



City of Pismo Beach
760 Mattie Road
Pismo Beach, CA 93449
(805) 773-4658

INITIAL STUDY OF ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION FORM
August 25, 2021

Initial Study of Environmental Impact

ENVIRONMENTAL DETERMINATION FORM

1a. Project Number

Project No.: P20-000045

1b. Project Title

2141 and 2151 Shoreline Drive – Construction of a concrete bluff tied-back wall

2. Lead Agency Name and Address

City of Pismo Beach
Community Development Department
Planning Division
760 Mattie Road
Pismo Beach, CA 93449-4684

3. Contact Person Name and Number

Mike Gruver, AICP, Associate Planner, (805) 773-7090

4. Project Location

The project site is located at 2141 and 2151 Shoreline Drive in the City of Pismo Beach, County of San Luis Obispo. Assessor Parcel Numbers (APN) 010-521-018 and 010-521-019. (See Exhibit 1 for project location)

5. Project Sponsors' Names and Addresses

Dr. John P. Okerblom
2151 Shoreline Drive,
Pismo Beach, CA 93449

Tony Hyman
2141 Shoreline Drive,
Pismo Beach, CA 93449

6. Land Use Designation

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Low-Density Residential District (Planning Area G – Terrace Avenue)

7. Zoning

Single-Family Residential (R-1)

8. Description of Project

A request for a Coastal Development Permit to construct a new 4,000 square-foot carved and colored shotcrete tied back bluff wall and install 27 drilled tiebacks. This project is necessary to protect the existing residence at 2151 Shoreline Drive and an existing seawall at 2141 Shoreline Drive from accelerated bluff failure due to a combination of existing subsurface springs, unique geologic conditions, inadequate drainage in the rear yard, and focused wave energy.

9. Surrounding Land Uses and Setting

Surrounding land uses include single-family residences to the east; residential condominiums and single-family residences to the west; U.S. Route 101 and Shell Beach Elementary School to the north; and the Pacific Ocean to the south.

10. Other Public Agencies Whose Approval is Required

The project is located within the Coastal Zone, and a Coastal Development Permit (CDP) is appealable to the California Coastal Commission. Permits may be required from the San Luis Obispo Air Pollution Control District for use of construction equipment.

11. Environmental Factors Potentially Affected

This IS/MND has been prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code (PRC) Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This Project is evaluated based upon its effect on eighteen major categories of environmental factors listed below. The three environmental factors checked below would be potentially affected by the proposed 2141 and 2151 Shoreline Bluff Project, involving at least one impact that is a “Less than Significant Impact with Mitigation Incorporated”, as indicated by the resource checklists in Section 2.0 of this IS/MND.

- | | |
|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Land Use and Planning |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Population and Housing |

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- | | |
|--|---|
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Greenhouse Gas | <input type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Mandatory Findings of Significance |

The IS/MND fully addresses impacts to the environment, as defined by CEQA, as the “physical conditions which existing within the area which will be affected by a proposed Project including land, air, water, flora, fauna, noise, objects of historic or aesthetic significance.” A detailed analysis of environmental impacts will be presented for each resource area (listed above) utilizing the model Environmental Checklist Form found in Appendix G of the CEQA Guidelines Section 15063(f). Impacts to the environment for construction and operation of the Project will be assessed and described, and the level of significance of impacts will be measured against criteria that have been established by regulation, accepted standards, or other definable criteria. The use of a MND is only permissible if all potentially significant environmental impacts assessed in the IS are rendered less than significant with incorporation of mitigation measures.

Each environmental resource area is reviewed by analyzing a series of questions (i.e., Initial Study Checklist) regarding level of impact posed by the Project. One of four following conclusions is then provided as a determination of the analysis for each of the major environmental factors:

No Impact. A finding of no impact is made when it is clear from the analysis that the project would not affect the environment.

Less than Significant Impact. A finding of a less than significant impact is made when it is clear from the analysis that a project would cause no substantial adverse change in the environment and no mitigation is required.


Less than Significant Impact with Mitigation Incorporated. A finding of a less than significant impact with mitigation incorporated is made when it is clear from the analysis that a project would cause no substantial adverse change in the environment when mitigation measures are successfully implemented by the Project proponent. In this case, the City is the Project proponent and would be responsible for implementing measures identified in a Mitigation Monitoring Program.

Potentially Significant Impact. A finding of a potentially significant impact is made when the analysis concludes that the proposed Project could have a substantially adverse change in the environment for one or more of the environmental resources assessed in the checklist. Typically, preparation of an Environmental Impact Report (EIR) would be required in the case of potentially significant impact. No findings of significant impact were determined to potentially result from the Project.

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ENVIRONMENTAL DETERMINATION AND CHECKLIST

On the basis of this initial evaluation: I find that the proposed 2141 and 2151 Shoreline Bluff Wall Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that although the proposed 2141 and 2151 Shoreline Bluff Wall Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input checked="" type="checkbox"/>
I find that the proposed 2141 and 2151 Shoreline Bluff Wall Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>
I find that the proposed 2141 and 2151 Shoreline Bluff Wall Project MAY have a significant effect 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
I find that although the proposed 2141 and 2151 Shoreline Bluff Wall 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 2141 and 2151 Shoreline Bluff Wall Project, nothing further is required.	<input type="checkbox"/>
<div style="display: flex; justify-content: space-between;"> <div>  Signature: </div> <div> <u>8/25/2021</u> Date: </div> </div>	

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ENVIRONMENTAL IMPACT ANALYSIS

<u>1. AESTHETICS:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussions

1a-d. The portion of the tied-back wall that is exposed is designed to blend with the surrounding visual quality of the coastal bluff using sculpted architectural treatment to mimic the existing bluff rock. During the construction phase, construction equipment will be evident in the viewshed; however, the equipment will not be significant due to short duration of equipment needed, likely the most notable being a crane for pumping and drilling equipment. As designed, the project is not expected to create visual impacts, and no mitigation measures are required. View impacts from both the Pacific Ocean and from public views areas such as the adjacent beach are considered less than significant due to the surfacing of the wall being blended to match the existing bluff. Impacts to visual character and quality are expected to be less than significant.

Mitigation Measures:

No mitigation measures are necessary.

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<u>2. AGRICULTURAL RESOURCES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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) 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"/>

Impact Discussion:

2a-c. The project site is not zoned for agricultural use nor is the site located on or adjacent to existing farmland.

Mitigation Measures:

No mitigation measures are necessary.

<u>3. AIR QUALITY:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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3. AIR QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

San Luis Obispo County is part of the South Central Coast Air Basin, which also includes Santa Barbara and Ventura Counties.

The proposed project is subject to the San Luis Obispo County 2001 Clean Air Plan (CAP). Project construction activities could result in temporary fugitive dust emissions, a potentially significant impact. The CAP requires implementation of stationary source control measure R-21 regarding fugitive emissions (see the following Mitigation Discussion for fugitive dust emissions). The project does not entail any other activity that could conflict with or obstruct the Clean Air Plan.

Greenhouse Gas Emissions: The California Air Resources Board (CARB), the California Environmental Protection Agency, San Luis Obispo County APCD and other governmental agencies with jurisdiction are in the process of developing guidelines and thresholds to address a project's cumulative contribution to greenhouse gas (GHG) in the South Central Coast Air Basin. Over the last few years, a series of related legislative acts have been made relating to this issue. There are seven greenhouse gases, as follows, in order of their global warming potential: Carbon dioxide, Methane, Nitrous oxide, Chlorofluorocarbons, Hydrofluorocarbons, Perfluorocarbons, and Sulfur hexafluoride.

According to a 2018 Community-Wide Greenhouse Gas Inventory Report, the community of Pismo Beach emitted approximately 34,849 metric tons of carbon dioxide-equivalent CO₂e). Based on adjusted numbers of the 2005 Baseline Community Greenhouse Inventory in 2005, an approximate 20 percent reduction is represented in 2018 Inventory. Emissions were reduced in

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the Residential, Commercial, and Transportation Sectors, and slight increases in both the Wastewater and Solid Waste Sectors were also noted.

3a-d. The proposed project is subject to the San Luis Obispo County 2001 Clean Air Plan (CAP). Project construction activities could result in temporary fugitive dust emissions, a potentially significant impact.

San Luis Obispo County is currently designated as non-attainment for state PM10 standards. Project construction activities would create a cumulative net increase of PM10 creating a significant but mitigable impact; however, the dust emissions are expected to be less than a 2.5 tons per quarter threshold.

In addition, the project is expected to use heavy-duty diesel equipment, including, but not limited to backhoes, cranes, concrete pumps, and generators. The California Air Resources Board lists diesel exhaust particulate matter as a toxic air contaminant with no identified threshold level below which there are no significant effects for construction. Construction near public use areas is likely to affect sensitive receptors. Impacts are considered significant but mitigable.

In order to assess GHG impacts, the APCD produced the "Interim CEQA Greenhouse Gas Guidance for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook" letter (January 28, 2021), which addresses GHG emission thresholds for significance. According to the APCD, in the absence of a Qualified GHG Reduction Strategy, a "no-net increase" relative to Baseline conditions would be consistent with the California 2017 Climate Change Scoping Plan (2017 Scoping Plan) for addressing GHG emissions up to the year 2030. The subject project includes stabilization of existing bluff soils, construction new concrete bluff walls and some grading/removal of loose bluff material. Expected fugitive emissions for organic gasses (ROG plus NOx) would be less than 2.5 tons per quarter, would be far less than the fugitive dust emissions threshold (PM-10) of 2.5 tons per quarter; however, these emissions would be within 1,000 of sensitive receptors, including single-family residences and an elementary school. Impacts related to GHG emissions are considered less than significant, but due to the proximity to sensitive receptors, Mitigation Measures have been added for fugitive dust control (Mitigation 3A), portable construction equipment (Mitigation 3B), and diesel equipment emissions and idling (Mitigation 3C).

3e. The project involves bluff stabilization through the placement of a drilled tied-back pier wall system on the ocean side of an existing residence and will not involve questionable odors being created after construction.

Mitigation Measures:

3A. Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. **Projects with grading areas that are greater than 4-acres or are within 1,000 feet of any sensitive receptor shall**

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implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402):

- 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 and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. **Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions: <http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm>
- c. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used

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- where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- I. All PM₁₀ mitigation measures required should be shown on grading and building plans; and,
 - m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at (805) 781-5912).

3B. Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;
- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc).

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

3C. Construction Phase Idling Limitations

This project is in close proximity to nearby sensitive receptors. Projects that will have diesel powered construction activity in close proximity to any sensitive receptor shall implement the following mitigation measures to ensure that public health benefits are realized by reducing toxic risk from diesel emissions:

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To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

1. California Diesel Idling Regulations

- a. **On-road diesel vehicles** shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
 2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.
- b. **Off-road diesel equipment** shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation.
- c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.
- d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

AND/OR

2. Diesel Idling Restrictions Near Sensitive Receptors (*List sensitive receptors here based on the following list: schools, residential dwellings, parks, day care centers, nursing homes, and hospitals – if none, then eliminate "b"*)

In addition to the state required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:

- a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
- c. Use of alternative fueled equipment is recommended; and
- d. Signs that specify the no idling areas must be posted and enforced at the site.

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<u>4. BIOLOGICAL RESOURCES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<u>4. BIOLOGICAL RESOURCES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

Impact Discussion:

4a -b. The construction of the drilled tied-back pier wall is proposed to take place entirely within the subject property on the bluff face and within the bluff above the mean high tide line. Project construction and equipment will not be placed on the beach or near mean high tide and is therefore not expected to impact known marine species within the area.

4c. The project site does support state or federal wetlands or other jurisdictional areas. Therefore, the project would not result in an adverse effect on state or federally protected wetlands and no impacts would occur.

4d. The project site is not located in an area significant to the movement of any native resident or migratory fish or wildlife species and no impacts would occur.

4e. There are no other local policies or ordinances protecting biological resources conflicting with the project.

4f. The project location is not under the provisions of a habitat conservation plan.

Mitigation Measures:

No mitigation measures are necessary.

<u>5. CULTURAL AND PALEONTOLOGICAL RESOURCES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<u>5. CULTURAL AND PALEONTOLOGICAL RESOURCES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

5a-d. The project site is not located within the boundaries of a known archeological site, and no materials were encountered during grading associated with construction of the existing residence in 2011.

Mitigation Measures: No mitigation measures are necessary.

<u>6. GEOLOGY AND SOILS:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<u>6. GEOLOGY AND SOILS:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Refer to Division of Mines and Geology Special Publication 42.				
<i>ii)</i> Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>iii)</i> Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>iv)</i> 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

6a-d. Terra Costa Consulting prepared a Geotechnical Basis of Design on February 5, 2021, which includes both site observations and geotechnical recommendations for the existing blufftop at the project site based on accelerated erosion of the bluff caused by storm damage, flanking of

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adjacent seawalls on neighboring properties, and groundwater seepage through the bluff face. A Geologic Coastal Bluff Evaluation was prepared by Geosolutions as part of the residence's planning entitlements in 2009, and included a revised evaluation by Geosolutions in October 2009 based on a peer review by Cleath and Associates. The ultimate findings included a 38' proposed bluff setback based on 100-year retreat rate of 3.36 inches per year plus an additional 10-foot buffer.

Per the Terra Costa report, "coastal bluff retreat rates are expressed in inches per year induced by marine erosion as the intersection of the shore platform at the base of bluff"; however, this project is subject to "subaerial erosion caused by both runoff and groundwater seepage" which is "a contributing factor to the increased bluff erosion observed at this site." Headcutting of the upper bluff due to this subaerial erosion when combined with marine erosion has increased the annual erosion rate from the 3.36 inches per year to an estimated 15 to 18 inches per year under Terra Costa's analysis. A Response to Request for Additional Information prepared by Terra Costa in April, 2021 estimated an approximate 13' loss of blufftop in a time period between 2009 and 2021, and is considered in line with the estimated retreat far in excess of the original anticipated 3.36 inches per year. Significant impacts to the existing residence at 2151 Shoreline as well as impacts to the existing seawall at 2141 Shoreline are evident due to this increased erosion rate and flanking of the existing seawall.

To address the groundwater issues, the project proposes the installation of J-Drain 302 panels, a composite geotextile and filter fabric, along the entire face of the bluff and where there is observed water seepage. To address the bluff stability, the applicant proposes the construction of a 4,000 square-foot carved and colored tied-back wall, with approximately 27 drilled tiebacks installed at distances of up to 40 feet or more into the bluff face.

While the project itself will not cause slope instability, the project will help to slow the erosion factors at the site. A Mitigation Measure has been added for the project to meet the recommendations noted in the Geotechnical Basis of Design as prepared by Terra Costa in February, 2021.

Per the Safety Element of the General Plan, Pismo Beach is located in a seismically active area. However, no active faults are known to be present within or in the near vicinity of Pismo Beach and surface rupture resulting from fault movement is not considered a significant problem within the City. Additionally, the potential for significant landslides is considered to be negligible in rocks that underlie most of the city and its surrounding hills. Ground shaking could occur in Pismo Beach, primarily from the San Andreas Fault, which runs generally north-south from the Bay Area to southern California, the closest portion of which is roughly 60 miles to the east of the City. The Nacimiento Fault is considered a secondary source of strong ground shaking but would have a negligible effect on Pismo Beach.

An earthquake of Richter Magnitude 8.0 to 8.5 can be expected from a rupture along the San Andreas Fault in the future, which would cause considerable ground shaking and potential structural damage in Pismo Beach. Secondary seismic hazards could result from the interaction

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of ground shaking with existing soil and bedrock conditions, and include liquefaction, settlement, landslides and tsunamis or “tidal waves”. However, the proposed improvements designed and constructed to meet California Building Code (CBC) standards for seismic zone compliance. In addition, the proposed project would require adherence to the City of Pismo Beach General Plan policies and programs created to mitigate seismic impacts. With implementation of the CBC and City General Plan policies, impacts related to seismic hazards are considered less than significant.

6e. The existing residence is connected to city sewer services.

Mitigation Measures

6A. GEOTECHNICAL BASIS OF DESIGN

The recommendations of the February 5, 2021 Geotechnical Basis of Design shall be incorporated into the project plans, including, but not limited to, measures required for site preparation, grading, wall preparation, surface improvements, drainage around improvements, and measures associated with observation and testing.

<u>7. GREENHOUSE GASSES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

7a-b. The Project would not induce population growth or an increase in traffic along Shoreline Drive or Shell Beach Road. Project construction would occur with minimal equipment and is not anticipated to create any substantial long-term greenhouse gases, or GHGs, (CO₂, CH₄, N₂O, HFC, CFC, F6S) for the Project area.

San Luis Obispo County is part of the South Central Coast Air Basin, which also includes Santa Barbara and Ventura Counties.

Greenhouse Gas Emissions: The California Air Resources Board (CARB), the California Environmental Protection Agency, San Luis Obispo County APCD and other governmental

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agencies with jurisdiction are in the process of developing guidelines and thresholds to address a project's cumulative contribution to greenhouse gas (GHG) in the South Central Coast Air Basin. Over the last few years, a series of related legislative acts have been made relating to this issue. There are seven greenhouse gases, as follows, in order of their global warming potential: Carbon dioxide, Methane, Nitrous oxide, Chlorofluorocarbons, Hydrofluorocarbons, Perfluorocarbons, and Sulfur hexafluoride.

According to a 2018 Community-Wide Greenhouse Gas Inventory Report, the community of Pismo Beach emitted approximately 34,849 metric tons of carbon dioxide-equivalent CO₂e). Based on adjusted numbers of the 2005 Baseline Community Greenhouse Inventory in 2005, an approximate 20 percent reduction is represented in 2018 Inventory. Emissions were reduced in the Residential, Commercial, and Transportation Sectors, and slight increases in both the Wastewater and Solid Waste Sectors were also noted.

Mitigation Measures:

See Mitigation Measures 3B and 3C above in Air Quality above in regard to diesel construction equipment permitting and restrictions.

<u>8. HAZARDS AND HAZARDOUS MATERIALS:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

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<u>8. HAZARDS AND HAZARDOUS MATERIALS:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

8a-h. The project does not involve the routine use or transport of hazardous materials. The improvements include implementation of measures to stabilize the bluff on the ocean side of an existing residence. Potential risk of release or public exposure due to fuel or other contaminants used during construction is considered minimal.

The project is not within a high severity risk area for fire. No airports are nearby, and as a result the project is not within an Airport Review area.

The project does not present a significant fire safety risk, and future development would comply with standard fire safety requirements. The project would not conflict with any emergency

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response evacuation plans or conflict with regional airport flight patterns. Impacts are considered less than significant.

Mitigation Measures: No mitigation measures are necessary.

<u>9. HYDROLOGY AND WATER QUALITY:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or 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"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<u>9. HYDROLOGY AND WATER QUALITY:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

9a. The project involves bluff stabilization through construction of various walls and through minor grading. The project submittal includes an erosion control plan.

9b. The project improvements do not include uses that require additional water supply. Proposed improvements are limited to bluff stabilization only.

9c-f. The project has a small footprint and will not appreciably increase runoff. All site drainage is addressed in the project erosion control plan, prepared by Terra Costa Consulting and addressed earlier in this report under section 6. The project is also required to comply with the City's June 2010, Stormwater Management Program.

9g-l The project does not include housing nor is it located within a flood plain.

9j. The project improvements are related to bluff stabilization and will be located above the mean high tide, as such the improvements are not particularly susceptible to tsunamis as they involve bluff protection measures that are tied into the bluff face. The potential for tsunamis or tidal waves is present throughout the community if an earthquake was to occur. The City has adopted various building codes and development review procedures to reduce such hazards. Impacts are considered less than significant.

Mitigation Measures: No mitigation measures are necessary.

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10. <u>LAND USE AND PLANNING:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

10a. The project involves bluff stabilization measures in relation to protection of public beach and ocean viewing areas. The location of the improvements is located mostly on the bluff face and would not physically divide a community.

10b. As proposed, the project does not conflict with City policies, land use plans or regulations. The project is being carried out in conformance with the City's 1983 Zoning Code, and 1993 General Plan/Local Coastal Program

10c. The proposed project is not located within a Habitat Conservation Plan or natural community conservation plan area.

Mitigation Measures: No mitigation measures are necessary.

11. <u>MINERAL RESOURCES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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<u>11. MINERAL RESOURCES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
general plan, specific plan or other land use plan?				

Impact Discussion:

11a-b. There are no known mineral resources within the vicinity of the project. The project would not result in the loss of any mineral resources. No impacts would result from project implementation.

Mitigation Measures: No mitigation measures are necessary.

<u>12. NOISE:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels 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) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 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"/>

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<u>12. NOISE:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, 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"/>

Impact Discussion:

12 a-f. The project will generate temporary construction related noise; however, the project is required to comply with the City of Pismo Beach Municipal Code, Chapter 9.24, General Noise Regulations. Chapter 9.24 establishes a maximum construction/Demolition noise level standards for mobile equipment of 85 dBA and for stationary equipment of 70dBA between the hours of 7:00 a.m. to 9:00 p.m. Constructed related noise generation is not anticipated to generate noise impacts beyond that allowed by the City's noise ordinance. Construction related noise impacts are considered less than significant. The project does not involve noise generating uses beyond that experienced during construction.

Mitigation Measures: No mitigation measures are necessary.

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<u>13. POPULATION AND HOUSING:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of Refurbishment housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of Refurbishment housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

13a-c. The project involves construction of bluff stabilization improvements only. The project does not include either construction of housing or removal of existing housing. No persons will be displaced as a result of the project. No impacts would result from project implementation.

Mitigation: No mitigation measures are necessary.

<u>14. PUBLIC SERVICES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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 impact, in order to maintain acceptable service ratios for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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14. <u>PUBLIC SERVICES:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

14a. The project involves bluff stabilization improvements. The project does not have the ability to adversely affect service levels for police, fire, schools, parks or other facilities. The project will repair/maintain existing public walkways and viewing areas. No impacts would result.

Mitigation: No mitigation measures are necessary.

15. <u>RECREATION:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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 type="checkbox"/>	<input checked="" 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"/>

Impact Discussion:

15a-b. The project involves the construction of bluff stabilization improvements that will help maintain existing public access along a beach and protection of an existing residence. The project does not have the ability to adversely affect existing recreational facilities, nor does it have the ability to necessitate expansion or addition of new recreational facilities. No impacts to recreation would result.

Mitigation: No mitigation measures are necessary.

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<u>16. TRANSPORTATION AND TRAFFIC:</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact Discussion:

16a-g. The project involves the construction of bluff stabilization improvements that will help maintain existing public access along a beach and protection of an existing residence. The project does not have the ability to adversely affect service levels on City Streets or the transportation network as a whole. There is no work proposed within the adjacent Shoreline Drive right of way.

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Mitigation: No mitigation measures are necessary.

<u>17. UTILITIES AND SERVICE SYSTEMS:</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

17a-g. The project involves the construction of bluff stabilization improvements that will help maintain existing public access along a beach and protection of an existing residence. The project

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does not involve either commercial or residential development and will not therefore generate a need for greater water, sewer or stormwater capacity. No impacts related to water supply or stormwater drainage, or County landfill facilities are anticipated.

Mitigation: No mitigation measures are necessary.

<u>18. MANDATORY FINDINGS OF SIGNIFICANCE</u> Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

18a. Please refer to Section 3 Air Quality, Section 6 Geology and Soil Resources, and Section 7 Greenhouse Gases for a detailed discussion of impacts and impacts related to construction for the proposed improvements. Project impacts are expected to be less than significant with the incorporation of mitigation.

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18b. The proposed project may have a cumulative impact on air quality due to potential dust emissions and construction equipment emissions resulting from project construction. Refer to mitigation measures discussed in Section 3 Air Quality and Section 7 Greenhouse Gasses which reduce potential impacts to less than significant.

18c. Adverse impacts to humans are addressed throughout, and any impacts identified can be mitigated to less than significant levels.

19. EARLIER ANALYSES.
Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one of more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D0. In this case a discussion should identify the following items:
a) Earlier analysis used. None
b) Impacts adequately addressed. (Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.) None
c) Mitigation measures. (For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.) None

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Terra Costa Consulting Group, Inc. (February 5, 2021). Geotechnical Basis of Design Bluff Stabilization Project, 2151 and 2141 Shoreline Drive, Shell Beach, California.

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MITIGATION MONITORING PLAN

Project P20-000045: 2141 and 2151 Shoreline Drive
Construction of a concrete bluff tied-back wall

3A. Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. **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 manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402):**

- 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 and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. **Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.** Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions;
<http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm>
- c. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities;
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established;
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- j. Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in California Vehicle Code Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and

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require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;

- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water should be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- l. All PM₁₀ mitigation measures required should be shown on grading and building plans; and,
- m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at (805) 781-5912).

Mitigation Implementation/Monitoring

- 1. **Performance standard:** Dust mitigation plans shall be reviewed by the Planning Division.
- 2. **Contingency Measure:** None
- 3. **Implementation Responsibility:** Applicant
- 4. **Implementation Schedule:** Prior to submitting building plans, the above measures shall be clearly printed on all plans. Measures to be implemented throughout construction.
- 5. **Monitoring Method:** Once, upon completion of construction, by Engineering and Planning Divisions

3B. Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- Electrical generation plants or the use of standby generator;
- Internal combustion engines;
- Rock and pavement crushing;

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- Unconfined abrasive blasting operations;
- Tub grinders;
- Trommel screens; and,
- Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc).

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

Mitigation Implementation/Monitoring

1. **Performance standard:** The applicant shall ensure compliance with the APCD permitting requirements for construction equipment.
2. **Contingency Measure:** As determined by the environmental monitor or by the Building Official.
3. **Implementation Responsibility:** Applicant
4. **Implementation Schedule:** Measures to be implemented throughout construction.
5. **Monitoring Method:** Applicant shall consult with and apply for permits through the San Luis Obispo County Air Pollution Control District.

3C. Construction Phase Idling Limitations

This project is in close proximity to nearby sensitive receptors. Projects that will have diesel powered construction activity in close proximity to any sensitive receptor shall implement the following mitigation measures to ensure that public health benefits are realized by reducing toxic risk from diesel emissions:

To help reduce sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

1. California Diesel Idling Regulations
 - a. **On-road diesel vehicles** shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
 2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.
 - b. **Off-road diesel equipment** shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-Road Diesel regulation.
 - c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.

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- d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: www.arb.ca.gov/msprog/truck-idling/2485.pdf and www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

AND/OR

2. Diesel Idling Restrictions Near Sensitive Receptors (*List sensitive receptors here based on the following list: schools, residential dwellings, parks, day care centers, nursing homes, and hospitals – if none, then eliminate “b”*)

In addition to the state required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:

- a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
- c. Use of alternative fueled equipment is recommended; and
- d. Signs that specify the no idling areas must be posted and enforced at the site.

Mitigation Implementation/Monitoring

1. **Performance standard:** Idling of equipment to be monitored by construction manager and verified by Planning and Building Division Staff.
2. **Contingency Measure:** As determined by the environmental monitor or by the Building Official.
3. **Implementation Responsibility:** Applicant
4. **Implementation Schedule:** Prior to construction, measures shall be printed on project plans. Measures to be implemented throughout construction.
5. **Monitoring Method:** Throughout construction by the Planning and Building Divisions.

6A. Geotechnical Basis of Design

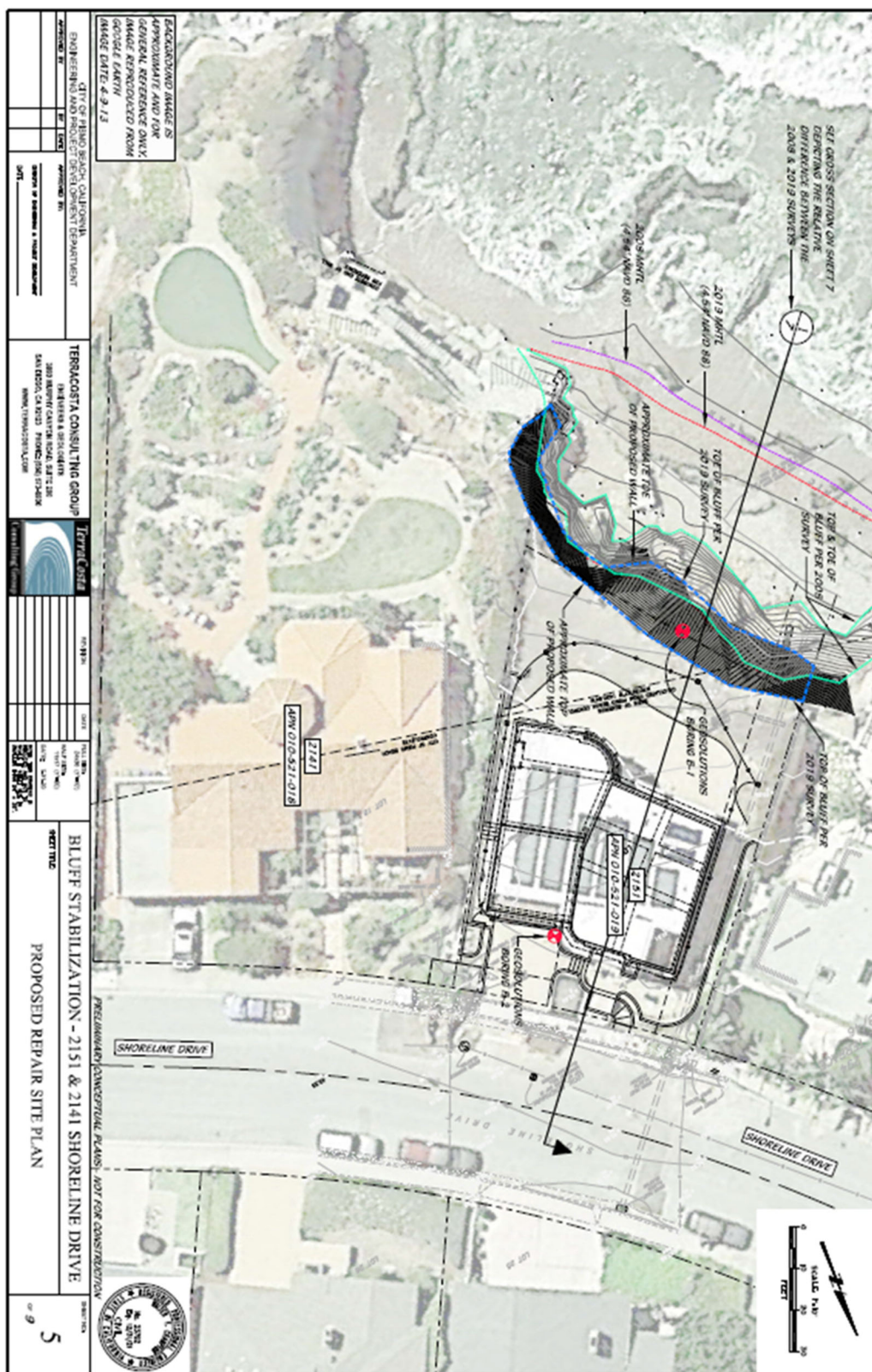
The recommendations of the February 25, 2021 Geotechnical Basis of Design shall be incorporated into the project plans, including but not limited to measures required for site preparation, grading, wall preparation, surface improvements, drainage around improvements, and measures associated with observation and testing.

Mitigation Implementation/Monitoring

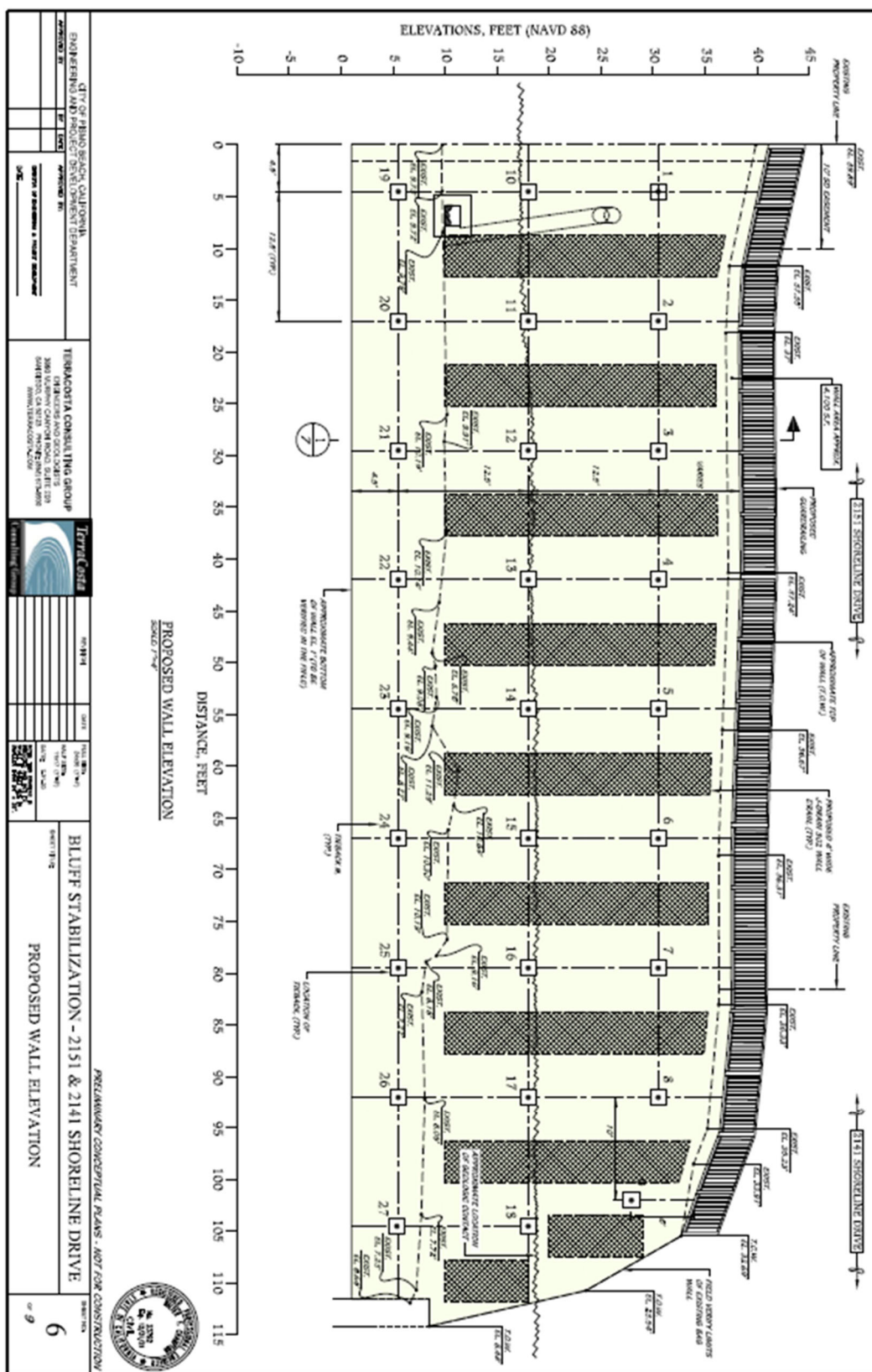
1. **Performance standard:** Plans shall be reviewed by the Planning and Building and Engineering Divisions to ensure compliance with the recommendations of the report.
2. **Contingency Measure:** As determined by the Building Official.
3. **Implementation Responsibility:** Applicant
4. **Implementation Schedule:** Measures to be implemented prior to issuance of a Building Permit.
5. **Monitoring Method:** Plans to be reviewed for compliance prior to issuance of Building Permits.

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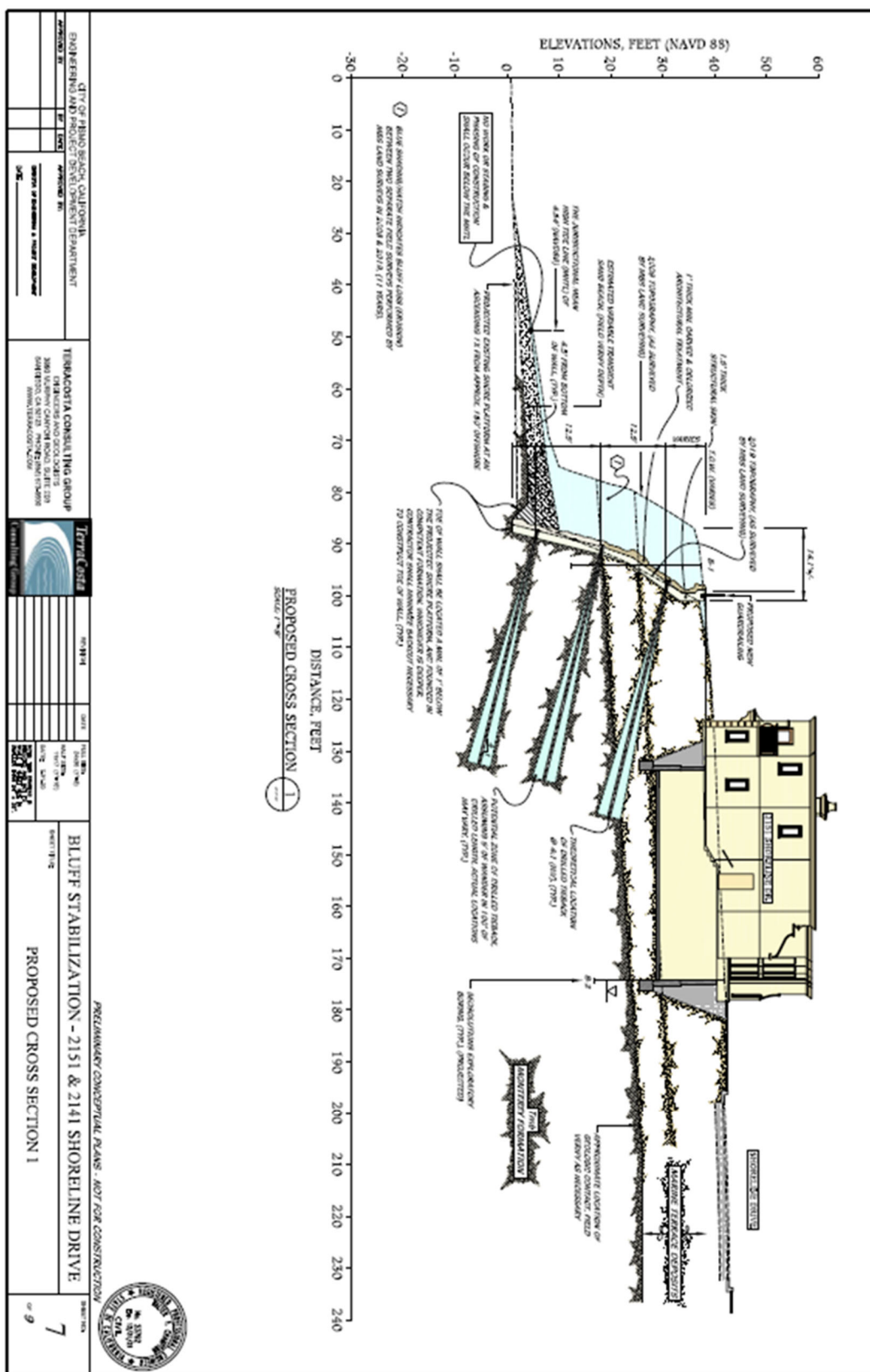
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