Fee Area. The project does not propose uses that would interfere or conflict with applicable policies

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related to circulation, transit, roadway, bicycle, or pedestrian systems or facilities and the marginal increase in trips generated by the project would be accounted for in road improvement fees; therefore, impacts would be *less than significant*.

(b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

The County of San Luis Obispo has developed a Vehicle Miles Traveled (VMT) Program (Transportation Impact Analysis Guidelines; Rincon, October 2020 & VMT Thresholds Study; GHD, March 2021). The program provides interim operating thresholds and includes a screening tool for evaluating VMT impacts.. The following discussion is based on a VMT Evaluation prepared by Central Coast Transportation Consulting (CCTC 2021). CCTC analyzed the project's VMT impact based on the County's 2021 draft VMT guidelines for evaluating transportation impacts. The County draft guidelines use the SLOCOG Travel Demand Model, which forecasts travel on a typical weekday, which is different from the County's guidelines for analyzing LOS and trip generation rates, which evaluate weekend conditions. Project generating less than 110 daily trips are presumed to have a less than significant VMT impact.

Based on the County's draft guidance, the proposed project during typical conditions is estimated to generate an additional 105 weekday daily trips. The project also proposes 50 events, an increase of 17 events over the baseline 33 events that occurred in 2019. Based on previous events, it is estimated that 75 percent of special event attendees stay at the hotel and are therefore captured in the trip estimates for typical operations. Assuming 17 additional annual events with 120 attendees with a vehicle occupancy of 2.5, 408 additional annual trips are estimated. Of these, 12 of the annual trips are expected to occur on a weekday.

Per County's draft VMT guidance, the 100 daily trip threshold is annualized to a yearly threshold of 27,610 annual trips (not including weekends or holidays). This threshold of 27,610 annual trips presents the range of trips for a typical commercial operation in the County. The proposed project's typical operations would generate 26,355 annual trips, and the addition of 408 annual trips resulting from events would not exceed the 27,610 annual trip threshold. Based on this analysis, the project would have a *less than significant impact* on VMT and therefore, the project is expected to have a less than significant impact on VMT under both typical operations and special event conditions.

(c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The project does not propose geometric design features that would result in an increase of hazards. The project would close the northern most driveway, which was identified by Caltrans as having sight-distance issues in conjunction with the existing vegetation. The project proposes an expanded parking lot that would be designed according to applicable engineering standards and would not consist of hazardous design features. Since the project does not propose new roads or features that would increase hazard to the area, *no impact* would occur.

(d) *Result in inadequate emergency access?*

The project site is currently accessed off SR 1 and has an approximately 15-minute emergency response time. Project construction would not result in closure of SR 1, and access to and from the project site would be maintained during construction. While the project would implement the permanent closure of the northernmost driveway, three existing driveways would provide ingress/egress to the site. Operation of the project would support adequate emergency access features; therefore, impacts would be *less than significant*.



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### Conclusion

The project would not generate a substantial number of new trips per day and does not propose design features that would increase hazards or impede or restrict emergency access to the site. Therefore, impacts would be less than significant, and no mitigation is required.

### Mitigation

None necessary.

## XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Setting

Approved in 2014, AB 52 added tribal cultural resources to the categories of cultural resources that must be evaluated under CEQA. Tribal cultural resources are defined as either of the following:

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1. Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
  - b. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying these criteria for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Recognizing that tribes may have expertise with regard to their tribal history and practices, AB 52 also requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, alternatives, and mitigation measures recommended by the tribe.

### Discussion

- (a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
  - (a-i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*
  - (a-ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

According to the Phase II Archaeological Survey conducted by Albion for the project site, the project site contains CA-SLO-172 archaeological deposits within the northern and central portion of the project site. Due to the presence of chronometric dates, consistent subsurface stratigraphy and well-developed soils, and the absence of modern debris, it was determined that the North Area and Central Area of the project area supports intact archaeological deposits. There is potential for archaeological deposits at the project site to contain tribal resources.

The County initiated tribal consultation pursuant to AB 52 and received comments from the yak titvu titvu yak tihini Tribe, Xolon-Salinan Tribe, Salinan Tribe of Monterey and San Luis Obispo Counties, and the Northern Chumash Tribal Council.

The yak titvu titvu yak tihini identified that the project would impact resources important to the tribe. An onsite meeting with the project team took place on November 18, 2019. Through consultation with the tribe, the County, and the project archaeologist, the original project plans were revised to raise the building that overlies CA-SLO-172 by 2 feet and to keep intact a redwood root ball to reduce impacts to a known resource. It was determined that a Cultural Resources Treatment Plan and Public

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Interpretation Plan would be adequate in reducing impacts on tribal cultural resources. This plan would be developed in further detail with direct inputs from the tribes and would be incorporated into the construction scope of the project.

The Northern Chumash Tribal Council requested an onsite meeting with the project team, which took place on November 18, 2019. The Northern Chumash Tribal Council provided a letter of support of the project after the onsite meeting dated December 6, 2019 and identified the educational component of mitigation as an important aspect of the project.

The Xolon-Salinan Tribe identified that the project would impact resources important to the tribe and requested copies of the cultural reports and requested that ground disturbing activities be monitored by a cultural resource's member of the tribe. The tribe also noted that they supported the public interpretation portion of the proposed mitigation as a means to showcase the culture, history, and voice of the tribe, but identified concerns related to potential vandalism of artifacts and resource sites.

The Salinan Tribe of Monterey and San Luis Obispo Counties requested that ground disturbing activities be monitored by a cultural resource's member of the tribe. An onsite meeting with the project team took place on November 18, 2019. The tribe specifically requested a biological report be completed and that bird species be protected throughout construction.

The County refrains from designating a monitor from specific tribes and instead defers to the archaeologist and monitoring plan to identify the most appropriate tribe or tribes to be included in monitoring based with the resources present or expected to be present at the site.

Based on the received feedback, a draft Archeological and Cultural Treatment plan was created outlining recommendations to mitigate project impacts to cultural and tribal cultural resources (Albion, 2020). Final mitigation measures such data recovery excavations, public interpretation plan, monitoring and reporting will be provided to the County environmental Coordinate for review for consistency with the draft recommendation measures and approval prior to site disturbing activities. Implementation of Mitigation Measures CR-1 to CR-5 would reduce project impacts on tribal cultural resources to *less than significant with mitigation*.

### Conclusion

The project site supports tribal cultural resources and implementation of Mitigation Measures CR-1 to CR-5 would reduce impacts to those resources. Therefore, impacts would be reduced to a level that is considered less than significant with implementation of the identified mitigation measures.

### Mitigation

Implement Mitigation Measures CR-1 to CR-5.

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### XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Setting

Unincorporated areas in the county rely on onsite wells and individual wastewater systems. Regulatory standards and design criteria for onsite wastewater treatment systems are provided by the California Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems (California OWTS Policy). The existing wastewater treatment system that serves the Ragged Point Inn and Resort includes a secondary extended aeration facility with flow equalization. In 2014 disinfection equipment was added to the facility; this equipment is only used if the cliffside evapotranspiration system is active. Currently, the secondary treated water is discharged to the non-public landscape areas and the cliffside outfall has not been operated for several years. The cliffside outfall is permitted by the RWQCB to treat 15,000 gallons per day (Permit No. R3-2020-0003). The current wastewater flow in the summer is approximately 10,000 gallons per day, while the winter flow is reduced to approximately 6,000 gallons per day.

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The project site receives its water from three surface water resources, including Twin Springs, Waterfalls Creek, and Young Creek and one onsite well. The onsite well was drilled in 2010 and produces 11.9 GPM based on a 24-hour pump test (Wallace Group 2020). The project currently is entitled to 36,872 GPD from its various sources, which includes an 18-hour-per-day pumping cycle for the groundwater well, as this was determined to be the maximum safe-yield amount. Water supply sources are discussed in more detail in Section X, Hydrology and Water Quality.

Per the County's Stormwater Program, the County Department of Public Works is responsible for ensuring that new construction implements best management practices during construction, and that site plans incorporate appropriate post-construction stormwater runoff controls. Construction sites that disturb 1 acre or more must also enroll for coverage under the State Water Resources Control Board's Construction General Permit.

PG&E is the primary electricity provider.

There are three landfills in San Luis Obispo County: Cold Canyon Landfill, located near the city of San Luis Obispo; Chicago Grade Landfill, located near the community of Templeton; and Paso Robles Landfill, located east of the city of Paso Robles. The project would be served by Mission Country Disposal.

### Discussion

- (a) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The existing water demand of the Ragged Point Inn and Resort is approximately 11.77 AFY, of which approximately 2.0 AFY is for irrigation needs. The projected water demand of the Ragged Point Inn and Resort after completion of the project (all phases) is expected to be 22.25 AFY (19,850 GPD) with 4.0 AFY required for irrigation needs (Wallace Group 2019). Without accounting for any recycled water use from the new tertiary wastewater system, the property would have an excess of approximately 19.0 AFY of water from its various entitled water sources. The existing water supply distribution system would remain as is and would not require new facilities or expansion of existing facilities.

The existing wastewater treatment system that serves the Ragged Point Inn and Resort would be upgraded during Phase 1 activities to enable tertiary treatment that would allow the effluent to be used as recycled water for irrigation of the onsite landscaping. The upgrades would primarily include equipment upgrades and would not increase the current area of disturbance of the wastewater treatment system. New equipment would include an MBR, which utilizes aeration for secondary treatment. After aeration, the effluent would pass through a membrane filter that removes remaining contaminants, is disinfected with chlorine, and finally dechlorinated to use as recycled landscape/irrigation water. The new MBR system, along with an influent equalization tank, an external sludge storage tank, and a sludge dewatering press, would be constructed within the existing footprint of the current wastewater treatment system.

The existing wastewater generation from the Ragged Point Inn and Resort is approximately 8.41 AFY (7,500 GPD) with maximum summertime use generating approximately 14.57 AFY (13,000 GPD). The maximum estimated wastewater generation after completion of the project (all phases) is expected to be 17.77 AFY (15,850 GPD), an increase of 20%. This increase in wastewater flow would not significantly alter the current discharge via the cliffside outfall, which is currently permitted for up to 15,000 GPD of discharge. This slight increase would not require improvements or expansion to the existing wastewater treatment facility or cliffside outfall beyond the equipment upgrades to enable tertiary treatment. The new wastewater generation amount would require that the applicant amend



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their permit with the RWQCB to increase the daily allowed treated effluent amount, and to document the tertiary treatment nature of the system. It is anticipated that the cliffside outfall will continue to be used as a last resort discharge, for example during the wet season when the excess discharge cannot be used on the landscaping (recycled water for landscaping is anticipated to be available beginning in Phase 3).

New and renovated landscaping would likely require new or replaced irrigation equipment, such as drip lines, and this system would require connection to the wastewater plant in order to utilize recycled water. Irrigation systems within the landscaped area are not expected to cause a significant environmental effect; the distribution lines from the wastewater treatment plant to the landscape areas would be installed during Phase 1 construction and would not result in additional impacts beyond those anticipated for the parking lot reconstruction.

Additionally, during Phase 1, a new 30,000-gallon subsurface stormwater cistern would be installed under the parking lot near South Cliff House. Stormwater runoff from roads and other impervious surface areas would be directed toward the cistern through a series of stormwater pipes that would be placed primarily under drive aisle or parking areas. Installation of the cistern would require excavation and ground disturbance activity that has the potential to result in an increase of erosion or emissions. Implementation of Mitigation Measures AQ-1 through AQ-3, BIO-4, and CR-1 and CR-2 would reduce impacts on the environment from installation of the wastewater system and cistern; therefore, impacts would be *less than significant with mitigation*.

- (b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

The project site receives its water from 3 surface water resources including Twin Springs, Waterfalls Creek, and Young Creek and an onsite well. The onsite well was drilled in 2010 and produces 11.9 GPM based on a 24-hour pump test (Wallace Group 2020). The project currently has rights and entitlements to 41.33 AFY (36,872 GDP) from its various sources. The existing water demand of the Ragged Point Inn and Resort is approximately 11.77 AFY, of which approximately 2.0 AFY is for irrigation needs. The projected water demand of the Ragged Point Inn and Resort after completion of the project (all phases) is expected to be 22.25 AFY (19,850 GDP) with 4.0 AFY required for irrigation needs (Wallace Group 2019). Without accounting for any recycled water use from the new tertiary wastewater system, the property would have an excess of approximately 19.0 AFY of water from its various entitled water sources. The project anticipates that the 17.77 AFY of tertiary-treated wastewater and up to 3.0 AFY of rainwater capture could be used for irrigation needs and other non-potable uses. In the event of low well-supply levels that trigger drought conditions, Mitigation Measures WQ-1 and WQ-2 have been identified to implement BMPs for indoor and irrigation water use. Mitigation Measure USS-1 requires the preparation of an Emergency Drought Contingency Plan to ensure water supply would be maintained during potential periods of drought. With implementation of the identified mitigation measures, impacts to groundwater supplies would be *less than significant with mitigation*.

- (c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The project does not propose to utilize a community wastewater treatment provider. The hotel facility currently treats wastewater generated at the project site and proposes to upgrade the equipment at the wastewater treatment site to enable tertiary treatment that would allow the effluent to be used as recycled water for irrigation of the onsite landscaping. Therefore, the project would not exceed

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capacity of a community wastewater treatment provider because the project would utilize an onsite wastewater treatment system; therefore, *no impact* would occur.

- (d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Based on the California Department of Resources Recycling and Recovery (CalRecycle), the project would result in the additional generation of approximately 63.2 pounds of solid waste per day (Table 6).

**Table 6. Estimated Project Solid Waste Generation**

Use	Generation Rate	Project	Pounds Solid Waste Per Day
Hotel	2 lbs/room/day	30 rooms	60
Restaurant	0.005 lb/sf/day	640 sf	3.2
<b>Total</b>			<b>63.2</b>

The project would result in a total of 69 rooms, a full-service restaurant, and an upgraded fast food restaurant. Table 6 represents additional solid waste that would be generated by the expansion of the existing hotel facility. The project would be serviced by Mission Country Disposal, which has adequate capacity to serve the increase in solid waste per day; therefore, impacts would be *less than significant*.

- (e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The project would not result in a substantial increase in waste generation during project construction or operation. Construction waste disposal would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, potential impacts would be *less than significant*.

### Conclusion

The project would not result in significant increased demands on water, wastewater, or stormwater infrastructure and facilities. The project would install a new cistern and upgraded wastewater treatment system that would require implementation of Mitigation Measures AQ-1 through AQ-3, BIO-4, CR-1 and CR-2, and WQ-1 and WQ-2 to reduce emissions and erosion impacts. Therefore, with the implementation of the identified mitigation measures, impacts would be less than significant.

### Mitigation

Implement Mitigation Measures AQ-1 through AQ-4, BIO-4, CR-1 and CR-2, GEO-1, and WQ-1 and WQ-2.

- USS-1      Emergency Drought Contingency Plan.** Prior to occupancy of the 40<sup>th</sup> guest unit, the applicant shall prepare an Emergency Drought Contingency Plan to be approved by the County Department of Public Health. The plan shall not include the provision of hauled water.

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### XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Setting

In central California, the fire season usually extends from roughly May through October, however, recent events may indicate that wildfire behavior, frequency, and duration of the fire season are changing in California. Fire Hazard Severity Zones (FHSZ) are defined by CAL FIRE based on the presence of fire-prone vegetation, climate, topography, assets at risk (e.g., high population centers), and a fire protection agency's ability to provide service to the area (CAL FIRE 2007). FHSZs throughout the county have been designated as "Very High," "High," or "Moderate." In San Luis Obispo County, most of the area that has been designated as a "Very High Fire Hazard Severity Zone" is located in the Santa Lucia Mountains, which extends from Monterey County to the north, to Santa Barbara County to the south. The Moderate Hazard designation does not mean the area cannot experience a damaging fire, rather that the probability is reduced, generally because the number of days a year that the area has "fire weather" is less. According to the County Safety Element, the project is located along the coast within a high and very high fire hazard zone.

The County EOP addresses several overall policy and coordination functions related to emergency management. The EOP includes the following components:

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- Identifies the departments and agencies designated to perform response and recovery activities and specifies tasks they must accomplish;
- Outlines the integration of assistance that is available to local jurisdictions during disaster situations that generate emergency response and recovery needs beyond what the local jurisdiction can satisfy;
- Specifies the direction, control, and communications procedures and systems that will be relied upon to alert, notify, recall, and dispatch emergency response personnel; alert the public; protect residents and property; and request aid/support from other jurisdictions and/or the federal government;
- Identifies key continuity of government operations; and
- Describes the overall logistical support process for planned operations.

Topography influences wildland fire to such an extent that slope conditions can often become a critical wildland fire factor. Conditions such as speed and direction of dominant wind patterns, the length and steepness of slopes, direction of exposure, and/or overall ruggedness of terrain influence the potential intensity and behavior of wildland fires and/or the rates at which they may spread (Barros et al. 2013).

The County Safety Element establishes goals, policies, and programs to reduce the threat to life, structures, and the environment caused by fire. Policy S-13 identifies that new development should be carefully located, with special attention given to fuel management in higher fire risk areas, and that new development in fire hazard areas should be configured to minimize the potential for added danger. Implementation strategies for this policy included identifying high risk areas, the development and implementation of mitigation efforts to reduce the threat of fire, requiring fire resistant material to be used for building construction in fire hazard areas, and encouraging applicants for subdivisions in fire hazard areas to cluster development to allow for a wildfire protection zone.

The California Fire Code provides minimum standards for many aspects of fire prevention and suppression activities. These standards include provisions for emergency vehicle access, water supply, fire protection systems, and the use of fire resistant building materials. The project site currently has 80,000 gallons of water storage that serve multiple existing hydrants on site.

### Discussion

(a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

The project would be located on an existing parcel and would not alter or prohibit access to the local circulation system. The proposed project would be able to accommodate emergency vehicles and would not conflict with any emergency response plans or emergency evacuation plans. Further, implementation of the proposed project would not result in a significant temporary or permanent road closure that may be inconsistent with previously adopted emergency response plans or emergency evacuation plans. Therefore, potential impacts would be *less than significant*.

(b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Structures at the project site are located on relatively flat land and the area has an average wind speed of 8–10 mph (Weather Spark 2021). The project site is located on a bluff along the Pacific Ocean coastline in a low fire hazard area. The average emergency response time to the site is approximately 15 minutes and the project site contains adequate emergency access. Further, the project site would be compliant with California Fire Code, PRC, and other CBC regulations. Due to the project location and existing development, the project is not expected to exacerbate fire risks or expose people or structures to fire hazard; therefore, impacts would be *less than significant*.

## Initial Study – Environmental Checklist

- (c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The project proposes to expand the parking lot, replace asphalt with permeable pavers over rock fill, install a 30,000-gallon subsurface cistern, upgrade the existing wastewater collection system, and install necessary pipelines for the onsite utilities. The project site currently houses 80,000 gallons of water storage that serves multiple existing hydrants throughout the site. The fire protection engineer for the project has determined that 52,028 gallons of water storage for dedicated fire protection needs is adequate. Project construction does not require utility breaks, such as water supply, that could exacerbate fire risk at the project site. Additionally, proposed infrastructure would be built according to applicable standards and regulations; therefore, impacts would be *less than significant*.

- (d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project is located in an area with high fire hazard area and in an area with high landslide risk. The project is not expected to increase landslide due to project construction or operational activities. Landslide risk would be reduced through compliance with applicable CBC and engineering standards during project development. In addition, the project site would be compliant with California Fire Code, PRC, and other CBC regulations. Compliance with applicable standards would reduce the risk of fire and post-fire hazards; therefore, impacts would be *less than significant*.

### Conclusion

The project site is located in an area with high fire hazard zone. The project would be compliant with applicable building regulations; therefore, impacts would be less than significant, and no mitigation is necessary.

### Mitigation

None necessary.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## Initial Study – Environmental Checklist

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

- (a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in each resource section above, upon implementation of identified mitigation measures, the proposed project would not result in significant impacts to biological or cultural resources and would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be *less than significant with mitigation incorporated*.

- (b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

#### Aesthetics

The discussion of cumulative impacts in Section I, Aesthetics, relates to the potential for the project to contribute to an aggregate change in visual quality from the surrounding public viewing areas, taking into consideration existing as well as proposed development.

The north coast of San Luis Obispo County has undergone a certain amount of visual change within the last several years, mostly in the San Simeon and Piedras Blancas areas. New development is proposed by the California Department of Parks and Recreation (State Parks) surrounding the old Piedras Blancas Motel, and continuing improvements and access points for the California Coastal Trail will also be seen from SR 1. In Monterey County to the north, little visual change is evident from SR 1,

## Initial Study – Environmental Checklist

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other than an expansion of commercial use in the Gorda/Willow Springs area and occasional minor driveway and fencing improvements along the route.

As mentioned previously, the project's proximity to SR 1 and its memorability as the southern gateway to Big Sur increase its potential to influence the aesthetic quality and character of the area. This change in visual character, when experienced along with other recent and proposed projects, could contribute to a potential emerging perception that the north coast of San Luis Obispo County is undergoing a visual change toward increasing development.

As a result, the noticeable alteration of the project, caused by its increased built characteristics, combined with the tree removal and the minor reduction of ocean views, when experienced in conjunction with other projects along SR 1, would result in cumulative adverse visual impacts.

The noticeable alteration of the project site, caused by its increased built character, combined with tree removal and the minor reduction of ocean views, when experienced in conjunction with other projects along SR 1, would result in potentially significant cumulative adverse visual impacts. Implementation of Mitigation Measures AES-1 through AES-7 listed above would reduce potential cumulative impacts to less than significant.

### *Agricultural Resources*

The analysis conducted in Section II, Agriculture and Forestry Resources, determines that the project does not have the potential to convert agricultural land to non-agricultural use. Additionally, implementation of the project would not convert forest land to non-forest use. Therefore, impacts would be less than cumulatively considerable.

### *Air Quality*

The analysis provided in Section III, Air Quality, concludes that the project's potential construction-related and operational emissions will fall below SLOAPCD thresholds of significance for both project-related and cumulative impacts, except for fugitive dust emissions, which can be less than significant with implementation of AQ-1. Therefore, when considered with the potential impacts of other reasonably foreseeable projects in the unincorporated county, the contribution of the subject project to potential impacts to air quality are considered less than cumulatively considerable.

### *Biological Resources*

The analysis provided in Section IV, Biological Resources, concludes that the project would have a less-than-significant impact with implementation of the identified mitigation measures for special-status wildlife species and their habitats, and avoidance and replacement of potentially impacted native trees. With implementation of Mitigation Measures BIO-1 through BIO-4, potential impacts to biological resources would be less than significant. All surrounding proposed development projects would undergo evaluation for potential to impact biological resources. Based on the mitigation measures identified to reduce potential project impacts and discretionary review of surrounding projects, when considered with the potential impacts of other reasonably foreseeable development in the area, project impacts associated with biological resources would be less than cumulatively considerable.

### *Cultural Resources*

The analysis provided in Section V, Cultural Resources, concludes that the project site is located within a known archaeological site (CA-SLO-172); however, the project would have a less-than-significant impact with implementation of Mitigation Measures CR-1 and CR-2. All surrounding proposed

## Initial Study – Environmental Checklist

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development projects would undergo evaluation for potential to impact cultural resources. Based on the mitigation measures identified to reduce potential project impacts and discretionary review of surrounding projects, when considered with the potential impacts of other reasonably foreseeable development in the area, project impacts associated with cultural resources would be less than cumulatively considerable.

### *Energy Use*

The analysis provided in Section VI, Energy, concludes that the projects energy use would not result in unnecessary or wasteful energy use and would not conflict with applicable energy efficiency standards. Therefore, when considered with the potential impacts of other reasonably foreseeable projects in the unincorporated county, the contribution of the subject project to potential impacts to energy are considered less than cumulatively considerable.

### *Greenhouse Gas Emission.*

The analysis provided in Section VIII, Greenhouse Gas Emissions, concludes that the project's potential construction-related and operational emissions will fall below SLOAPCD thresholds of significance for both project-related and cumulative impacts. Therefore, when considered with the potential impacts of other reasonably foreseeable projects in the unincorporated county, the contribution of the subject project to potential impacts to GHG emissions are considered less than cumulatively considerable.

### *Hydrology/Water Demand*

As discussed in Section X, Hydrology and Water Quality, implementation of Mitigation Measures WQ-1 through WQ-2 would reduce drought-related impacts during operation of the proposed project. Additionally, implementation of Mitigation Measure BIO-4 and compliance with existing regulations and/or required plans would adequately reduce potential impacts associated with hydrology and water quality to be less than significant. All surrounding proposed development projects would undergo evaluation for potential to impact hydrological resources. Based on the mitigation measures identified to reduce potential project impacts and discretionary review of surrounding projects, when considered with the potential impacts of other reasonably foreseeable development in the area, project impacts associated with hydrology and water quality resources would be less than cumulatively considerable.

### *Noise*

As discussed in Section XIII, Noise, noise associated project construction and operation would not cause adverse effects on surrounding areas due to the rural nature a distance from surrounding sensitive receptors and no mitigation is necessary. Future projects with potential to generate noise above County standards or noise that would adversely affect surrounding sensitive receptors would be required to implement measures to reduce associated impacts. Therefore, when considered with the potential impacts of other reasonably foreseeable development projects in the unincorporated county, the contribution of the subject project to potential noise impacts is considered less than cumulatively considerable.

### *Population and Housing*

Based on the discussion in Section XIV, Population and Housing, the most recent projection of regional growth for San Luis Obispo County is the 2050 Regional Growth Forecast (RGF) for San Luis Obispo County prepared and adopted by SLOCOG in 2017. Using the Medium Scenario, the total county population, housing and employment for both incorporated and unincorporated areas is projected to increase at an average annual rate of 0.50% per year. Between 2015 and 2050, the County's population

## Initial Study – Environmental Checklist

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is projected to increase by 44,000, or about 1,260 residents per year. Within the unincorporated area, the population is expected to increase by about 19,500 residents, or about 557 per year. Employment is expected to increase by about 6,441, or about 184 per year.

The proposed project has the potential to marginally increase tourism in the area but is not expected to induce permanent population growth. Employee caretaker accommodations would be located onsite, and employees would be sourced from the local working pool. Therefore, when considered with the potential impacts of other reasonably foreseeable projects in the unincorporated county, the contribution of the subject project to impacts related to housing and population is considered less than cumulatively considerable.

### *Public Services*

Based on the discussion in Section XV, Public Services, the project and surrounding reasonably foreseeable future development would be subject to adopted public facility (County) and school (California Government Code Section 65995 et seq.) fee programs to offset impacts to public services. Therefore, when considered with the potential impacts of other reasonably foreseeable development projects in the unincorporated county, the contribution of the subject project to potential public services impacts would be less than cumulatively considerable.

### *Recreation*

Based on the discussion in Section XVI, Recreation, the project has the potential to increase tourism in the area and increase use of public recreational facilities. The project would be subject to adopted public facility fee programs to offset impacts on public recreational facilities. Therefore, when considered with the potential impacts of other reasonably foreseeable development projects in the unincorporated county, the contribution of the subject project to potential recreation impacts would be less than cumulatively considerable.

### *Transportation*

Based on the analysis in Section XVII, Transportation, the project is not expected to significantly increase peak hour trips to and from the project site. The project is proposed in order to meet the demands of increased tourism along SR 1. Additionally, the project and any other reasonably foreseeable development projects in the area would be subject to Road Improvement fees. Therefore, when considered with the potential impacts of other reasonably foreseeable development projects in the unincorporated county, the contribution of the subject project to potential transportation impacts would be less than cumulatively considerable.

- (c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Environmental impacts that may have an adverse effect on human beings, either directly or indirectly, are analyzed in each environmental resource section above. In addition, implementation of Mitigation Measures AES-1 through AES-7, AQ-1 through AQ-4, BIO-1 through BIO-4, CR-1 through CR-2, GEO-1, WQ-1 through WQ-2, and USS-1 identified in the resource sections above would reduce potential adverse effects on human beings to less than significant; therefore, impacts would be *less than significant with mitigation*.

### *Conclusion*

Potential impacts would be less than significant upon implementation of mitigation measures identified in the resource sections above.

## Initial Study – Environmental Checklist

### Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ☒) and when a response was made, it is either attached or in the application file:

Contacted	Agency	Response
<input checked="" type="checkbox"/>	County Public Works Department	In File**
<input checked="" type="checkbox"/>	County Environmental Health Services	In File**
<input type="checkbox"/>	County Agricultural Commissioner's Office	Not Applicable
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	In File**
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input checked="" type="checkbox"/>	Regional Water Quality Control Board	None
<input checked="" type="checkbox"/>	CA Coastal Commission	None
<input checked="" type="checkbox"/>	CA Department of Fish and Wildlife	None
<input checked="" type="checkbox"/>	CA Department of Forestry (CAL FIRE)	In File**
<input checked="" type="checkbox"/>	CA Department of Transportation	In File**
<input type="checkbox"/>	Community Services District	Not Applicable
<input checked="" type="checkbox"/>	Other _____	In File**
<input checked="" type="checkbox"/>	Other _____	In File**

\*\* "No comment" or "No concerns"-type responses are usually not attached

The following checked ("☒") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input type="checkbox"/> Design Plan
<input checked="" type="checkbox"/> <b><u>County Documents</u></b>	<input type="checkbox"/> Specific Plan
<input checked="" type="checkbox"/> Coastal Plan Policies	<input type="checkbox"/> Annual Resource Summary Report
<input checked="" type="checkbox"/> Framework for Planning (Coastal/Inland)	<input type="checkbox"/> Circulation Study
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:	<input checked="" type="checkbox"/> <b><u>Other Documents</u></b>
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook
<input checked="" type="checkbox"/> Conservation & Open Space Element	<input checked="" type="checkbox"/> Regional Transportation Plan
<input type="checkbox"/> Economic Element	<input checked="" type="checkbox"/> Uniform Fire Code
<input checked="" type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input checked="" type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Archaeological Resources Map
<input checked="" type="checkbox"/> Parks & Recreation Element/Project List	<input type="checkbox"/> Area of Critical Concerns Map
<input checked="" type="checkbox"/> Safety Element	<input checked="" type="checkbox"/> Special Biological Importance Map
<input checked="" type="checkbox"/> Land Use Ordinance (Inland/Coastal)	<input type="checkbox"/> CA Natural Species Diversity Database
<input checked="" type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input checked="" type="checkbox"/> Public Facilities Fee Ordinance	<input checked="" type="checkbox"/> Flood Hazard Maps
<input type="checkbox"/> Real Property Division Ordinance	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input type="checkbox"/> Affordable Housing Fund	<input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)
<input type="checkbox"/> Airport Land Use Plan	<input type="checkbox"/> Other
<input checked="" type="checkbox"/> Energy Wise Plan	
<input checked="" type="checkbox"/> North Coast Area Plan	



## Initial Study – Environmental Checklist

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In addition, the following project-specific information and/or reference materials have been considered as a part of the Initial Study:

Albion Environmental. 2018. *Phase II Evaluation of CA-SLO-172 for the Ragged Point Inn Development Project San Luis Obispo County, California*. Prepared for Ramey Family Trust, LLC. December 2018.

California Coastal Commission (CCC). 2003. *Coastal Trail Map*. Available at: <https://www.coastal.ca.gov/access/coastal-trail-map.pdf>. Accessed on May 17, 2021.

California Department of Conservation (DOC). 2017. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed on December 28, 2020.

\_\_\_\_\_. 2019. San Luis Obispo County Tsunami Inundation Maps. Available at: <https://www.conservation.ca.gov/cgs/tsunami/maps/San-Luis-Obispo>.

California Department of Forestry and Fire Protection (CAL FIRE). 2007. Draft Fire Hazard Severity Zones in Local Responsibility Areas. Available at [http://frap.fire.ca.gov/webdata/maps/san\\_luis\\_obispo/fhszl06\\_1\\_map.40.pdf](http://frap.fire.ca.gov/webdata/maps/san_luis_obispo/fhszl06_1_map.40.pdf).

California Department of Toxic Substances Control (DTSC). 2019. EnviroStor. Available at: <https://www.envirostor.dtsc.ca.gov/public/>.

California Department of Transportation (Caltrans). 2008. Scenic Highway Guidelines. October 2008.

\_\_\_\_\_. 2014. 2017 Traffic Volumes: Route 1. Available at: <https://dot.ca.gov/programs/traffic-operations/census/traffic-volumes/2017/route-1>.

Central Coast Transportation Consulting. 2019. *Ragged Point Inn and Resort – Updated Trip Generation*. November 15, 2019.

County of San Luis Obispo. 1999. Safety Element. Available at: [Final Cover and Table of Contents \(ca.gov\)](#). December 14, 1999.

\_\_\_\_\_. 2007. Coastal Plan Policies. Available at: [GPL: COAST POL TABLE OF CONTENTS \(ca.gov\)](#). April 2007.

\_\_\_\_\_. 2010. Conservation and Open Space Element. Available at: [Blank Page 8.5x11R.pdf \(ca.gov\)](#). May 11, 2010.

\_\_\_\_\_. 2016. Emergency Operation Plan. December 2016

Earth Systems Pacific. 2017. Response to San Luis Obispo County Report Review Comments. August 2, 2017.

Pacific Gas and Electric (PG&E). 2019. Delivering Low-Emission Energy. Available at: [https://www.pge.com/en\\_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page](https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page).

San Luis Obispo Council of Governments (SLOCOG). 2019. Responsibilities. Available at: <https://slocog.org/about/responsibilities>.

State Water Resources Control Board (SWRCB). 2012. Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems. June 19, 2012.

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\_\_\_\_\_. 2015. Geotracker. Available at: <http://geotracker.waterboards.ca.gov/>.

\_\_\_\_\_. 2018. Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems (OWTUS Policy) Fact Sheet. August 2018.

SWCA Environmental Consultants (SWCA). 2017. *Ragged Point Inn and Resort Redevelopment Project Biological Resources Assessment*. June.

\_\_\_\_\_. 2020. *Visual Impact Assessment of the Ragged Point Inn and Resort, San Luis Obispo County, California*. July 22.

U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). 2020. Web Soil Survey. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed: December 28, 2020.

U.S. Geological Survey (USGS). 2019. Areas of Land Subsidence in California. Available at: [https://ca.water.usgs.gov/land\\_subsidence/california-subsidence-areas.html](https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html).

U.S. Fish and Wildlife Service (USFWS). 2019. National Wetlands Inventory Surface Waters and Wetlands. Available at: <https://www.fws.gov/wetlands/data/Mapper.html>.

Wallace Group. 2019. *Water and Wastewater Evaluation for Proposed Improvements Ragged Point Inn and Resort, Ragged Point, CA*. December 2019.

\_\_\_\_\_. 2020. *Drought Water Management Program (DWMP) Ragged Point Inn and Resort*. February 2020.

**DEVELOPER'S STATEMENT FOR  
Ramey Family Trust, LLC Development Plan/ Coastal Development Permit  
(DRC2013-00048)**

The applicant agrees to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

Per Public Resources Code Section 21081.6 the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, is responsible to verify compliance with these COAs.

**Project Description:** Request by RAMEY FAMILY TRUST, LLC for a Development Plan and Coastal Development Permit (DRC2013-00048) to allow for the phased expansion and redevelopment of the Ragged Point Inn and Resort (project). The Inn consists of 39 existing guest rooms. The proposed project would consist of renovations to the existing resort infrastructure, construction of 30 additional guest rooms resulting in a total of 69 rooms, eight permanent employee caretaker accommodations, a resort operations office, additional parking, civil utility placement, and new and replaced landscaping. Also included is a request to host 50 temporary events with a maximum of 120 guests per event per year, which includes an offsite parking agreement with San Simeon Lodge. Construction would require the removal of 32 trees ranging in size from 4 inches diameter breast height (dbh) to 45 inches dbh. The project would result in 4.6 acres of site disturbance on the 23.41-acre site, including 5,580 cubic yards (cy) of cut and 790 cy of fill, with 6,163 cy of soil to be exported offsite. The project is located at 19019 Cabrillo Highway on the west side of California State Route 1 (SR 1), approximately 1.25 miles south of the San Luis Obispo County and Monterey County border, approximately 15 miles north of the community of San Simeon, in the North Coast Planning Area.

**Note:** The items contained in the boxes labeled "Monitoring" describe the County procedures to be used to ensure compliance with the mitigation measures.

The following mitigation measures address impacts that may occur as a result of the development of the project.

**Aesthetics**

**AES-1 Outdoor Dining Area.** Prior to initiation of construction for the outdoor dining area, the applicant shall submit plans and elevations to the County Department of Planning and Building for review and approval. The proposed renovation and/or redevelopment of the outdoor dining area between the existing restaurant and hotel reception building shall not result in the permanent construction or seasonal placement of any elements taller than 8 feet above existing ground level.

**AES-2 Landscaping Height.** Prior to installation of new landscaping for the project, the applicant shall submit site plans, elevations, and landscape plans to the County

Department of Planning and Building for review and approval. The plans and elevations shall show the following:

- a. New landscaping shall not reduce ocean views compared to the existing conditions. The landscape plans shall include accompanying evidence demonstrating that ocean views would not be reduced at plant maturity. Evidence may include photo-simulations, sightline cross-sections, or other appropriate graphic representations.
- b. Rooftop planting shall not exceed 2 feet tall at maturity.

**AES-3**

**Structure Colors.** Prior to issuance of construction permits for new or remodeled structures, the applicant shall submit building exterior materials and color schedule samples to the County Department of Planning and Building for review and approval. The schedule samples shall show the following:

- a. Exteriors of all new and remodeled buildings, walls, and other structures shall be predominantly natural or natural-appearing materials, such as wood or stone. Metal may be used if it has an aged patina.
- b. Exterior colors of all new and remodeled buildings, walls, and other structures shall be muted earth-tones. Trim and minor accents are excluded from this requirement.

**AES-4**

**Tree Preservation.** Prior to issuance of the first construction permit for the project, the applicant shall submit a Tree Preservation Plan to the County Department of Planning and Building for review and approval. The Tree Preservation Plan shall be prepared by a certified arborist and shall show the following:

- a. All mature Monterey cypress and other native trees not identified for removal onsite shall be saved and protected. All removed trees shall be replaced per the North Coast Area Plan.
- b. Delineation of all existing trees onsite, differentiated by species and size.
- c. Identification of areas where the construction of the proposed structures and other project elements would potentially conflict with the health or cause the potential removal of trees.
- d. Identification of specific measures and recommendations, including potentially modifying structures and/or construction techniques to protect existing mature trees.
- e. Delineation of all areas where protective measures such as exclusionary fencing and other strategies must occur.
- f. An implementation and monitoring program to achieve the tree protection goals of this measure.

**AES-5**

**Parking Area Landscape.** Prior to issuance of construction permits for Phase 1 for the project, the applicant shall submit site plans and landscape plans to the County Department of Planning and Building for review and approval. The site plans and landscape plans shall show all existing, new, or expanded parking lots to be visually screened from SR 1 as follows:

- a. The landscape plans shall be developed and signed by a licensed Landscape Architect.



- b. The parking lots shall be visually screened by either horticulturally appropriate shrubs or a combination of shrubs and a fence, or shrubs and an earthen berm. If fencing is used it shall be made of natural materials, such as wood or stone.
- c. The screening shall be a minimum of 3 feet tall and a maximum of 4 feet tall at maturity and shall not be placed within the highway right-of-way nor impede safe ingress/egress from the site.
- d. Vegetation within the parking lot screen planting areas shall be maintained in perpetuity. Vegetation within the screen planting area that die shall be replaced.
- e. Rooftop planting shall not reach more than 2 feet tall at maturity.

**AES-6 Utility Poles and Lines.** Prior to issuance of a construction permits for Phase 1 of the project, the applicant shall submit utility plans to the County Department of Planning and Building for review and approval. The utility plans shall show the undergrounding of all utility poles and overhead lines onsite. The utility undergrounding must be implemented by completion of Phase 4 of the project.

**AES-7 Lighting Plan.** Prior to issuance of the first construction permit for each phase of the project, the applicant shall submit a lighting plan to the County Department of Planning and Building for review and approval. The lighting plan shall be prepared using guidance and best practices endorsed by the International Dark Sky Association. The lighting plan shall address all aspects of the lighting, including, but not limited to, all buildings, infrastructure, parking lots and driveways, paths, outdoor dining area, recreation areas, safety, and signage. The lighting plan shall also consider effects on wildlife in the surrounding area. At a minimum, the lighting plan shall include the following:

- a. The point source of all exterior lighting shall be shielded from offsite views.
- b. Light trespass from exterior lights shall be minimized by directing light downward and utilizing cut-off fixtures or shields.
- c. Lumination from exterior lights shall be the lowest level allowed by public safety standards.
- d. Exterior lighting shall be designed to not focus illumination onto exterior walls.
- e. Bollard style and ground-level lighting shall be used where feasible.
- f. "Bright white" colored light shall not be used for exterior lighting.
- g. Any signage visible from offsite shall not be internally luminated.

**AES1-AES7 - Monitoring/Compliance.**

**Compliance:** Prior to issuance of construction permits, site disturbance and/or final inspection. Compliance will be verified by the SLO County Department of Planning and Building.



**AQ-1**

**Fugitive Dust Management.** Projects with grading areas that are greater than 4 acres or are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- a. Reduce the amount of the disturbed area where possible;
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible;
- c. All dirt stock pile areas should be sprayed daily as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than 1 month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- l. All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

**AQ-2**

**NOA Geological Evaluation.** Prior to initiation of demolition/construction activities, the applicant shall retain a registered geologist to conduct a geologic evaluation of the

property including sampling and testing for naturally occurring asbestos in full compliance with CARB ATCM Section 93105 and SLOAPCD requirements. This geologic evaluation shall be submitted to the County Department of Planning and Building upon completion. If the geologic evaluation determines that the project would not have the potential to disturb naturally occurring asbestos (NOA), the applicant must file an Asbestos ATCM exemption request with the SLOAPCD.

**AQ-3**

**NOA Abatement.** If NOA are determined to be present onsite through the geologic evaluation conducted pursuant to Mitigation Measure AQ-2, proposed earthwork and construction activities shall be conducted in full compliance with the various regulatory jurisdictions regarding NOA, including the CARB ATCM Section 93105 and requirements stipulated in the National Emission Standards for Hazardous Air Pollutants (40 CFR 61, Subpart M – Asbestos; NESHAP). These requirements include, but are not limited to, the following:

- a. Written notification, within at least 10 business days of activities commencing, to the SLOAPCD;
- b. Preparation of an asbestos survey conducted by a Certified Asbestos Consultant; and
- c. Implementation of applicable removal and disposal protocol and requirements for identified NOA.

**AQ-4**

**Asbestos and Lead Pre-Demolition Survey.** A pre-demolition building survey, conducted by an qualified building inspector shall determine whether ACM and/or lead-coated materials are present onsite in buildings proposed for demolition or remodel work. If ACM or lead-coated materials are present, AQ-5 shall apply.

**AQ-5**

**Asbestos and Lead Containing Materials.** The applicant shall implement the following measures to reduce the risk associated with disturbance of ACM and lead-coated materials that may be present within the existing structure onsite:

- a. Demolition of the on-site structure shall comply with the procedures required by the National Emission Standards for Hazardous Air Pollutants (40 CFR 61, Subpart M – Asbestos) for the control of asbestos emissions during demolition activities. SLOAPCD is the delegated authority by the U.S. EPA to implement the Federal Asbestos NESHAP. Prior to demolition of on-site structures, SLOAPCD shall be notified, per NESHAP requirements. The project applicant shall submit proof that SLOAPCD has been notified prior to demolition activities to the County Planning & Building Department.
- b. If during the demolition of the existing structure, paint is separated from the construction materials (e.g., chemically or physically), the paint waste shall be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed of in accordance with local, state, and federal regulations. According to the Department of Toxic Substances Control (DTSC), if the paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as non-hazardous construction debris. The landfill operator shall be contacted

prior to disposal of lead-based paint materials. If required, all lead work plans shall be submitted to SLOAPCD at least 10 days prior to the start of demolition. The applicant shall submit proof that paint waste has been evaluated by a qualified hazardous waste materials inspector and handled according to their recommendation to the County Planning & Building Department.

**AQ1- AQ5 Monitoring/Compliance.**

**Compliance:** Required at the time of construction permit application and during any ground disturbing activities. Compliance will be verified by Air Pollution Control District, in consultation with the County Department of Planning and Building.

**Biological Resources**

- BIO-1** Tree removal and/or noise-generating construction activities (including but not limited to use of large equipment, gas-powered tools, and/or pneumatic equipment) within 100 feet of the Monterey cypress stands within the project area shall be avoided during the fall and winter migration of the monarch butterflies (late October through February) to the extent feasible. If tree removal or site disturbance within 100-feet of Monterey cypress stands are necessary during the fall and winter migration, a qualified biologist shall conduct a preconstruction survey for monarch butterflies that could utilize trees onsite for overwintering. If monarch butterflies are detected in the work area or within 100 feet of the work area, activities will be postponed until after the overwintering period or until the biologist determines monarch butterflies are no longer utilizing the trees.
- BIO-2** If any site disturbance or vegetation removal activities are proposed during the general bird breeding season (February 1 through October 15), a preconstruction survey shall be conducted by a qualified biologist within 10 calendar days prior to the onset of construction activities to identify any active nests within 250 feet of the proposed impact area. If construction activities lapse for 10 calendar days, a new survey shall be conducted. If an active nest is identified during the preconstruction survey, the following measures shall be implemented to the extent feasible:
- a. A qualified biologist shall establish an appropriate no-disturbance buffer zone around active nest sites. For sensitive species, the buffer distance shall be a minimum of 250 feet unless otherwise determined through consultation with the CDFW. Construction activities in the established buffer zone shall be prohibited until the young have fledged the nest and achieved independence. If construction cannot be feasibly avoided within the buffer zone, a qualified biologist shall monitor the active nest during construction activities. If the biologist determines the construction activities are not adversely affecting nesting activities, construction activities shall continue. If construction activities are determined to adversely affect nesting activities, construction activities shall only be allowed to continue outside the designated buffer zone until the young have fledged the nest and achieved independence.

The qualified biologist shall document all active nests and submit a letter report to the County documenting project compliance with the MBTA and applicable project mitigation measures within 10 calendar days.

**BIO-3** Prior to demolition of existing buildings, a qualified biologist shall survey to identify if roosting bats are present. If bats are found to be roosting, bat exclusion should be conducted by a qualified biologist to conduct bat exclusion activities. Exclusion methods may include, but are not limited to, wire mesh, spray foam, or fabric placement. If exclusion is necessary, a Bat Exclusion Plan shall be submitted to the CDFW for approval and a copy to the County prior to construction.

**BIO-4** BMPs (e.g., straw wattles, Environmental Sensitive Area/exclusion fencing, gravel bags or silt fencing, etc.) are required to be installed prior to the start of construction to protect culverts, drop inlets, rock swales, and project boundaries (i.e., areas above steep cliffs) from water quality, runoff, and erosion/sedimentation concerns during project implementation.

**BIO-1 through BIO-4 Monitoring/Compliance.**

**Compliance:** Prior to issuance of construction permits, site disturbance, during construction and/or final inspection. Compliance will be verified by the SLO County Department of Planning and Building and mitigation monitors.

**Cultural Resources**

**CR-1 Cultural Resources Treatment Plan - Phase III Data Recovery Program.** If, during site disturbance monitoring, cultural resources are discovered on site and avoidance is not possible, the applicant shall submit to the Environmental Coordinator a final, detailed research design for a Phase III (data recovery) archaeological investigation, consistent with the recommendations set forth in the draft Archeology Research Design and Treatment Plan (Albion, 2020). The final data recovery program shall retrieve important new data from the site that will address regional research questions. The final data recovery program shall include controlled excavations in both the North Area and Central Area of the project site (as defined by the Phase II Archaeological Study) that target project element footprints that have the potential to impact intact deposits associated with CA-SLO-172. The placement and number of units should be determined once the project design is finalized. All units should terminate at the bottom of the cultural deposit and material received from these units shall be subjected to the full range of analysis including stratigraphic, chronometric, lithic, faunal, and paleobotanical studies.

The final Phase III program shall be prepared by a qualified archaeologist approved by the Environmental Coordinator. The Phase III program shall include at least the following:

- a. Standard archaeological data recovery practices;
- b. Recommendation of sample size adequate to mitigate for impacts to archaeological site, including basis and justification of the recommended sample size. Sample size typically is 3% of the volume of disturbed area. If a lesser sample size is

recommended, supporting information shall be presented that justifies the smaller sample size.

- c. Identification of location of sample sites/test units;
- d. Detailed description of sampling techniques and material recovery procedures (e.g. how sample is to be excavated, how the material will be screened, screen size, how material will be collected);
- e. Disposition of collected materials;
- f. Proposed analysis of results of data recovery and collected materials, including timeline of final analysis results;
- g. List of personnel involved in sampling and analysis.
- h. Guidelines for long term curation
- i. Strategies for the treatment of unanticipated discoveries
- j. Protocols for continued consultation with interested Native American participants

*Once approved, these measures shall be shown on all applicable construction drawings and implemented during construction.*

## CR-2

**Public Interpretation Plan.** Since the project is open to the public, a Public Interpretation Plan shall be implemented to engage the general public in the history of the tribal cultural landscape, consistent with the draft Archeology Research Design and Treatment Plan (Albion, 2020). The Secretary of the Interior's Standards for Archaeological Documentation Standard IV requires that the results of archaeological documentation be accessible to a broad range of users. Creating interactive programs, such as displays and exhibits, would assist in reaching a greater variety of individuals. Public education has the potential to effectively communicate the cultural importance of the landscape of Ragged Point Inn as well as the Ragged Point coastline in a format that stimulates curiosity and fosters an interest in local California history. Public interpretation shall include suggestions made by multiple stakeholder communities. As this material represents the shared cultural heritage of multiple groups, ideas about how to display the findings and present interpretations about a diverse historical community should be shared in a collaborative way among modern stakeholder communities. Public interpretation may occur in the following formats including, but not limited to:

- a. **Exhibits:** Artifacts found during excavations can be placed on exhibit in a secure location with interpretive panels. Such exhibits give visitors up-close opportunities to discover and analyze artifacts that represent the history of the landscape of Ragged Point Inn and Resort.
- b. **Ethnobotanical Garden with Interpretive Signage:** Working with the local tribal community, develop a garden that is accessible to the public and guests that is filled with California native plants of cultural importance. Throughout the garden, interpretive signs can be used to describe the past use of the plants or other important information.



- c. **Lesson Plans:** The landowner and local school district could develop lessons that use archaeology as an active learning tool, applied to any grade school curriculum.
- d. **Webpage:** The research design, field efforts, recovered artifacts, and interpretations provided in the Data Recovery Plan can be displayed on a webpage.
- e. **Wall Calendar:** A wall calendar gives visitors/guests an opportunity to discover the local history of Ragged Point Inn. The calendar could highlight 12 different important archaeological resources within the immediate landscape, including the resources uncovered during the current development project.

**CR-3**

**Monitoring Plan.** Prior to authorization of any project related grading or demolition, the applicant shall submit a monitoring plan, consistent with the recommendations set forth in the draft Archeology Research Design and Treatment Plan (Albion, 2020) for review and approval by the Environmental Coordinator. The monitoring plan shall include at a minimum:

- a. List of personnel involved in the monitoring activities, including Native American representative (s),
- b. Description of how the monitoring shall occur
- c. Description of frequency of monitoring (e.g. full-time, part-time, spot checking),
- d. Description of what resources are expected to be encountered,
- e. Description of circumstances that would result in the halting of work at the project site (e.g. What are considered "significant" archaeological resources),
- f. Description of procedures for halting work on the site and notification procedures, and
- g. Description of monitoring reporting procedures.
- h. Cultural resource awareness training for construction crew and field supervisors.

**CR-4**

**Monitoring Implementation.** The applicant shall retain a qualified archeologist and Native American representative to monitor all project-related ground disturbing activities pursuant to the approved monitoring plan. If any significant archeological resources or human remains are found during monitoring, work shall stop within the immediate vicinity of the resource (precise area to be determined by the archeologist in the field) until such time as the resource can be evaluated by the archeologist. Human remains will be addressed according to State law. The applicant shall implement all mitigations as required by the Environmental Coordinator.

**CR-5**

**Monitoring Report.** Upon completion of all monitoring/mitigation activities and prior to occupancy or final inspection (whichever occurs first), the consulting archeologist shall submit a report to the Environmental Coordinator summarizing all monitoring/mitigation activities. The report shall describe all features, deposits, or

cultural materials encountered, indicate provisions for curation of recovered artifacts, and confirm that all recommended mitigation measures have been met.

**CR-1 through CR-5 Monitoring/Compliance.**

**Compliance:** Prior to issuance of construction permits, site disturbance, during construction and/or final inspection. Compliance will be verified by the SLO County Department of Planning and Building and mitigation monitors.

**Geology and Soils**

**GEO-1** If paleontological resources are encountered during ground-disturbing activities, activities in the immediate area of the find shall be halted and a qualified paleontologist shall be retained to evaluate the discovery and recommend appropriate treatment options pursuant to guidelines developed by the Society of Vertebrate Paleontology and the County COSE.

**GEO-1 Monitoring/Compliance.**

**Compliance:** Prior to final inspection the paleontological monitor shall submit a letter to the Environmental Coordinator summarizing all monitoring/mitigation activities.

**Hydrology and Water Quality**

**WQ-1** **Indoor Water Use BMPs.** The following drought management BMPs are recommended for indoor water use:

- a. Residential fixtures should be ultra-low flow as required by the Energy Policy Act of 1992.
- b. Individual self-regenerating water softeners should be prohibited to preserve groundwater quality. Softeners that are regenerated offsite may still be used.
- c. Toilets should be plumbed to receive tertiary reclaimed water (when available).

**WQ-2** **Landscape Water BMPs.** Drought tolerant plant species and water-saving irrigation methods are recommended to reduce water applied to the landscape and preserve water resources. Tertiary reclaimed water should be used for irrigation when available instead of potable water. The following non-essential outdoor water uses should be avoided in response to drought conditions:

- a. Vehicle washing;
- b. Use of well water for construction purposes (compaction and dust control);
- c. Water waste resulting from untimely repair of observable leaks in water services or irrigation systems; and
- d. Recreational use of water.

**WQ1- WQ2 Monitoring/Compliance.**

**Compliance:** Compliance will be verified by the SLO County Department of Planning and Building.

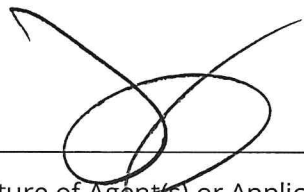
**Utilities and Service Systems**

**USS-1      Emergency Drought Contingency Plan.** Prior to occupancy of the 40<sup>th</sup> guest unit, the applicant shall prepare an Emergency Drought Contingency Plan to be approved by the County Department of Public Health. The plan shall not include the provision of hauled water.

**USS1 Monitoring/Compliance.**

**Compliance:** Required prior to approval of improvement plans, issuance and final inspection of construction permits and before final map recordation. Compliance will be verified by the County Department of Planning and Public Works, in consultation with Environmental Health Services.

The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Environmental Coordinator and may require a new environmental determination for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above measures into the proposed project description.

  
\_\_\_\_\_  
Signature of Agent(s) or Applicant(s)

7-6-2021  
Date

Jim Ramey  
Name (Print)