

**EXHIBIT C – CEQA FINDINGS  
IMPACTS IDENTIFIED AS LESS THAN SIGNIFICANT**

The County, as a Responsible Agency has reviewed and commented on the Draft Environmental Impact Report, and finds that the Final Environmental Impact Report (FEIR) previously certified by the Port San Luis Harbor District on January 27, 2015, is adequate for the purposes of the County's compliance with CEQA (pursuant to Public Resources Code Section 21000 et seq., and CA Code of Regulations Section 15000 et seq.) and that there is no substantial evidence that the project would have a significant and unavoidable effect on the environment based on Exhibit C – CEQA Findings. Mitigation measures are proposed to reduce potentially significant impacts to a less than significant level as related to aesthetics, air quality, biology, cultural resources, geology and soils, greenhouse gases, hazards and hazardous materials, and transportation and circulation, these measures have been incorporated as conditions of approval as appropriate (refer to Exhibit B – Conditions of Approval).

The findings below are for Class III impacts. Class III impacts are impacts that are adverse, but not significant. Pursuant to Section 15091(a)(1) of the State CEQA Guidelines, the finds, based on the certified FEIR prepared by the Port San Luis Harbor District, that each of the following effects have been avoided or will have a less than significant impact. The less than significant effects (Impacts) are stated fully in the FEIR. The following are brief explanations of the rationale for this finding for each impact:

***AGRICULTURAL RESOURCES***

- A. Impairment of Agricultural Uses or Result in Conversion. Construction and implementation of the project would not impair agricultural uses in the region or result in the conversion of agricultural land to non-agricultural use. Although a portion of the site is designated Grazing Land, no grazing uses occur within the project site. Use of the site would be consistent with the Public Facilities land use category, and if grazing were to occur on the adjacent property, the use would not be inconsistent with proposed camping facilities. Therefore, potential impacts would be less than significant.
- B. Conflict with Existing Zoning or Williamson Act Program. The proposed uses are consistent with the land use category of applicable parcels, and would not result in any land use conflicts. Based on the location and nature of proposed uses, these agricultural resource impacts are considered less than significant.

***AIR QUALITY***

- C. Create or Subject Individuals to Objectionable Odors. Occasionally, marine life and other ocean-related conditions can generate objectionable odors such as animal decay and fish or shellfish operations. It is anticipated that occurrences would not be frequent, and visitors to the campsite would anticipate a certain degree of ocean-related odors. Therefore, potential impacts would be less than significant.
- D. Clean Air Plan Consistency. The project is consistent with the general level of development anticipated and projected in the CAP, and would provide coastal dependent and visitor-serving uses consistent with the land use category and Port Master Plan. Therefore, potential impacts would be less than significant.

**BIOLOGICAL RESOURCES**

- E. Effect on Wildlife Movement and Behavior. Development of the proposed project would primarily occur within ruderal/disturbed areas, including areas currently used for storage. The site is adjacent to expansive open space and natural habitats, and existing drainage features onsite would remain. Removal of ornamental trees, including eucalyptus, may result in a short-term reduction in potential nesting bird habitat onsite; however, the landscape plan includes the planting of trees, including coast live oaks, which would provide long-term nesting opportunities within the project site. In addition, the removal of eucalyptus may improve soil conditions for native plant and tree revegetation efforts onsite. Habitat for nesting birds and woodrat within the northern and far eastern portions of the project site would remain unaffected, and would be remain continuous with expansive, undeveloped habitat to the north. Uses adjacent to native habitats would be limited to low-impact, resource-dependent walk-in campsites. Therefore, the project would not have a significant adverse effect on wildlife movement in the area.
  
- F. Consistency with Local Policies and Ordinances and the Coastal Act. Implementation of the proposed project would comply with existing regulations and policies identified in the California Coastal Act, the County's LCP, the San Luis Coastal Area Plan, CZLUO, and previously-adopted mitigation measure identified in the Port Master Plan Final Program EIR. The project would not result in disturbance within 50 feet of mapped and potential SRV ESHA, and would include restorative actions that would enhance native habitat within the property boundaries.

The proposed project has been revised to avoid construction within native grassland habitat in the northern portions of the site.

**HAZARDS AND HAZARDOUS MATERIALS**

- G. Routine Transport, Use, or Disposal of Hazardous Materials. Transport and use of hazardous materials would be limited to legal storage of standard materials including but not limited to paints, cleaners, oils, and fuels during construction. Harbor District facilities and associated activities are generally commercial and industrial in nature; therefore, materials stored onsite will generally be limited to those typically used in these applications, including janitorial and maintenance supplies. However, materials used for maintenance of boats, including lead-based paint, and solvents may pose a hazard. The Harbor District is required to prepare a Hazardous Materials Business Plan, and comply with all notifications to emergency responders including CAL FIRE. Based on compliance with existing regulations, this impact is considered less than significant.

**HYDROLOGY AND WATER QUALITY**

- H. Violate Water Quality Standards. The analysis of consistency with water quality standards was based on the Performance Requirements identified in the Post Construction Requirements Handbook (County of San Luis Obispo 2014), and is presented in EIR Section 4.8 and EIR Appendix F (Sherwood 2014). Based on the proposed design of the project, which incorporates existing standards and regulations identified by the County and RWQCB, including preparation and implementation of construction and operational erosion and sedimentation control, Stormwater Pollution Prevention Plan (SWPPP) preparation and implementation, and management and filtration of stormwater, potential impacts would be less than significant.
  
- I. Discharge into Surface Waters or Alter Water Quality. Based on the extensive amount of grading and excavation required during construction of the project, there is a potential for

### ATTACHMENT 3

significant erosion and sedimentation to occur, resulting in a potentially significant impact. Compliance with existing County and RWQCB regulations, including preparation of a SWPPP, will be required.

In the long-term, as described above, the proposed project incorporates the use of LID strategies including sloping all impervious surfaces and runoff from structure roofs towards vegetated swales and rain gardens prior to being discharged from the site via a stormwater pipe system. The bio-retention swales function as water transport, filtering, and settling devices. During larger storms, the raingarden will fill and discharge into an overflow pipe that is connected to the piped stormwater system.

Therefore, potential impacts to surface waters and water quality would be less than significant.

- J. Create or Contribute Runoff Water Exceeding Capacity of Drainage Systems. Based on the hydrological analysis conducted for the project (Sherwood 2014), which is described in detail in EIR Section 4.8 and included in EIR Appendix F, the proposed project would not create or contribute runoff water exceeding the capacity of existing drainage systems.
- K. Change Rate/Amount of Soil Absorption or Surface Runoff. Based on the hydrological analysis conducted for the project (Sherwood 2014), which is described in EIR Section 4.8 and included in EIR Appendix F, and incorporation of design measures identified in the study consistent with County standards, the proposed project would not change the rate or amount of surface runoff. Soil absorption would be reduced; however, stormwater runoff currently discharges into the ocean and does not contribute to groundwater resources for the area. In addition, percolation of stormwater is identified as a potential hazard due to underlying geologic conditions, and measures are proposed to reduce the potential for a hazard. Therefore, the project would not result in a significant impact.
- L. Involve Activities in the 100-year Flood Zone. Based on review of FEMA flood insurance rate maps, the project site is not located within a 100-year flood zone; however, a Special Flood Hazard Area subject to 1% annual flood (100-year flood zone) is located adjacent to the project site, at elevation 24, which covers Avila Beach Drive. During a major storm event, coastal flooding may extend to the base of the project site on the roadway, and may inhibit access. In these instances, temporary evacuation of the project site may be implemented by the Harbor District. Therefore, potential impacts would be less than significant.
- M. Risk Exposure to Flooding or Inundation. As noted in Section 4.8, the 100-year flood zone extends across Avila Beach Drive. Based on estimates of sea level rise, and assuming 5.48 feet of sea level rise by the year 2100, coastal flooding in the future may reach the 30-foot elevation (base sea level) during a storm event. Increased wave action and storm surge may increase this level. Affected areas of the project site may include the access roads and lower parking areas. Exacerbated coastal erosion may compromise the commercial structure, swimming pool, and lower campsites. In the future, modifications to the site may be required to adapt to climate change and sea level rise, and may include removal of structures or features. Based on the lower elevations of the Port and community of Avila Beach, the effects would occur along the Avila coastline, and regional adaptation measures would be required for the region. In order to

### ATTACHMENT 3

plan for and further mitigate potential future effects resulting from sea level rise, the following mitigation is recommended and has been included as a condition of approval:

*HYD/mm-1 Prior to occupancy of the proposed project, the Harbor District or their designee shall develop a Sea Level Rise Adaptation Plan including, but not limited to, the Harbor District's (or their designee's) ongoing documentation of high tide elevation levels and coastal storms, the future removal of structures and features as a result of sea level rise and associated coastal hazards including erosion and slope stability, and indicators that the lower facility amenities may be compromised by sea level rise (i.e., wave action overtops and floods Avila Beach Drive and erodes the road cut adjacent to the project site). The initial plan, and subsequent revisions based on actual conditions, shall be submitted to the County of San Luis Obispo Environmental Coordinator for review and approval.*

- N. The site may also be affected by a tsunami event, which would also be exacerbated by sea level rise. In the short-term, the upper elevations of the project site would be protected from elevated sea level during a tsunami event, and would provide a safe haven. Emergency evacuation would occur via Avila Beach Drive or Diablo Canyon Road, depending on the advance notice and implementation of County and Harbor District evacuation orders. Based on compliance with existing emergency response plans, potential impacts would be less than significant.

#### **NOISE**

- O. Severe Noise or Vibration. Construction of the project would include use of large construction equipment. Construction would occur pursuant to the LUO, would be limited in duration, and would not generate severe noise levels or vibration. Based on compliance with the County Noise Ordinance, which limits construction activities to daytime hours, and implementation of Port Master Plan Final Program EIR mitigation measures identified above (refer to N Impact 2) potential impacts would be less than significant.

#### **PUBLIC SERVICES AND UTILITIES**

- P. Fire Protection. This project, along with others in the area, will increase demand and have an effect on fire protection and related services. The proposed project, and resulting increased usage, have the potential for creating an increase in demand on area fire services. Potential fire hazards are addressed in EIR Section 4.7. Based on consultation with CAL FIRE throughout the project review process, the site layout and access routes comply with identified standards, and final development plans will accommodate all other standard requirements identified in the County Building Code and Fire Code. Compliance is verified through standard County review procedures required prior to new development at the site, including but not limited to preparation of Fire Safety Plans, Hazardous Materials Plans, vegetative management (fuel reduction zones), onsite water storage for fire suppression, verification of fire safety and sprinkler requirements in new structures; compliance with County Department of Public Works standards related to adequate parking, access, and clearance. All building plans will be approved by CAL FIRE.

The addition of new facilities would place a small additional service demand on the CAL FIRE station that serves the area, but new development at the site is not expected to significantly impact area fire response times or service levels based on the location of

### ATTACHMENT 3

the project. Implementation of the project would not require the construction of new fire protection facilities, the construction of which would adversely impact the environment.

Under Title 18 of the Public Facilities Ordinance, future development will be required to pay a one-time Public Facilities Fee to the County of San Luis Obispo, a portion of which goes toward the funding of fire protection efforts. In addition to the payment of Public Facilities Fees, the CDF/San Luis Obispo County Fire Department will review project plans, water system plans and building plans to insure adequate fire protection is provided.

- Q. Police Protection. There is presently a need to expand police services in the County, and this need will increase as the population grows. New development and use of the project site would place additional service demands on existing South County Sheriff services. The addition of new recreational facilities would place a small additional service demand on the police protection service providers, but would not require the construction of additional facilities. Therefore, impacts on County police services are considered less than significant.

With any increase in public use of visitor-serving, commercial, and recreational facilities, it can be expected that criminal activity such as burglaries, thefts, assaults, vandalism, disorderly conduct, etc. will incrementally increase. Additional financing for equipment and personnel will be required to meet the increased law enforcement demands. Since the Sheriff's Department is currently experiencing a personnel shortfall and budgetary constraints, additional development at the Port would represent an addition to the regional demand on the currently limited resources of the County Sheriff's Department, and may increase demand on the District's Harbor Patrol in support of the Sheriff's Department.

Under Title 18 of the Public Facilities Fees Ordinance, development at the Port will be required to pay a one-time Public Facilities Fee to the County of San Luis Obispo. A portion of this fee goes toward the funding of the Sheriff's patrol efforts. Security from the Port San Luis Harbor Patrol will also oversee the operations of the Harbor District facilities (i.e., trailer boat and fisherman's gear storage).

- R. Schools. While short-term construction activities will provide job growth in the area, this project does not propose permanent residential development (aside from a caretaker's residence) and is not expected to result in a population increase. The proposed project is not expected to result in significant impacts on local schools, because it would serve visitors to the area and the existing and projected population. Therefore, impacts to schools would be less than significant.
- S. Roads. This project, along with others in the area, will result in increased trips on area roads and will have a cumulative effect on roads in the project vicinity. Road deterioration would be increased due to the presence of additional vehicle trips to the project site. However, standard development fees are in place to account for this impact. The proposed development is within the general assumptions of allowed use for the site that was used to estimate the fees in place. Therefore, impacts to roads would be minimized through utilization of existing development fees and would be less than significant.

## ATTACHMENT 3

- T. Solid Wastes. The project would result in an additional demand for trash pickup and recycling, with expected peak demand in the summer months. As noted above, affected facilities have sufficient capacity to adequately meet the small increase in solid waste that would be generated by new development at the site. Thus, this impact is considered less than significant.
- U. Other Public Facilities. Implementation of the proposed project would result in an increase in wastewater generation. Based on available capacity at the wastewater treatment plant, existing facilities would be able to accommodate the proposed project, and potential impacts would be less than significant. Implementation of the project would result in the demand for approximately 31.94 acre-feet of water per year (afy). This amount is within the 100 afy currently allotted by County Service Area 12 to Port San Luis.

The impacts to public energy utilities will be minimal. The project includes the use of solar panels to reduce the need for energy, and proposes educational opportunities related to energy-efficiency and sustainability measures. New facilities within the site would require the addition of new electric lines, underground conduits, transformers, and any appurtenances necessary for operation. Sources of energy consumption including interior and exterior lighting, interior heating and cooling, use of maintenance equipment, transfer of water supply, and operation of appliances. New gas service laterals would need to be constructed to provide service to proposed facilities such as the visitor's center. The proposed project would not require a substantial amount of energy to construct and operate, and would be served by existing utility companies. Therefore, this impact is considered less than significant.

### **TRANSPORTATION AND TRAFFIC**

- V. Increase Vehicle Trips to Local or Areawide Circulation System. Analysis of the project's contribution of additional trips to the local and areawide circulation system is presented in EIR Section 4.11. The project trip generation estimate shows 1,215 new daily trips and 126 new PM peak hour trips. The proposed project would add trips to the existing road network; however, the additional trips would not result in a reduced level of service below identified thresholds. Therefore, potential operational impacts would be less than significant.

Construction of the proposed project would result in the use of local roadways for the transport of equipment and materials to the project site. Due to the short-term nature of the construction period, the effects would be less than significant, and would therefore not require off-site road improvements. Prior to issuance of grading and construction permits, a Construction Traffic Mitigation Plan would be prepared, and would be implemented during the grading and construction phases. The following measure is recommended and has been included as a condition of approval:

*TR/mm-1 Prior to construction, the Harbor District or their designee shall prepare a Construction Traffic Mitigation Plan for review and approval by County Public Works. The Plan shall be implemented during construction, and shall include, but not be limited to, the following elements:*

- a) Description of construction activities, including equipment lists and project schedule, including estimated start and end dates and working hours;*
- b) Name of on-site construction manager;*

### ATTACHMENT 3

- c) *Identification of the work area, truck route(s), and staging areas in relation to cross streets, including all distances and dimensions;*
  - d) *Traffic control plan, including: all temporary traffic control devices including signs and delineators; use of construction staff to manage or direct traffic; measures to reduce truck and equipment queuing on County streets; and safety measures for vehicles, pedestrians, bicyclists, and construction workers;*
  - e) *Avoidance of peak traffic hours based on consultation with the County Public Works Department.*
- W. Reduce Existing “Levels of Service” on Public Roadways. All of the study locations within Avila Beach operate acceptably at LOS C or better with the addition of project traffic. Vehicle queues at all study locations were acceptable. The southbound segments of US 101 would continue to operate unacceptably, but the service level would not change and the project would increase the vehicle density on the highway by less than 1%. Therefore, potential impacts would be less than significant.
- X. Emergency Access. The proposed project includes primary and secondary access routes, which have been reviewed and approved by CAL FIRE (Port San Luis Harbor District 2014). Regional access to the Port is currently limited to Avila Beach Drive. As noted in EIR Section 4.7 (Hazards and Hazardous Materials), CAL FIRE has identified concerns related to seasonal congestion, and delayed response times and emergency egress. Emergency evacuation via Diablo Canyon Road is recognized by the Harbor District, PG&E, the County of San Luis Obispo, and CAL FIRE (CAL FIRE 2002; County of SLO 2014). The proposed project would add to visitor traffic in the area, but would not result in a project-specific adverse impact related to emergency access.
- Y. Conflict with Performance of Circulation System. Analysis of the project’s effect on LOS is presented in EIR Section 4.11, and potential impacts were identified as less than significant.

In addition to impacts to LOS, the project would result in the need for additional parking to serve the project. Consistent with the Port San Luis Master Plan (CMCA 2004), the project includes approximately 48,000 square feet of paved (asphalt), delineated, parking and associated circulation onsite. In addition, the project would relocate 25 existing RV campsites from Avila Beach Drive onto the project site, which would provide public access opportunities including parking along the roadway.

- Z. Conflict with Applicable Congestion Management Program. Analysis of the project’s effect on LOS is presented above, and potential impacts were identified as less than significant.
- AA. Conflict with Adopted Alternative Transportation Policies, Plans, or Programs. Bicycle deficiencies would occur if the project disrupts existing or planned bicycle facilities or is otherwise incongruent with the County’s Bikeways Plan. An extension of the Bob Jones Trail is currently under consideration by the County General Services Agency (County Parks). This plan would provide a mixed-use path extending from the current trailhead near the Avila Beach Golf Resort to Harford Pier, and would include: a Class I bikepath with a mix of pedestrians, possible Class II bike lanes, on-street parking, and travel lanes in each direction. Funding has been provided by Pacific Gas and Electric for preliminary engineering, environmental review, and permitting phases, and additional funds have been allocated from the Unocal (Chevron) mitigation program for

## ATTACHMENT 3

construction. Additional funding would be necessary to complete the project. The project would not conflict with this or any other planned bicycle facility, and the Harbor District would continue to coordinate with the County regarding regional improvements.

Transit deficiencies would occur if the project disrupts existing or planned transit facilities or services or conflicts with County plans, guidelines, policies, or standards. The nearest transit stop to the project is served by the seasonal Avila Trolley, which stops in front of Fat Cats restaurant approximately 0.25 mile southwest of the project. The Port Master Plan calls for a new trolley stop at one of the proposed project crosswalks. The project would not result in any transit deficiencies. Therefore, potential impacts would be less than significant.

- BB. Change in Air Traffic Patterns. The project site is separated from the nearest airport by approximately 7 miles (San Luis Obispo Regional Airport) and is, therefore, not expected to affect air traffic patterns or result in air traffic-related safety risks. The project does not include any features that would interfere with recreational air traffic along the coastline. Therefore, potential impacts would be less than significant.

### **RECREATIONAL RESOURCES**

- CC. Increase Demand for Parks and Recreational Opportunities. The project would result in beneficial recreational impacts by protecting and enhancing a campsite, which would provide improved recreational and coastal access opportunities for the public, including additional storage for marine-dependent activities, consistent with the California Coastal Act and County LCP. Therefore, potential impacts to recreational resources would be beneficial.
- DD. Affect Access to Trails, Parks, or Other Recreational Opportunities. Implementation of the project would improve access to coastal recreational opportunities. The project would not impede future development of trails and recreational facilities in the area such as the Pecho Coast Trail and Wild Cherry Canyon. The Harbor District would continue to coordinate with the County regarding the development of additional trails, trailheads, multi-use and bicycle paths, and coastal access improvements in the area. Therefore, potential impacts to recreational resources would be beneficial.

**FINDINGS FOR IMPACTS IDENTIFIED AS SIGNIFICANT BUT MITIGABLE**

Pursuant to §15091(a)(1) of the CEQA Guidelines, the County finds, based on the certified FEIR prepared by the Port San Luis Harbor District, for each of the following significant effects as identified in the FEIR, changes or alterations (mitigation measures) have been required in, or incorporated into, the project which avoid or substantially lessen each of the significant environmental effects as identified in the FEIR. These measures have been included and will be required to be implemented as conditions of approval. The significant effects (impacts) and mitigation measures are stated fully in the FEIR. The following are brief explanations of the rationale for this finding for each impact:

***Aesthetic Resources***

<b>AES Impact 1</b>	
<p>Implementation of the proposed project may result in the following potentially incompatible features: the proposed commercial building would potentially silhouette above the ridgeline as seen from locations along Avila Beach Drive; topographic constraints and proposed development area limits the creation of natural-appearing landform grading, which would result in constant planes with highly engineered appearance, which may be inconsistent with LCP visual policy; and, the parked recreational vehicles (RVs) on the hillside would be highly visible as seen from the majority of public viewpoints in and around the harbor, and the generally light-colors of the motor homes and trailers would increase their visibility, and add to a noticeable visual clutter on the hillside.</p>	
<b><i>Mitigation</i></b>	<p><b>AES/mm-1</b> Upon application for construction permits from the County of San Luis Obispo, the Harbor District or designee shall design and site the commercial buildings(s) and new water tank (if required) so that no part is above the natural ridgeline in the background. This may be accomplished by measures including but not limited to setting the structure further back from the leading edge of the graded top-of-slope, reducing building height, and/or stepping the upper portions of the building back from the lower façade. Prior to Harbor District approval of construction and architectural plans for proposed structures, a sight-line study shall be prepared showing the buildings will not silhouette above the primary natural ridgeline as seen from Avila Beach Drive. The sight-line study shall be submitted to the County with the construction permit application.</p> <p><b>AES/mm-2</b> Upon application for construction permits from the County of San Luis Obispo, the Harbor District or designee shall submit final landscape plans incorporating substantial screening of all engineered graded surfaces. The plant palette shall incorporate plants of varied-size that will produce a natural pattern of vegetative growth.</p> <ol style="list-style-type: none"> <li>a. Plants shall be arranged in natural appearing patterns using a combination of ground covers, different sized shrubs, and different sized trees. Plant types shall be native or native appearing.</li> <li>b. Trees and large shrubs shall be planted such that within 10 years after project construction, no more than 20% of the parked RVs and other vehicles (at full-use capacity) are visible from viewpoints on Avila Beach Drive, beaches, the pier and pier parking lot, and other public vantage points. Screening vegetation shall be strategically planted on the slopes in front of the parking areas, as well as on the flatter areas among the spaces. Plantings shall be allowed to provide for adequate visual sight lines and views of the coast for visitors to the project site.</li> <li>c. Plant trees and large shrubs such that within 10 years after project construction, no more than 30% of the commercial and other buildings and structures including the water tank (if required) are visible from viewpoints on Avila Beach Drive, beaches, the pier and pier parking lot, and other public vantage points. Plantings shall be allowed to provide for adequate visual sight lines and views of the coast for visitors to the project site.</li> </ol> <p><b>AES/mm-3</b> Upon application for construction permits from the County of San Luis Obispo, the Harbor District or designee shall submit plans showing proposed recreational vehicle (RV) parking spaces set back as far back from the edge of the graded terrace as feasible, while avoiding the creation of additional cut slopes and retaining walls.</p>

**ATTACHMENT 3**

<b>AES Impact 1</b>	
	<p>Implement Port Master Plan Final Program EIR mitigation measures V-1, V-2, and V-3:</p> <p>V-1 Grading shall be designed to conserve natural topographic features and appearances by means of land sculpturing to blend graded slopes and benches with natural topography.</p> <p>V-2 Construction equipment and staging areas for the development of the Harbor Terrace and Avila parking lot sites shall be stored and located in the least visually prominent location on site, and/or screened from public view.</p> <p>V-3 Lighting shall be hooded and designed to shine downward. To the extent practical, parking lot lighting shall be confined to the project site and shall be designed and oriented to ensure safety within the parking lots, access, and pedestrian walks. Lighting will be installed with the minimum foot-candles necessary to ensure safety.</p>
<b>Findings</b>	<p>Based on the location of the project site, any development would be visible from public view areas including Harford Pier, San Luis Bay, Olde Port Beach, and Avila Beach Drive. In addition to several required standards, mitigation is identified for inclusion in final site and construction plans to facilitate visual compatibility to the maximum extent feasible, consistent with Coastal Policies related to visual and scenic resources, and the Port Master Plan. Based on compliance with existing regulations, mitigation measures identified in the Port Master Plan Final Program EIR, and additional mitigation measures identified above, residual impacts would be less than significant.</p>
<b>Supportive Evidence</b>	<p>The project site occupies a highly visible location as part of the Port San Luis viewshed as seen from a wide range of public viewpoints including roadways, beaches, the pier, and other recreational areas. Although the project site itself is degraded by previous actions and development, the greater visual context is considered a generally high-quality scenic vista due mostly to the varied and dramatic topography, patterns of native vegetation on the adjacent hillsides, the Pacific Ocean, sand beaches and cliffs, and the working and historic maritime structures and activities. The project would require re-grading of the site in designated areas, would construct new commercial and other buildings, and would increase parking and recreational vehicle activity on the site. Based on the location of the future Harbor Use building and analysis of visual simulations, the Harbor Use building would not be visible as seen from off-site locations due to intervening topography. Due to the steep viewing angle, and proximity of the roadway to the project site, the proposed commercial building may silhouette above the ridgeline as seen from Avila Beach Drive. This visual change would have the potential to adversely affect the Port San Luis scenic vista. Measures identified in the Port Master Plan and Final Program EIR would substantially reduce these potential adverse effects. However, review of the plans and photo-simulations indicate that visual impacts would remain even with implementation of the identified measures. As a result, additional measures are recommended to reduce visual impacts to a less than significant level, including standards to be incorporated into final site, grading, construction, and landscape plans.</p>

<b>AES Impact 2</b>	
<p>Implementation of the proposed project may result in changes to the visual character of the area, including the creation of visible graded slopes, monotonous landscaping, blocky and generic commercial architecture, and other features that are not subordinate to the visual setting.</p>	
<b>Mitigation</b>	<p><b>AES/mm-4</b> Upon application for construction permits from the County of San Luis Obispo, the Harbor District or designee shall prepare and submit plans incorporating the following:</p> <ul style="list-style-type: none"> <li>a. All buildings and structures shall appear visually subordinate to the setting, blend with the hillside, and designed to reduce noticeability from off-site locations.</li> <li>b. Buildings shall reflect the historic character of the working harbor and shall be an architectural style distinct from the redeveloped buildings seen along Front Street in</li> </ul>

ATTACHMENT 3

<b>AES Impact 2</b>	
	<p>Avila Beach. Blocky, monotonous, and pre-fabricated architectural style and design shall not be applied.</p> <ul style="list-style-type: none"> <li>c. Buildings shall be pedestrian in scale, mass, layout, and appearance, (i.e., designed for visibility and use by pedestrians proximate to the building rather than visibility from Avila Beach Drive, such as finer distinctive architectural features, integration of art, massing and layout designed for function rather than to promote visibility, and smaller, lower positioned signage and lighting). Exterior colors, materials, and finishes shall visually blend with or complement the natural surroundings.</li> <li>d. All site amenities including signage, light poles, street furniture, and other features shall be unobtrusive, blend with the setting, and support an architectural theme.</li> <li>e. All commercial buildings shall not exceed 25 feet in height, and shall be located on the lower, previously graded portions of the project site, consistent with San Luis Bay Coastal Area Plan Standards.</li> <li>f. The design of above-ground retaining walls shall incorporate features of the natural setting, including colors and articulation (i.e., simulated stone) to blend the appearance of the visible portion of the retaining wall into the surrounding landscape.</li> </ul> <p>Implement Port Master Plan Final Program EIR mitigation measures V-1, V-2, and V-3:</p> <p>V-1 Grading shall be designed to conserve natural topographic features and appearances by means of land sculpturing to blend graded slopes and benches with natural topography.</p> <p>V-2 Construction equipment and staging areas for the development of the Harbor Terrace and Avila parking lot sites shall be stored and located in the least visually prominent location on site, and/or screened from public view.</p> <p>V-3 Lighting shall be hooded and designed to shine downward. To the extent practical, parking lot lighting shall be confined to the project site and shall be designed and oriented to ensure safety within the parking lots, access, and pedestrian walks. Lighting will be installed with the minimum foot-candles necessary to ensure safety.</p> <p>Implement mitigation measures <b>AES/mm-1, AES/mm-2, and AES/mm-3.</b></p>
<b>Findings</b>	<p>Based on the location of the project site, any development would be visible from public view areas including Harford Pier, San Luis Bay, Fisherman's Beach, Olde Port Beach, and Avila Beach Drive. In addition to several required standards, mitigation is identified for inclusion in final site and construction plans to ensure the final design of the project is consistent with the visual character of the area, consistent with Coastal Policies related to visual and scenic resources, and the Port Master Plan. Based on compliance with existing regulations, mitigation measures identified in the Port Master Plan Final Program EIR, and additional mitigation measures identified above, residual impacts would be less than significant.</p>
<b>Supportive Evidence</b>	<p>The existing visual character of the project site and its surroundings represents a variety of styles and eras of development. Historic structures such as the pier and associated buildings combine with more recent structures. The overall visual character is defined by the working and recreational maritime-related activities. The breakwater and rock-fortified beachfront slopes provide visual reminders of the powerful natural forces at work in the area. The character of the setting is equally defined by the natural setting including the surrounding hillsides and cliffs, the Pacific Ocean and sandy beaches, and the natural vegetative patterns. Currently the project site detracts from the visual character of the natural landscape because of its graded terraces and disturbed areas. Certain aspects of the project site however are not completely inconsistent with the visual character of the surrounding uses. The harbor is recognized in part as a working maritime zone, with boats, trailers, various equipment, and activities as part of the view. To some degree the project site contributes to the functional, working character of the area.</p> <p>The project proposes a denser, more formal-appearing use for the site. The engineered slopes, commercial buildings, paved roadways, stairs, light poles, signage, and other elements would result in a substantially more organized, constructed-looking environment. In</p>

ATTACHMENT 3

<b>AES Impact 2</b>	
	<p>general, the proposed use of the site may not be unexpected given the sometimes intense level of existing activity that occurs in the area. Although the proposed use may be consistent with viewers' expectations, the potentially engineered-appearance of the graded terraces and formal and commercial appearance of structural development would substantially alter the character of the coastal setting. This adverse change in character could potentially be caused by such things as visible graded slopes, linear and commercial style landscaping, generic architectural styles (i.e., blocky, lack of articulation, monotonous rooflines, prefabricated plastic signage), buildings that are not subordinate to the setting, signage and lighting schemes that are obtrusive, and other elements.</p> <p>Measures identified in the Port Master Plan and Port Master Plan Final Program EIR would substantially reduce these potential adverse effects. However, review of the plans and photo-simulations indicate that visual impacts would remain even with implementation of the identified measures. As a result additional measures are recommended above to reduce visual impacts to a less than significant level.</p>

<b>AES Impact 3</b>	
Implementation of the proposed project would result in additional sources of light and glare, potentially affecting dark-sky views in the area.	
<b>Mitigation</b>	<p><b>AES/mm-5</b> Upon application for a construction permit from the County of San Luis Obispo, the Harbor District (or their designee) shall submit a comprehensive lighting plan to the Department of Planning and Building for review and approval showing the following:</p> <ol style="list-style-type: none"> <li>a. The Lighting Plan shall be based on a photometric study prepared by a qualified engineer who is an active member of the Illuminating Engineering Society of North America (IESNA), using guidance and best practices endorsed by the International Dark Sky Association.</li> <li>b. The Harbor District (or their designee) shall provide the specific technical data and performance criteria required by the applicable safety policy used as the basis for the lighting plan.</li> <li>c. As part of the Lighting Plan, illumination levels shall be the minimum required by the specifically defined public safety policy and ordinances.</li> <li>d. As part of the Lighting Plan, all lighting sources shall be directed downward and shielded from view from public roads, beaches, the pier, parking lots, and other off-site public areas.</li> <li>e. As part of the Lighting Plan, lights shall be designed and constructed to reduce illumination of the adjacent slopes and hillsides where applicable.</li> <li>f. As part of the Lighting Plan, lighting shall include low-height bollard-type fixtures and be equipped with motion sensors to the greatest extent allowed by safety and security codes.</li> </ol> <p>Implement Port Master Plan Final Program EIR mitigation measure V-3:</p> <p>V-3 Lighting shall be hooded and designed to shine downward. To the extent practical, parking lot lighting shall be confined to the project site and shall be designed and oriented to ensure safety within the parking lots, access, and pedestrian walks. Lighting will be installed with the minimum foot-candles necessary to ensure safety.</p>
<b>Findings</b>	<p>Based on the location of the project site, anticipated lighting requirements for security and public safety, and other sources of light (i.e., lanterns, recreational vehicle lighting), the project would result in light and glare that would affect dark-sky views in the immediate area. Although light and glare would be seen, and cannot be avoided, compliance with standard regulations for outdoor lighting and mitigation identified in the Port Master Plan Final Program EIR, and additional proposed mitigation measures would reduce the effects of light and glare to the maximum extent feasible. Therefore, potential impacts would be mitigated to less than significant.</p>

ATTACHMENT 3

<b>AES Impact 3</b>	
<b>Supportive Evidence</b>	<p>Because of the site's generally steep topography, variety of uses and activities, and 24-hour function, it is expected that extensive night lighting may be visible, including permanent lighting for public safety and portable lighting associated with RVs and campsites. This lighting would be visible from throughout the area and potentially from great distances down the coast. Glare from RV and vehicle windshields may also occur; however, the duration of the glare would be short-term during the day, and implementation of the proposed landscape plan would provide screening. Therefore, the effect would be less than significant. Measures identified in the Port Master Plan and Port Master Plan Final Program EIR would reduce these potential adverse effects to some degree. However, visual impacts would remain even with implementation of the identified measures. As a result, additional measures are recommended to reduce visual impacts caused by light and glare to a less than significant level.</p>

**Air Quality**

<b>AQ Impact 1</b>	
<p>Construction activities would generate ROG+NOx and DPM emissions that exceed SLOAPCD thresholds of significance.</p>	
<b>Mitigation</b>	<p><b>AQ/mm-1</b> Prior to issuance of grading permits from the County of San Luis Obispo, and throughout project construction, as applicable, the Harbor District or their designee shall implement the following construction emission reduction measures:</p> <ol style="list-style-type: none"> <li>a. Properly maintain all construction equipment in proper tune according to manufacturer's specifications;</li> <li>b. Fuel all off-road and portable diesel powered equipment with CARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);</li> <li>c. Use CARB Tier 3 certified diesel construction equipment or cleaner off-road heavy-duty diesel engines, and comply with state Off-Road Regulations;</li> <li>d. Use CARB 2007 or cleaner certified on-road heavy-duty diesel trucks and comply with state On-Road Regulations.</li> <li>e. If construction or trucking companies that are awarded the bid or are subcontractors for the project do not have equipment to meet the above two measures, the impacts from the dirtier equipment shall be addressed through SLOAPCD approved off-site or other mitigation measures;</li> <li>f. All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and job sites to remind drivers and operators of the 5-minute idling limit.</li> <li>g. Diesel idling within 1,000 feet of sensitive receptors is not permitted or applicable measures shall be employed as per the direction of the SLOAPCD, including monitoring or low-particulate engine technologies. Sensitive receptors are defined in the SLOAPCD Handbook as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units;</li> <li>h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors or applicable measures shall be employed as per the direction of SLOAPCD, including monitoring or low-particulate engine technologies;</li> <li>i. Equipment shall be electrified when feasible;</li> <li>j. Substitute gasoline-powered or diesel hybrids in place of diesel-powered equipment, where feasible; and</li> <li>k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.</li> </ol> <p><b>AQ/mm-2</b> Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall ensure SLOAPCD regulations that prohibit</p>

ATTACHMENT 3

**AQ Impact 1**

developmental burning of vegetative material within San Luis Obispo County are followed.

**AQ/mm-3** Prior to issuance of grading permits, the Harbor District or their designee shall ensure that portable equipment and engines 50 horsepower or greater, used during grading and construction activities have a California portable equipment registration (issued by the CARB) or an SLOAPCD permit. Proof of registration must be provided to the SLOAPCD prior to the start of grading or construction or a permit secured from the SLOAPCD prior to the start of grading or construction. The following list is a guide to equipment and operations that may have permitting requirements, but it is not exclusive:

- a. Power screens, conveyors, diesel engines, and/or crushers;
- b. Portable generators and equipment with 50-horsepower or greater engines;
- c. Internal combustion engines;
- d. Unconfined abrasive blasting operations;
- e. Concrete batch plants;
- f. Rock and pavement crushing;
- g. Tub grinders; and
- h. Trommel screens.

**AQ/mm-4** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall obtain the required SLOAPCD permits for the removal or remediation of hydrocarbon contaminated soil. In addition, the following measures shall be implemented unless otherwise directed by the SLOAPCD upon a finding that alternative measures will result in equal or greater reduction in emission of air contaminants:

- a. Covers on storage piles shall be maintained in place at all times in areas not actively involved in soil addition or removal;
- b. Contaminated soil shall be covered with at least 6 inches of packed uncontaminated soil or other TPH –non-permeable barrier such as plastic tarp, or other methods as approved by the SLOAPCD. No headspace shall be allowed where vapors could accumulate;
- c. Covered piles shall be designed in such a way to eliminate erosion due to wind or water. No openings in the covers are permitted;
- d. The air quality impacts from the excavation and haul trips associated with removing the contaminated soil must be evaluated, with emissions estimates provided to the SLOAPCD and mitigated with low emission trucks, low emission construction equipment, and/or offsets if needed, if total emissions exceed the SLOAPCD's construction phase thresholds. An estimate of these emissions is included in this EIR;
- e. During soil excavation, odors shall not be evident to such a degree as to cause a public nuisance, or violation of SLOAPCD regulations would result;
- f. Clean soil must be segregated from contaminated soil; and
- g. The permit shall specify applicable criteria established by SLOAPCD.

The notification and permitting determination requirements shall be directed to the SLOAPCD Engineering Division.

**AQ/mm-5** Prior to issuance of grading permits from the County of San Luis Obispo, or during construction, if emissions of ROG+NOx with the above mitigations still exceed the thresholds, the Harbor District or their designee shall secure SLOAPCD-approved off-site reductions in ROG+NOx emissions to ensure that ROG+NOx emissions do not exceed the SLOAPCD quarterly thresholds. Coordination with the SLOAPCD should begin at least 6 months prior to issuance of grading permits for the project to allow time for refining calculations and for the SLOAPCD to review and approve the CAMP and off-site mitigation approach. Emissions calculations and results of the subsequent air quality analysis shall be provided to the County Environmental Coordinator for review and approval, in addition to the SLOAPCD.

**AQ/mm-6** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall ensure that all grading and construction equipment greater than 100 bhp be equipped with CARB Level 3 diesel particulate filters (DPF), or

ATTACHMENT 3

<b>AQ Impact 1</b>	
	<p>equivalent, to achieve an 85% reduction in diesel particulate emissions. If CARB verified Level 3 DPFs cannot be secured for all of the equipment greater than 100 hp then the Harbor District (or their designee) will work to offset the added DPM with measures including but not limited to schedule modifications, implementation of no idling requirement, and expanded implementation of AQ-1 measures i, j, and k (e.g., use of alternative fueled generators).</p> <p><b>AQ/mm-7</b> Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall produce a schedule detailing the phasing of activities and ensuring that the emissions of diesel particulates in any quarter falls below the applicable SLOAPCD thresholds. As an alternative approach, if scheduling is not feasible, the Harbor District or their designee shall provide SLOAPCD-approved off-site reductions in DPM emissions to ensure that DPM emissions do not exceed the SLOAPCD thresholds.</p> <p>Implement mitigation measures <b>GHG/mm-1 and GHG/mm-2</b>.</p>
<b>Findings</b>	<p>Implementation of Standard Construction Measures, BACT, and CAMP, including further refinement of the grading and construction schedule and subsequent modeling using actual fleet mixes and schedules may reduce potential air quality impacts to less than significant. If emissions are not shown to be reduced below SLOAPCD thresholds, off-site mitigation would be required. In combination, these measures would reduce potential impacts to less than significant.</p>
<b>Supportive Evidence</b>	<p>As proposed, the project would result in the disturbance of approximately 16.5 acres, including approximately 115,000 cubic yards of cut and 43,000 cubic yards of fill. Based on recommendations identified in the Geologic/Geologic Hazards Study (Earth Systems Pacific 2014), and presence of crude-oil contaminated soil underlying the project site, grading activities would include the export of approximately 72,000 cubic yards of soil offsite. These actions would result in emissions of ROG, NOx, PM10, and DPM. Table 4.2-4 identifies the potential emissions prior to implementation of default mitigation options identified in CalEEMod. Estimated emissions after implementation of standard mitigation measures are shown in Table 4.2-5. Based on the results of the modeling, construction of the proposed project would exceed daily and Quarterly Tier 2 thresholds for ROG+NOx and DPM even after application of standard mitigation measures; therefore additional mitigation including a CAMP and potentially off-site mitigation are required.</p> <p>Air emissions of criteria pollutants (CO, ROG, NOx, SO2, and PM10) during construction would result from the use of construction equipment with internal combustion engines (e.g., backhoes, cranes), and off-site vehicles (e.g., construction employee commuter vehicles and trucks delivering equipment and hauling materials to and from the site). Air emissions from construction equipment were estimated using the emission factors and equations from the CalEEMod software. Emissions of DPM would result from the use of diesel powered construction equipment and vehicles, and would occur within 1,000 feet of sensitive receptors (visitors to Old Fisherman's and Olde Port Beach).</p> <p>As shown in Table 4.2-4, implementation of Standard Construction Measures, and use of Tier 3 or Tier 4 engines and diesel particulate filters would reduce ROG, NOx, and DPM emissions; however, based on standard defaults in the CalEEMod program, these mitigation measures would not reduce construction-related emissions below Quarterly Tier 2 thresholds. Additional mitigation is required, including BACT and CAMP. It may be feasible, based on further refinement of the grading and construction plans (i.e., actual fleet make-up, emissions level, and schedule) during preparation of the CAMP to reduce emissions below Quarterly Tier 2 thresholds. If, after the standard and BACT mitigation measures are factored into the refined emission estimation, the project still exceeds the Tier 2 threshold, then SLOAPCD-approved off-site mitigation would be required. Coordination with the SLOAPCD should begin at least 6 months prior to issuance of grading permits for the project to allow time for refining calculations and for the SLOAPCD to review and approve the CAMP and off-site mitigation approach.</p> <p>If required, the Harbor District may apply off-site mitigation funding towards implementation of SLOAPCD-approved ROG+NOx and GHG emission reduction projects, or they may pay</p>

ATTACHMENT 3

<b>AQ Impact 1</b>	
	the off-site mitigation for projects plus an administration fee of 15% to the SLOAPCD to administer emission reduction projects. The Harbor District shall provide this funding at least two months prior to the start of construction to help facilitate emission offsets that are as real-time as possible. If possible, the phase impacts should be addressed through one transaction

<b>AQ Impact 2</b>	
Construction activities would generate fugitive dust, potentially resulting in a nuisance, and potentially exceeding SLOAPCD thresholds of significance related to exhaust particulates.	
<b>Mitigation</b>	<p><b>AQ/mm-8</b> Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall provide satisfactory evidence that a SLOAPCD-approved Construction Activity Monitoring Plan (CAMP) has been prepared that addresses fugitive dust emissions. The Plan shall include requirements in the SLOAPCD CEQA Handbook. Fugitive dust mitigation measures in the plan shall include a combination of the following, as approved by the SLOAPCD:</p> <ol style="list-style-type: none"> <li>a. Reduce the amount of the disturbed area where possible.</li> <li>b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.</li> <li>c. All dirt stockpile areas should be sprayed daily as needed, covered, or a SLOAPCD-approved alternative method will be used. (90% reduction).</li> <li>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.</li> <li>e. Exposed ground areas that will 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, unless other dust and erosion control measures are specified in the agency-approved Dust Control Plan.</li> <li>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.</li> <li>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.</li> <li>h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.</li> <li>i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code §23114.</li> <li>j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.</li> <li>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</li> <li>l. Apply water every 3 hours to disturbed areas within the construction site (61% reduction in particulate emissions).</li> <li>m. Application of soil binders to dirt roads shall be applied to achieve at least an 80% reduction in fugitive dust emissions. All soil binders used shall be 'environmentally friendly' and shall be either lignosulfonate- or calcium lignosulfonate-based approved by the SLOAPCD. All dust control methods, including soil binders, shall be demonstrated in the fugitive dust control plan to ensure compliance with SLOAPCD Rule 401.</li> <li>n. The contractor or builder shall designate a person to monitor the fugitive dust emissions and oversee mitigation measure implementation as per SLOAPCD</li> </ol>

ATTACHMENT 3

**AQ Impact 2**

approval to minimize dust complaints, reduce visible emissions to less than 20% opacity, and to prevent transport of dust off-site. The designated monitor shall carry out these duties on regular workdays, as well as holidays and weekends when work may not be in progress. The name and telephone number of the designated monitor shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork, or demolition.

**AQ/mm-9** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall submit an APCD-approved CAMP, which shall include, but not be limited to the following elements:

- a. A Dust Control Management Plan that encompasses all, but is not limited to, measures identified in AQ/mm-8 and AQ/mm-13 (if required);
- b. Tabulation of on- and off-road construction equipment information (e.g., make, model, type, engine tier, DPM Level 3 filter age, horse-power, and miles or hours of operation);
- c. Construction truck trips scheduled during non-peak hours to reduce peak-hour emissions;
- d. Limited construction work-day period, if necessary; and
- e. Phase construction activities, if appropriate.

**AQ/mm-10** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall implement the following idle-restricting measures for both on- and off-road equipment during the project grading and construction phase near sensitive receptors:

- a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors or applicable measures shall be employed as per the direction of the SLOAPCD, including monitoring or low-particulate engine technologies;
- b. Diesel idling within 1,000 feet of sensitive receptors is not permitted or applicable measures shall be employed as per the direction of the SLOAPCD, including monitoring or low-particulate engine technologies;
- c. Use alternative fueled equipment whenever possible; and
- d. Signs identifying the no idling requirements must be posted and enforced at the construction site.

**AQ/mm-11** Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall implement the following idle-restricting measures for on-road vehicles during the grading and construction phases of the project:

- a. Section 2485 of CCR Title 13 limits diesel-fueled commercial motor vehicles that operate in the State of California with gross vehicular weight ratings of greater 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 these vehicles:
  - Shall not idle the vehicle's primary diesel engine for more than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
  - 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 minutes at any location when within 100 feet of a restricted area, except as noted in Subsection (d) of the regulation.
- b. Signs shall be posted in the designated queuing areas and job sites to remind on-road equipment operators of the 5-minute idling limit.

**AQ/mm-12** Prior to issuance of applicable grading permit, the Harbor District (or their designee) shall implement the following idle restricting measures for off-road vehicles during the construction phase of the project:

- a. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in §2449(d)(3) of the CARB In-Use off-Road Diesel regulation:

ATTACHMENT 3

<b>AQ Impact 2</b>	
	<p align="center"><a href="http://www.arb.ca.gov/regact/2007/ordiesl07/froal.pdf">www.arb.ca.gov/regact/2007/ordiesl07/froal.pdf</a>.</p> <p>b. Signs shall be posted in the designated queuing areas and job sites to remind off-road equipment operators of the 5-minute idling limit.</p>
<b>Findings</b>	Implementation of Standard Construction Measures, BACT and CAMP, and dust control measures would reduce potential air quality impacts related to fugitive dust to less than significant.
<b>Supportive Evidence</b>	During construction, a large portion of PM10 emissions typically arises from large pieces of equipment and vehicles traveling on disturbed soil, unpaved surfaces, and various earth-moving activities, such as grading and clearing. These emissions are known as “fugitive dust” and depend heavily on the size of the graded area, the volume of soil moved, the number of vehicles and construction machinery required, the duration of construction and the soil conditions (i.e., level of moisture, soil type). The fugitive PM10 emissions are estimated based on a disturbed area as provided on the preliminary grading plans. Grading activities could potentially result in a nuisance based on the proximity to beach areas and ocean breezes. Standard dust control measures would be required.

<b>AQ Impact 3</b>	
Grading and construction activities have the potential to result in disturbance of naturally-occurring asbestos and/or asbestos containing materials.	
<b>Mitigation</b>	<p><b>AQ/mm-13</b> Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a geologic evaluation under the CARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, to determine if Naturally Occurring Asbestos (NOA) is present within the area that will be disturbed. NOA has been identified as a toxic air contaminant by the CARB. If NOA is not present, an exemption request must be filed with the District. If NOA is found at the site, the Harbor District (or their designee) must 1) comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the SLOAPCD; 2) require that any crushing operations do not result in any dust that is visible crossing the property line, does not discharge into the air any visible emissions other than uncombined water vapor, for a period aggregating more than 3 minutes in any 1 hour which are 50% as dark or darker in shade as that designated as number one on the Ringlemann Chart or exceed at 10% opacity; and 3) conduct a geological evaluation prior to any grading. Technical Appendix 4.4 of the SLOAPCD CEQA Handbook includes a map of zones throughout the County where NOA has been found. More information on NOA is available at <a href="http://www.slocleanair.org/business/asbestos.php">http://www.slocleanair.org/business/asbestos.php</a>.</p> <p><b>AQ/mm-14</b> Prior to issuance of demolition permits (if required) and during grading and construction, the Harbor District or their designee shall comply with asbestos containing material (ACM) requirements. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of ACM. ACM could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes and pipelines (transite pipes or insulation on pipes). If utility pipelines are scheduled for removal or relocation or a building(s) is proposed to be removed or renovated, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40 Code of Federal Regulations [CFR] 61, Subpart M - asbestos National Emission Standards for Hazardous Air Pollutants [NESHAP]). These requirements include but are not limited to: (1) notification to the SLOAPCD; (2) an asbestos survey conducted by a Certified Asbestos Inspector; and (3) applicable removal and disposal requirements of identified ACM. More information on asbestos is available at <a href="http://www.slocleanair.org/business/asbestos.php">http://www.slocleanair.org/business/asbestos.php</a>.</p>

ATTACHMENT 3

<b>AQ Impact 3</b>	
<b>Findings</b>	Implementation of standard measures, including compliance with existing regulations noted above, would reduce potential impacts related to naturally-occurring and material-containing asbestos to less than significant.
<b>Supportive Evidence</b>	When rock containing naturally-occurring asbestos is broken or crushed, such as during grading operations, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma, and asbestosis. In addition, during construction, materials containing asbestos may be discovered, and would require special handling pursuant to existing regulations and mitigation identified above.

<b>AQ Impact 4</b>	
Operational activities associated with the project would generate ROG + NOx, PM10, and DPM emissions exceeding identified daily thresholds.	
<b>Mitigation</b>	<p><b>AQ/mm-15</b> Prior to issuance of construction permits from the County of San Luis Obispo, the Harbor District or their designee shall implement the following mitigation measures to reduce area source emissions, where applicable:</p> <ol style="list-style-type: none"> <li>a. Increase walls and attic insulation by 20% above what is required by the 2008 Title 24 requirements.</li> <li>b. Shade tree planting along southern exposures of buildings to reduce summer cooling needs.</li> <li>c. Shade tree planting in parking lots to reduce evaporative emissions from parked vehicles.</li> <li>d. Use built-in energy efficient appliances, where applicable.</li> <li>e. Orient buildings toward streets with convenient pedestrian and transit access.</li> <li>f. Use double-paned windows.</li> <li>g. Use sodium low-energy parking lot and streetlights. (e.g., sodium)</li> <li>h. Use energy efficient interior lighting.</li> <li>i. Incorporate energy efficient skylights (if any) into roof plan (i.e., should meet the US EPA/Department of Energy (DOE) Energy Star® rating).</li> <li>j. Install High efficiency or gas space heating.</li> <li>k. Install door sweeps and weather stripping if more efficient doors and windows are not available.</li> <li>l. Apply low volatile organic compound (VOC) paint (interior and exterior) (71 grams/liter or less).</li> <li>m. Institute recycling and composting services (as feasible).</li> <li>n. Incorporate a water efficient irrigation system.</li> <li>o. Locate proposed fire pits at least 100 feet apart, at least 700 feet from any on-site manager residence where feasible, and as far as feasible from proposed hotel/motel units.</li> </ol> <p><b>AQ/mm-16</b> Prior to issuance of construction permits, the Harbor District or their designee shall submit plans showing the following measures, which shall be implemented prior to occupancy to reduce vehicle emissions.</p> <ol style="list-style-type: none"> <li>a. Locate electrical vehicle charging station(s) in the parking lots at a ratio required by County or as recommended by SLOAPCD.</li> <li>- Provide long-and short-term bicycle parking onsite or within the Harford Pier parking area for employees; one bicycle parking space for every 10 employees is considered appropriate.</li> <li>- Provide shower stalls and locker facilities to encourage employees to bike to work.</li> <li>- Provide facilities for eating and convenience including refrigeration and other vending for employees onsite or within the Harford Pier parking area.</li> </ol>

ATTACHMENT 3

<b>AQ Impact 4</b>	
	<ul style="list-style-type: none"> <li>- Internal circulation shall to the greatest extent possible be with all-electric vehicles.</li> <li>- Options shall be provided to guests for electric vehicle transport to adjacent District facilities.</li> </ul> <p><b>AQ/mm-17</b> Prior to operation, the Harbor District or their designee shall obtain all required permits for equipment, including but not limited to the portable generators and equipment with engines that are 50 hp or greater.</p> <p><b>AQ/mm-18</b> During operation of the proposed project, the Harbor District or their designee shall comply with SLOAPCD Operational Phase Idling Limitations. Public health risk benefits can be realized by idle limitations for diesel engines. To help reduce the emissions impact of diesel vehicles that will access the facility or off-road equipment, the following idling control techniques shall be implemented:</p> <p><b>California Diesel Idling Regulations</b></p> <ol style="list-style-type: none"> <li>a. On-road diesel vehicles shall comply with §2485 of CCR Title 13. 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: <ul style="list-style-type: none"> <li>- 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,</li> <li>- 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 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.</li> </ul> </li> <li>b. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in §2449(d)(3) of the CARB’s In-Use off-Road Diesel regulation, Rule 402.</li> <li>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.</li> <li>d. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: <a href="http://www.arb.ca.gov/msprog/truck-idling/2485.pdf">www.arb.ca.gov/msprog/truck-idling/2485.pdf</a> and <a href="http://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf">www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf</a>.</li> <li>e. In addition to the State required diesel idling requirements, the project shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors, including onsite visitors: <ul style="list-style-type: none"> <li>- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;</li> <li>- Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;</li> <li>- Use of alternative fueled equipment is recommended; and</li> <li>- Signs that specify the no idling areas must be posted and enforced at the site.</li> </ul> </li> </ol>
<b>Findings</b>	Implementation of standard measures, including compliance with existing regulations noted above, would reduce potential impacts related to operational emissions to less than significant.
<b>Supportive Evidence</b>	Based on the traffic impact study conducted for the project, which considered a “worst case scenario,” the average additional net daily trips generated by the project would be 1,215 trips (Central Coast Transportation Consulting [CCTC] 2014). Additional emissions would be generated by energy use and gas heaters in permanent units, which are included in the modeled emissions. Operational emissions that would result from the proposed project were calculated using CalEEMod, pursuant to the CEQA Handbook, before and after standard mitigation (refer to Tables 4.2-5 and 4.2-6 below). Based on implementation of operational mitigation measures would reduce area source, energy use, and mobile emissions to less than significant. In addition to the sources of operational emissions captured by CalEEMod, use of the project would include fire pits at each campsite, which would generate sources of particulate matter. The amount of particulate matter would vary depending on use and daily

ATTACHMENT 3

<b>AQ Impact 4</b>	
	and nightly temperatures. The Harbor District reserves the right to prohibit use of the fire pits based on fire hazard conditions, including drought conditions and high winds, and during poor air quality conditions as determined by the SLOAPCD. Based on the anticipated dispersal of particulates, and limited amount of wood burned in campsite-sized fire pits, the potential additional impact is not anticipated to increase PM10 emissions above identified thresholds.

**Biological Resources**

<b>BIO Impact 1</b>	
Construction of the proposed project may directly and/or indirectly affect special-status species, including terrestrial and avian species, resulting in a potentially significant short-term impact.	
<b>Mitigation</b>	<p><b>BIO/mm-1</b> Prior to initiation of grading activities, a qualified biologist shall conduct pre-construction surveys to determine the presence or absence of special-status species. A qualified biological monitor shall be present during any clearing and grading activities within 100 feet of onsite drainages and oak woodland. The work areas shall be clearly marked to ensure that no work occurs outside of the approved limits of disturbance (i.e., lathe and flagging, t-posts and yellow ropes, and temporary signage). The qualified biologist will receive project-specific approvals from resource agencies prior to handling any special-status wildlife species. Speed limits shall be restricted to 15 mph and work shall be limited to daylight hours.</p> <p><b>BIO/mm-2</b> Upon application for construction permits from the County of San Luis Obispo, the following measures shall be included on applicable plans in order to avoid erosion and sedimentation impacts to the creeks and water quality:</p> <ol style="list-style-type: none"> <li>a. Grading and construction resulting in ground disturbance should be limited to the typical dry season (April 15 to October 15).</li> <li>b. If work must occur during the rainy season, the Harbor District (or their designee) shall install adequate erosion and sedimentation controls to prevent any sediment-laden run-off from entering creeks, drainages, and the Pacific Ocean.</li> <li>c. Upon completion of construction, disturbed areas will be stabilized or vegetated as detailed in the project's re-vegetation plan.</li> </ol> <p><b>BIO/mm-3</b> If feasible, all work shall be avoided during the nesting bird season (approximately February 1 through August 15), including ground and tree-nesting birds. If any construction activities are scheduled to occur during the nesting season, pre-construction bird surveys shall be conducted by a qualified biologist. If nesting bird species are observed within 250 feet of the construction area during the surveys, the biologist shall determine the appropriate exclusion zone for the specific species. A buffer of 250 feet shall be maintained around any nesting raptors. The nesting bird exclusion zones shall be completely avoided until the qualified biologist determines that the young have successfully fledged. A qualified biologist shall conduct periodic site inspections to ensure that the exclusion zone is maintained and to monitor the nesting progression. In the event that sensitive bird species are discovered, the USFWS and/or CDFW will be contacted to determine the appropriate protective measures prior to any construction beginning. If construction activities must occur within 250 feet of a nesting raptor nest, a qualified biologist shall be consulted to determine if the buffer can be reduced. If, in the opinion of the qualified biologist, the buffer cannot be safely reduced, a full-time avian monitor shall be present during all construction activities occurring within the established buffer to ensure no impacts occur. The avian monitor will have the authority to halt or re-direct work if raptors show signs of disturbance.</p> <p><b>BIO/mm-4</b> All existing oak trees shall remain on-site. All oak trees (greater than 4 inches in diameter) that are within 50 feet of construction or grading activities shall be marked for protection (e.g., with flagging) and their root zone fenced by a qualified arborist</p>

ATTACHMENT 3

<b>BIO Impact 1</b>	
	<p>prior to any grading or site grubbing. The outer edge of the tree root zone to be fenced will be outside of the canopy half the distance as measured between the tree trunk and outer edge of the canopy (i.e., 1.5 times the distance from the trunk to the drip line of the tree). Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas to the maximum extent feasible. If grading, compaction, or placement of fill in the root zone of an existing oak tree cannot be avoided, retaining walls may be constructed to minimize cut and fill impacts to existing oak trees. Care shall be taken to avoid surface roots within the top 18 inches of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface (if required, this work shall be conducted by a qualified arborist).</p> <p><b>BIO/mm-5</b> All oak trees identified to remain shall not be removed, unless otherwise regulated by the County CZLUO §23.05.062 (Exemption for trees in a hazardous condition). Unless previously approved by the County, the following activities are not allowed within the root zone of existing or newly planted oak trees:</p> <ul style="list-style-type: none"> <li>a. year-round irrigation (no summer watering, unless “establishing” new tree or native compatible plant(s) for up to 3 years);</li> <li>b. grading (includes cutting and filling of material);</li> <li>c. compaction (e.g., regular use of vehicles);</li> <li>d. placement of impermeable surfaces (e.g., pavement); or,</li> <li>e. disturbance of soil that impacts roots (e.g., tilling).</li> </ul> <p>Implement Port Master Plan Final Program EIR mitigation measures B-2, B-4, B-5, and B-9:</p> <p><b>B-2</b> Grading and construction in and adjacent to sensitive native habitat areas shall be minimized. Project grading activities shall generally avoid steep slopes and bluff areas.</p> <p><b>B-4</b> Projects abutting open, natural areas will incorporate a buffer zone incorporating fire clearance requirements, and transition zones between introduced and native landscaping. Maintenance of this buffer zone would include prevention of non-native vegetation in the project area from spreading into the native habitats surrounding the site.</p> <p><b>B-5</b> Initial land-clearing and grading activities shall be scheduled to avoid spring and early summer months in areas where oak woodland or dense coastal scrub border the site. If clearing must occur during this time period, preconstruction surveys shall be conducted to identify nesting birds in coastal scrub and oak woodland habitats within 500 feet of any project grading or related activities (parking, equipment storage, construction office, etc.). If active nests of Cooper’s hawk, northern harrier, white-tailed kite, or Bell’s sage sparrow are found, construction or related activities shall be postponed within 500 feet of the nest until the young have fledged or the nest becomes inactive.</p> <p><b>B-9</b> The Harbor District shall implement the following provisions of the Coastal Zone Land Use Ordinance in the review and approval of new development that may affect environmentally sensitive areas:</p> <ul style="list-style-type: none"> <li>1. New development within or adjacent to the habitat shall not significantly disrupt the resource.</li> <li>2. New development within a sensitive habitat shall be limited to those uses that are dependent upon the resource.</li> <li>3. Where feasible, damaged habitats shall be restored as a condition of development approval.</li> <li>4. Development shall be consistent with the biological continuance of the habitat.</li> <li>5. Grading adjacent to Environmentally Sensitive Habitat Areas shall conform to the provisions of Section 23.05.034c of the Coastal Zone Land Use Ordinance.</li> </ul>

ATTACHMENT 3

<b>BIO Impact 1</b>	
<b>Findings</b>	Based on the results of the biological surveys conducted for the project, mitigation was identified to ensure that no special-status species are present prior to construction. Mitigation measures include procedures for species identification and protection. The proposed landscape plan includes oak trees and native vegetation, consistent with the landscape. Identified mitigation includes protection measures to avoid inadvertent impacts during construction and standards for necessary trimming and hazardous tree removal. Based on incorporation of mitigation measures identified above, residual impacts would be less than significant with mitigation.
<b>Supportive Evidence</b>	Based on the results of seasonally-timed biological surveys within and adjacent to the project site, no special-status plant species were observed. Project grading and development (including potential removal of trees and vegetation) would primarily occur within ruderal/disturbed and currently developed areas, and would not result in direct impacts to sensitive habitats including the drainage near Diablo Canyon Road and the drainage east of the proposed walk-in campsites. Potential impacts to valley needlegrass grassland and coastal scrub habitat are addressed under "Long-term Impacts" below. Inadvertent impacts to native habitats including coast live oak woodland, coastal scrub, grassland, and drainages may occur if staging areas and construction equipment enter these areas. Additional disturbance of woodrat middens, native habitats, including grading, equipment storage, discharge of materials, fuels, sediment, and other pollutants outside of the grading limits and ruderal/disturbed areas would result in a potentially significant impact. Removal of ornamental trees and Eucalyptus would have an adverse effect on nesting birds, if present. Mitigation is identified, which would reduce potential effects to less than significant.

<b>BIO Impact 2</b>	
Implementation of the project would result in the loss of 0.08 acre of valley needlegrass grassland and 0.79 acre of coastal scrub. Vegetative management required by CAL FIRE may result in additional disturbance of these habitat types, in addition to coast live oak woodland. Additional human presence within these habitat types may have an adverse effect on special-status and common wildlife in the immediate area.	
<b>Mitigation</b>	<p><b>BIO/mm-6</b> The trimming of oaks can be detrimental and shall be minimized as follows:</p> <ul style="list-style-type: none"> <li>a. All oak tree trimming shall be conducted by a qualified arborist.</li> <li>b. Removal of larger lower branches should be minimized to:               <ul style="list-style-type: none"> <li>i. avoid making tree top heavy and more susceptible to "blow-overs;"</li> <li>ii. reduce having larger limb cuts that take longer to heal and are much more susceptible to disease and infestation;</li> <li>iii. retain the wildlife that is found only in the lower branches;</li> <li>iv. retain shade to keep summer temperatures cooler (retains higher soil moisture, greater passive solar potential, provides better conditions for oak seedling volunteers); and,</li> <li>v. retain the natural shape of the tree.</li> </ul> </li> <li>c. The amount of trimming (roots or canopy) done in any one season should be limited as much as possible to limit tree stress/shock (10% or less is best, 25% maximum).</li> <li>d. Excessive and careless trimming not only reduces the potential life of the tree, but can also reduce property values if the tree dies prematurely or has an unnatural appearance. If trimming is necessary, the Harbor District (or their designee) shall either use a skilled arborist or apply accepted arborist's techniques when removing limbs.</li> <li>e. Unless a hazardous or unsafe situation exists, trimming of deciduous species shall be done only during the winter.</li> <li>f. Smaller oak trees (smaller than five inches in diameter at four feet above the ground) within the project area are considered to be of high importance, and when possible, shall be given similar consideration as larger trees.</li> </ul>

ATTACHMENT 3

<b>BIO Impact 2</b>	
	<p><b>BIO/mm-7</b> Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a final landscape plan incorporating the following elements and standards:</p> <ul style="list-style-type: none"> <li>a. 2:1 replacement of valley needlegrass grassland within the property boundaries.</li> <li>b. 2:1 replacement of coastal scrub within the property boundaries.</li> <li>c. The landscape plan shall be implemented prior to occupancy and operation of the campground. Initial establishment of native vegetation, including valley needlegrass grassland and coastal scrub species shall be verified by a qualified biologist. A letter documenting compliance shall be submitted to the County of San Luis Obispo prior to final inspection.</li> <li>d. Long-term establishment of valley needlegrass grassland and coastal scrub species shall be monitored by a qualified biologist for a period no less than three years. Annual monitoring reports shall be submitted to the County of San Luis Obispo, including one final monitoring report at the end of the three-year monitoring period. The reports shall document initial and consecutive acreage of species establishment, and any actions taken to remediate loss of restored vegetation.</li> </ul> <p><b>BIO/mm-8</b> Prior to occupancy and operation of the proposed project, the Harbor District or their designee shall develop informative and educational materials to be provided to visitors. Materials may be available in hard copy or electronic form. Information included in the materials shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>a. Description of special-status, marine mammal, and avian species present within San Luis Bay and the surrounding terrestrial areas.</li> <li>b. Notification to avoid the creation of spur trails and subsequent disturbance of wildlife and habitats within undeveloped areas of the project site.</li> <li>c. Notification to store and dispose of trash and recyclables in appropriately designated containers and areas.</li> <li>d. Prohibition of fueling of generators outside of designated RV pads.</li> <li>e. Map identifying designated onsite trails and access routes.</li> <li>f. Prohibition of pets outside of paved areas, marked trails, and campsites.</li> <li>g. Requirement for all pets to be on leash or contained (with owners also onsite) in tents, RVs, and units.</li> </ul> <p>Implement Port Master Plan Final Program EIR mitigation measures B-1, B-4, B-5, and B-7:</p> <p><b>B-1</b> Oak trees removed or damaged by project activities shall be replaced by planting oak trees in areas adjacent to existing oak woodlands outside project grading limits. These oak trees should be grown from locally collected acorns. San Luis Obispo County recommends a 4:1 replacement of oak trees removed or damaged by development activities. Existing oak trees shall be beneficially incorporated where possible in the project landscaping along with other native species.</p> <p><b>B-4</b> Projects abutting open, natural areas, will incorporate a buffer zone incorporating fire clearance requirements, and transition zones between introduced and native landscaping. Maintenance of this buffer zone would include prevention of non-native vegetation in the project area from spreading into the native habitats surrounding the site.</p> <p><b>B-5</b> Initial land-clearing and grading activities shall be scheduled to avoid spring and early summer months in areas where oak woodland or dense coastal scrub border the site. If clearing must occur during this time period, preconstruction surveys shall be conducted to identify nesting birds in coastal scrub and oak woodland habitats within 500 feet of any project grading or related activities (parking, equipment storage, construction office, etc.). If active nests of Cooper's hawk, northern harrier, white-tailed kite, or Bell's sage sparrow are found, construction or related activities shall be postponed within 500 feet of the nest until the young have fledged or the nest becomes inactive.</p> <p><b>B-7</b> Native landscaping shall be designed and installed to discourage pedestrian access</p>

ATTACHMENT 3

<b>BIO Impact 2</b>	
	from the Harbor Terrace site into adjacent native habitats. In addition, if pets are allowed, designated pet areas shall be incorporated into the design of new development so pets are not allowed into nearby habitat areas or buffer zones that support native wildlife.
<b>Findings</b>	The proposed project includes implementation of a landscape plan, which includes enhancement of natural areas to remain undeveloped and establishment of native vegetation throughout the project site. Performance standards and monitoring is identified to ensure establishment of sensitive vegetation in the long-term. Tree-trimming standards are identified to minimize adverse effects on adjacent coast live oak trees during fuel management activities. Provision of educational materials, and the presence of a campground manager, would reduce potential impacts to surrounding habitats and wildlife during operation of the facility. Based on the existing conditions on the project site, and implementation of identified mitigation measures, potential long-term impacts would be less than significant.
<b>Supportive Evidence</b>	<p>Long-term impacts as a result of the originally-proposed project include the permanent loss of 0.08 acre of valley needlegrass grassland and 0.79 acre of coastal scrub. These effects would be reduced under the currently proposed revised plan, which removes hotel/motel units previously located in native grassland, and places these units in ruderal/disturbed areas. These effects would be further mitigated through implementation of the proposed landscape plan, which includes native species consistent with these habitat types, including enhancement of existing natural areas to remain undeveloped, and restoration of currently ruderal/disturbed areas to native habitat. Establishment of walk-in campsites would affect approximately 0.02 acre of coast live oak woodland understory and up to three individual coast live oak trees as a result of soil compaction during long-term use. These effects would be mitigated by the incorporation of coast live oak trees in the proposed landscape plan. Based on the existing condition of the project site, and proposed restoration actions that would occur through implementation of the landscape plan, potential long-term impacts to habitat would be less than significant.</p> <p>Fuel/vegetative management required by CAL FIRE would require mowing of vegetation and trees within 30 to 100 feet of proposed structures and within ten feet of access roads. These actions would result in additional impacts to native vegetation onsite; however, based on the existing conditions on the project site, these actions would not impair the ecological function of these habitats. In addition, enhancement of natural areas and existing ruderal/disturbed areas would result in an overall benefit. Tree trimming would be conducted by an arborist to ensure actions do not result in tree mortality. Therefore, potential impacts would be less than significant.</p> <p>Use of the campground facilities would result in increased human presence in the area, including natural habitats in the northern portions of the project site. Pets, including dogs, would be permitted within the campsite, which could result in disruption of nesting birds and wildlife. No trails are proposed outside of the development area. The proposed development provides an opportunity for additional education regarding sensitive habitats and species including woodrat and nesting birds.</p>

**Cultural Resources**

<b>CUL Impact 1</b>	
Grading and construction activities have the potential to impact previously undiscovered subsurface archaeological resources.	
<b>Mitigation</b>	<p><b>CUL/mm-1</b> Prior to issuance of grading permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a Monitoring Plan, prepared by a County-approved archaeologist, for review and approval by the County Department of Planning and Building. The intent of this Plan is to monitor all initial earth-disturbing activities. The Monitoring Plan shall include at a minimum:</p> <ul style="list-style-type: none"> <li>a. list of personnel involved in the monitoring activities;</li> </ul>

ATTACHMENT 3

<b>CUL Impact 1</b>	
	<p>b. inclusion of involvement of the Native American community, as appropriate;</p> <p>c. description of how the monitoring shall occur;</p> <p>d. description of frequency of monitoring (e.g., full-time, part time, spot checking);</p> <p>e. description of what resources are expected to be encountered;</p> <p>f. description of circumstances that would result in the halting of work at the project site (e.g., what is considered "significant" archaeological resources?);</p> <p>g. description of procedures for halting work on the site and notification procedures;</p> <p>h. provisions defining education of the construction crew;</p> <p>i. protocol for treating unanticipated finds; and,</p> <p>j. description of monitoring reporting procedures.</p> <p><b>CUL/mm-2</b> Prior to initial ground disturbance, a County of San Luis Obispo-approved archaeologist shall provide cultural resources awareness training to all field crews and field supervisors. This training will include a description of the types of resources that may be found in the project area, the protocols to be used in the event of an unanticipated discovery, the importance of cultural resources to the Native American community, and the laws protecting significant archaeological and historical sites. In addition, the Harbor District (or their designee) shall provide all field supervisors with maps showing those areas sensitive for potential buried resources.</p> <p><b>CUL/mm-3</b> During all initial ground disturbing construction activities, the Harbor District or their designee shall retain a qualified archaeologist (approved by the County Environmental Coordinator) and Native American to monitor all initial earth disturbing activities, per the approved Monitoring Plan. If any significant archaeological resources not previously identified in the Monitoring Plan, or human remains are found during monitoring, work shall stop within the immediate vicinity (precise area to be determined by the archaeologist in the field) of the resource until such time as the resource can be evaluated by an archaeologist and any other appropriate individuals. The Harbor District (or their designee) shall implement the mitigation as required by the County Environmental Coordinator.</p> <p><b>CUL/mm-4</b> Upon completion of all monitoring/mitigation activities, and prior to occupancy or final inspection (whichever occurs first), the qualified archaeologist shall submit a report to the County Environmental Coordinator summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met.</p> <p><b>CUL/mm-5</b> Prior to occupancy, the Harbor District or their designee shall submit samples of cultural resource interpretive materials to the County Environmental Coordinator. The Harbor District or their designee shall coordinate with local Native American representatives during the initial development of the materials, and subsequent updating of materials for the life of the project. Materials shall not specifically identify the locations of archaeologically sensitive sites. Interpretive materials may include, but not be limited to, pamphlets, posters, kiosks or boards, exhibits, online posting of information, and presentations. Interpretive materials shall include, but not be limited to: prehistory, modern history, and living history of the Chumash in the Avila/Port San Luis Area and region, and citation or reference to laws governing the protection of cultural resources.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures C-1 and C-2:</p> <p>C-1 In the event archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative should monitor any mitigation work associated with prehistoric cultural material.</p> <p>C-2 If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</p>

ATTACHMENT 3

<b>CUL Impact 1</b>	
<b>Findings</b>	Based on the design of the proposed project, significant archaeological sites would be avoided. Due to the potential for discovery of unknown archaeological resources, mitigation is identified including monitoring of initial ground disturbance, and contingency measures in the event of discovery. Based on implementation of mitigation measures and compliance with existing regulations, potential impacts would be less than significant.
<b>Supportive Evidence</b>	<p>Proposed grading and construction activities would not result in the disturbance of any known archaeological resources. Due to the archaeological sensitivity of the area, and historic alteration of landforms, unknown and displaced subsurface resources may be present. Disturbance, looting, or destruction of these unknown resources would result in a potentially significant impact.</p> <p>Other impacts to archaeological resources may include increased human presence and unauthorized collection. This impact would be minimized by the project location and design; no trails or public use areas are located within or adjacent to known sites, and these sites are not located within the property line of the project site. Due to the potential for trespass, mitigation is identified to discourage such activities, including education regarding prehistory of the area.</p>

<b>CUL Impact 2</b>	
Proposed grading and excavation activities have the potential to uncover and disturb paleontological resources, which would result in a potentially significant impact.	
<b>Mitigation</b>	<b>CUL/mm-6</b> A qualified paleontologist shall monitor initial excavation activities. Upon completion of all monitoring/mitigation activities, and prior to final inspection, the consulting paleontologist shall submit a report to the County Environmental Coordinator summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met and include analysis of all discoveries.
<b>Findings</b>	Based on compliance with paleontological resource monitoring requirements, potentially uncovered resources would be noted, documented, and managed under the guidance of a qualified paleontologist. Therefore, potential impacts would be mitigated to less than significant.
<b>Supportive Evidence</b>	Implementation of the project would require mass grading, primarily within previously disturbed areas. Due to the sensitivity of the underlying geologic formations, there is a potential for significant paleontological discovery. Grading activities have the potential to destroy significant resources, resulting in a potentially significant impact.

**Geology and Soils**

<b>GEO Impact 1</b>	
The proposed project would be constructed in an area subject to potential geologic hazards including seismically-induced landslide, resulting in a potentially significant impact.	
<b>Mitigation</b>	<b>GEO/mm-1</b> Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a comprehensive geologic investigation. At a minimum, the investigation shall include all areas where development would be located within or below a landslide. The investigation shall conform to §§1803 of the 2013 edition of the CBC and the Guidelines for Engineering Geology Reports (County of San Luis Obispo Department of Planning and Building 2005, revised 2013), or editions that are applicable at the time of investigation. The investigation shall be conducted by a Certified Engineering Geologist. At a minimum, it shall address the type, extent, depth, configuration, and activity level of the landslide, and shall include an analysis of slope stability. Upon

ATTACHMENT 3

<b>GEO Impact 1</b>	
	<p>application for grading and construction permits from the County of San Luis Obispo, a final grading plan shall be submitted that incorporates measures to mitigate potential landslide hazards based on review by the consulting Certified Engineering Geologist. A range of mitigation measures addressing treatment of the site to ensure slope stability, including regrading, structural mitigation, mitigation for roads and utilities, and monitoring are presented below. These measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. <b>Regrading.</b> The entire landslide mass can be regraded from the toe to the upper limit, or the grading program could involve only those areas including and above proposed improvements. If an entire landslide mass were to be regraded, removal of the slide materials and replacement as a structural fill, including excavation of proper keyways, benches, and installation of subdrains would likely be necessary. Use of geogrid reinforcing may be appropriate for some areas. Geogrid reinforcing involves the placement of alternating layers of geogrid and soil, and can be effective in increasing soil strength and stability. Another option that may be appropriate for specific project areas would be partial stabilization. This solution may include the construction of buttress fills below improvement areas that would be sufficient to resist movement of the upper portion of the slide mass. With partial stabilization, it should be noted that any improvements situated below the buttress still would still be at risk from landslide movement. This potential risk shall be addressed in the geologic investigation by the Certified Engineering Geologist.</li> <li>b. <b>Structural mitigation.</b> Structural mitigation may be a potential option, depending upon the characteristics of the landslide in the area where the improvements are located. For habitable buildings, such solutions may include deep foundations (e.g., driven piles or caissons designed with sufficient lateral resistance to overcome the sliding force exerted by the landslide). Foundation augmentation such as tie-back anchors attached to the caissons or piles, or batter piles, may be appropriate. Another potential solution would be to construct walls that would be anchored through the slide and founded in underlying stable material.</li> <li>c. <b>Mitigation for Roads and Utilities.</b> Potential mitigations to protect roads and utilities may include such measures as retaining walls, possibly anchored with tie-backs or reinforced with soil nails or geogrid, depending upon the depth and characteristics of the landslide in those areas. Flexible and/or articulating connections may provide some mitigation for utilities, depending upon the nature and severity of the landslide movement. For water lines, sacrificial water lines with automatic shut-off valves may be appropriate. If the geologic investigation confirms that the landslide is slow-moving, ongoing repair and replacement of damaged roads and utilities may be feasible. Another option may include constructing utilities above grade in utility raceways.</li> </ul> <p><b>GEO/mm-2</b> For the life of the project monitoring of landslide movement shall be monitored by a Certified Engineering Geologist. As landslide movement tends to be associated with inclement weather, seasonal monitoring of the landslides for indications of incipient movement shall be implemented in addition to other selected mitigation measures. If monitoring indicates potential movement, or during periods of particularly intense or prolonged inclement weather, temporary restrictions on use and occupancy of the campground may be implemented upon the recommendation of the consulting Certified Engineering Geologist.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures G-1, G-2, G-3, and G-4:</p> <ul style="list-style-type: none"> <li>G-1 Future development shall conform with all applicable requirements of the Uniform Building Code and other applicable construction regulations relating to potential seismic and/or geologic and slope-related hazards.</li> <li>G-2 No development shall occur until 1) a geologic investigation has been prepared conforming to Section 3309.6 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice; and 2) a Geotechnical Engineering Investigation has been prepared conforming to Section 3309.5 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of</li> </ul>

ATTACHMENT 3

<b>GEO Impact 1</b>	
	<p>Regulations, and standard geologic practice. The contents of these investigations are described below:</p> <ul style="list-style-type: none"><li>a. The geologic investigation shall be conducted by a certified Engineering Geologist, which at a minimum, shall address the following: the extent, depths, configurations, and activity levels of the existing major landslides, including the landslide that has been obscured by the buttress fill; the potential for destabilization of these landslides due to the proposed grading; the stability of slopes under the proposed grading and appropriate mitigation; evaluation of the sheared rock zone and its relations to fault activity; determination of the location of the San Luis Bay Fault at the site and its potential ramifications for the project; evaluations of the cut slope at the eastern corner of the site and its potential for instability, as well as appropriate mitigations; the potential for liquefaction and lateral spreading in the area where fill will be placed for the Port access road and which may extend into the Bay (Phase II); and assessment of the potential for bluff erosion along the coastal length of the project. This investigation will also provide feasible engineering and/or design solutions for these potential geologic impacts including the need for construction or augmentation of bluff protection and setback requirements from existing constraints.</li><li>b. The geotechnical engineering investigation shall be conducted by a Registered Geotechnical Engineer or a Registered Civil Engineer experienced in geotechnical investigations. In addition to the items that normally are addressed in such an investigation, the report should include, but not be limited to, the following factors: soil and groundwater conditions encountered; preparation of the site prior to grading; grading criteria for pavement and building areas; types and depths of foundations; maximum allowable bearing capacities; site coefficients for use in foundation design; potential for liquefaction; total and differential settlement; resistance to lateral loads; subslab ground treatment; design criteria for retaining walls; pavement design criteria; site drainage; assessment of the existing fill at the site, including the suitability of the materials used, original site preparation, and degree of compaction; the impact of placing fill upon the existing fills and appropriate mitigation; settlement potential of the fill and appropriate mitigation; and placement of fill over cut slopes and appropriate mitigation. This investigation will also provide feasible engineering or design solutions to these potential geologic impacts.</li></ul> <p>G-3 There are five major landslides which have been identified on the Harbor Terrace site. These landslides are depicted as Landslides 1 through 5 on [Figure 4.5-1]. Specific recommendations related to each landslide are provided below as well as within the Harbor District offices.</p> <ul style="list-style-type: none"><li>a. Landslide 1, located in the eastern region of the site, shall be thoroughly assessed by the project geologist. In addition to analyzing the inherent stability of the landslide, the impact of making cuts in the body of the landslide must also be considered, as well as the impact of the 40-foot fill planned in the southeast region of the landslide. This study shall be conducted as part of the final project design, when final grades have been set and are available in a grading plan, yet while modifications are still possible to accommodate site conditions. This study shall be conducted as a feasibility study to determine the major characteristics of the slide and the extent of required mitigation. Specific measures that could be implemented, depending upon the characteristics of the landslide and the relationship of the landslide debris to the proposed building locations, include excavation of appropriate portions of the landslide and replacement with compacted fill. This type of grading solution would entail benching, the installation of drains, and possibly the use of geogrid reinforcing. Fill slopes shall not exceed a 2:1 horizontal to vertical ratio. Other alternatives could include stabilization systems utilizing tie-backs</li></ul>

ATTACHMENT 3

<b>GEO Impact 1</b>	
	<p>or caissons or project redesign to relocate structures out of the slide area.</p> <p>b. Landslide 2, located in the northwest region of the site, shall be studied by the project geologist to determine its depth, activity level, and extent. This study shall be conducted as part of the final project design, as the relationship of the grading to the location and depth of the landslide will determine the appropriate mitigation(s). Possible mitigation measures for this landslide could include excavation of the landslide and replacement as a compacted fill, possibly with drains and geogrid reinforcement; increasing the height of the retaining wall to allow it to also function as a debris wall; or using another stabilizing system such as a tie-back system above the retaining wall in caissons.</p> <p>c. Landslide 3, located below the existing water tank, shall be analyzed to determine its depth and geometry and the effect of the proposed cut upon slope stability. This study shall be conducted as part of the final project design, as a fairly accurate depth of cut must be known to properly assess its impact upon slope stability. As major cuts are planned in this area, mitigation could be achieved by modifying the grading plan to remove all of the landslide debris. Other possible mitigations could include replacement with compacted fill, possibly with drains and geogrid reinforcement, use of a retaining wall, tie-backs, or caissons.</p> <p>d. The location of Landslide 4 has been obscured by past grading, and by the subsequent placement of a buttress fill. This landslide area shall be investigated as part of final project design with respect to the materials used and its state of compaction. Mitigation, if any, will be determined by the outcome of such an investigation. Possible mitigations include removal of the slide debris and replacement as a compacted fill, placement of additional buttress fill, or use of structural solutions such as retaining walls, tie-backs, or caissons. This assessment shall be conducted by the project geologist as part of final project design.</p> <p>G-4 In addition to the four major landslides described above, there are numerous smaller landslides and slumps located throughout the property. Landslide 5 will not be impacted by project development other than the possibility of decreasing the need for frequent maintenance due to the placement of fill and the subsequent increased distance between the landslide and the affected roadway. In areas where cuts are made, the project geologist shall determine whether all of the slide debris has been removed in each area. This determination should be made during project grading. If it is determined that slide debris remains in any areas, assessments regarding stability and any necessary mitigation measures shall be made at that time.</p>
<b>Findings</b>	The proposed project is located in an area affected by geologic hazards, potentially including landslides. Further geotechnical review is required pursuant to existing regulations and identified mitigation measures. Based on review by Earth Systems Pacific, potential hazards can be mitigated through implementation of recommendations identified in the mitigation measures listed above. Therefore, potential impacts would be mitigated to less than significant.
<b>Supportive Evidence</b>	Movement of landslides, including seismically-induced movement, could result in damage to proposed improvements that lie within their boundaries or in their path. Movement of Landslide 1 or Landslide 3 could damage cabins, campsites or vehicles and, depending upon the type and severity of the movement, could endanger those occupying these areas. If natural gaslines were to cross the sites, there would be a possibility of fire danger if rupture of the lines occurred. Rupturing or severing of "wet" utilities (i.e., water and sewer) could result in discharge of water or effluent into the subsurface, which could in turn trigger further instability and exacerbate slope movement. Movement of Landslide 2 could result in damage to boats, gear, vehicles, and other stored items. It is questionable as to whether Landslides 5 or 6, or remnants thereof, still exist; if movement in these areas occurred, damage to stored items in the Harbor area or to the RV sites could result. In general, movement of any of the

ATTACHMENT 3

<b>GEO Impact 1</b>	
	landslides could result in damage to utilities, roads, pavement, retaining walls, and other infrastructure that lie within or below the landslides. Based on the geologic review, several options to mitigate identified hazards are presented, and would be finalized based on final grading and construction plans and review by a Certified Engineering Geologist.

<b>GEO Impact 2</b>	
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The proposed project would be constructed in an area subject to potential geologic hazards including fault movement and seismic activity, which may result in a potentially significant impact including building damage and public hazards.

<b>Mitigation</b>	<p><b>GEO/mm-3</b> Upon application for grading and construction permits, the Harbor District or their designee shall submit a fault investigation for any potentially habitable structure. The building areas of habitable structures shall be investigated by excavating an exploratory trench(es) perpendicular to the fault trace, and extending beyond the building footprint at least the minimum setback distance for the anticipated building type. The fault investigation shall be overseen by a Certified Engineering Geologist and shall conform to the Guidelines for Engineering Geology Reports (County of San Luis Obispo Department of Planning and Building 2005, revised 2013) or the applicable edition at the time of investigation. If any habitable structures are found to overlie the fault or are within the minimum setback distance to the fault, the structure shall be relocated within the existing boundary of the areas identified for development, or designed to accommodate potential fault movement (pending approval by the County of San Luis Obispo). Potential design solutions may include, but are not limited to, mat foundations or overexcavated and geogrid-reinforced building pads designed with sufficient strength to overcome the maximum shearing forced exerted by seismic movement. Utility lines shall be fitted with articulating connections and/or automatic shut-off valves.</p> <p><b>GEO/mm-4</b> Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit construction plans and a geotechnical engineering report in compliance with the CBC, which includes measures to reduce risk from seismic events. Structures shall be designed in accordance with the seismic parameters presented in a project-specific geotechnical engineering report, applicable sections of the appropriate edition of CBC, and other applicable local regulations relating to potential seismic hazards. The geotechnical engineering report shall be prepared by a qualified geotechnical engineer. The potential for seismically induced settlement shall be addressed in the geotechnical engineering report, which shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall include an evaluation of the properties of the fill and native soils, address the potential for seismic settlement, and provide specific recommendations for mitigation if appropriate. Available alternatives to reduce the effects of soil settlement may include, but not be limited to, deep ground improvement methods, surcharging the site to further consolidate the underlying soils, use of deep foundations such as driven piles combined with structural support of floor slabs, use of lightweight fills, and limiting the thickness of fills. Structures shall be designed in accordance with the recommendations and seismic parameters presented in the geotechnical engineering report, applicable sections of the appropriate edition of CBC, and other applicable local regulations relating to potential seismic hazards, including seismic settlement.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures G-1, G-2, and G-10:</p> <p>G-1 Future development shall conform with all applicable requirements of the Uniform Building Code and other applicable construction regulations relating to potential seismic and/or geologic and slope-related hazards.</p> <p>G-2 No development shall occur until 1) a geologic investigation has been prepared conforming to Section 3309.6 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and</p>
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ATTACHMENT 3

<b>GEO Impact 2</b>	
	<p>standard geologic practice; and 2) a Geotechnical Engineering Investigation has been prepared conforming to Section 3309.5 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice. The contents of these investigations are described below:</p> <p>a. The geologic investigation shall be conducted by a certified Engineering Geologist, which at a minimum, shall address the following: the extent, depths, configurations, and activity levels of the existing major landslides, including the landslide that has been obscured by the buttress fill; the potential for destabilization of these landslides due to the proposed grading; the stability of slopes under the proposed grading and appropriate mitigation; evaluation of the sheared rock zone and its relations to fault activity; determination of the location of the San Luis Bay Fault at the site and its potential ramifications for the project; evaluations of the cut slope at the eastern corner of the site and its potential for instability, as well as appropriate mitigations; the potential for liquefaction and lateral spreading in the area where fill will be placed for the Port access road and which may extend into the Bay (Phase II); and assessment of the potential for bluff erosion along the coastal length of the project. This investigation will also provide feasible engineering and/or design solutions for these potential geologic impacts including the need for construction or augmentation of bluff protection and setback requirements from existing constraints.</p> <p>b. The geotechnical engineering investigation shall be conducted by a Registered Geotechnical Engineer or a Registered Civil Engineer experienced in geotechnical investigations. In addition to the items that normally are addressed in such an investigation, the report should include, but not be limited to, the following factors: soil and groundwater conditions encountered; preparation of the site prior to grading; grading criteria for pavement and building areas; types and depths of foundations; maximum allowable bearing capacities; site coefficients for use in foundation design; potential for liquefaction; total and differential settlement; resistance to lateral loads; subslab ground treatment; design criteria for retaining walls; pavement design criteria; site drainage; assessment of the existing fill at the site, including the suitability of the materials used, original site preparation, and degree of compaction; the impact of placing fill upon the existing fills and appropriate mitigation; settlement potential of the fill and appropriate mitigation; and placement of fill over cut slopes and appropriate mitigation. This investigation will also provide feasible engineering or design solutions to these potential geologic impacts.</p> <p>G-10 It is recommended that on-site areas of sheared rock be evaluated by the project geologist and a determination made as to whether the sheared rock is fault-related. If the sheared rock zone is fault-related, the potential ramifications of the fault shall be studied and addressed by the project geologist. Potential mitigation measures to avoid seismic-related displacement include: setting back from the fault, structural augmentation of the foundation where the fault is straddled or removing the bedrock and replacing it with compacted fill as the foundation support material.</p>
<b>Findings</b>	The proposed project is located in an area affected by geologic hazards, potentially including fault activity, groundshaking, ground surface rupture, and seismically induced settlement. Further geotechnical review is required pursuant to existing regulations and identified mitigation measures. Based on review by Earth Systems Pacific, potential hazards can be mitigated through implementation of recommendations identified in the mitigation measures listed above. Therefore, potential impacts would be mitigated to less than significant.
<b>Supportive Evidence</b>	For structures built within the 110-foot "cleared" zone, no setbacks from the San Luis Bay Fault are considered necessary. Potentially habitable structures are located outside of the cleared area, including the commercial building, comfort stations, cabins, and the building. In the event that the San Luis Bay Fault moved sympathetically in response to strong ground

ATTACHMENT 3

<b>GEO Impact 2</b>	
	shaking from a seismic event along another fault, there is a potential for ground rupture to occur. In the event of fault movement, groundshaking, and/or surface rupture, buildings and associated improvements could be damaged, and building occupants could be endangered. Seismically induced settlement could result in damage to buildings, retaining walls, roads, utilities, and other infrastructure. Based on the geologic review, several options to mitigate identified hazards are presented, and would be finalized based on final grading and construction plans and review by a Certified Engineering Geologist.

<b>GEO Impact 3</b>	
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The proposed project would be constructed in an area subject to potential geologic hazards including liquefaction, lateral spreading, and associated slope failure, which may result in a potentially significant impact including building damage and public hazards.

<b>Mitigation</b>	<p><b>GEO/mm-5</b> Upon application for grading and construction permits, the Harbor District or their designee shall submit a geotechnical engineering report prepared by a qualified geotechnical engineer. The report shall address potential for liquefaction, lateral spreading, and associated slope failure, and shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. If significant potentials for liquefaction or lateral spreading are found to exist, recommendations for mitigation shall be developed and presented in the geotechnical engineering report. If it is determined that liquefaction or lateral spreading may affect certain parts of the site, there are numerous mitigation measures that can be implemented, including but not limited to the following recommendations. Depending upon the location, depth, and extent of liquefaction or lateral spreading-prone areas and the types of improvements planned for these areas, potential mitigations could include earthwork (grading) programs, specialized foundations (such as mat or deep foundations), ground modification, and designing pipes and pipe connections for high strength and ductility. Potential measures to mitigate slope instability induced by lateral spreading include deep ground improvement methods, reinforcing of slopes, reducing slope inclinations, or establishing adequate setbacks between structures and slopes.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures G-1 and G-2:</p> <p>G-1 Future development shall conform with all applicable requirements of the Uniform Building Code and other applicable construction regulations relating to potential seismic and/or geologic and slope-related hazards.</p> <p>G-2 No development shall occur until 1) a geologic investigation has been prepared conforming to Section 3309.6 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice; and 2) a Geotechnical Engineering Investigation has been prepared conforming to Section 3309.5 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice. The contents of these investigations are described below:</p> <p>a. The geologic investigation shall be conducted by a certified Engineering Geologist, which at a minimum, shall address the following: the extent, depths, configurations, and activity levels of the existing major landslides, including the landslide that has been obscured by the buttress fill; the potential for destabilization of these landslides due to the proposed grading; the stability of slopes under the proposed grading and appropriate mitigation; evaluation of the sheared rock zone and its relations to fault activity; determination of the location of the San Luis Bay Fault at the site and its potential ramifications for the project; evaluations of the cut slope at the eastern corner of the site and its potential for instability, as well as appropriate mitigations; the potential for liquefaction and lateral spreading in the area where fill will be placed for the</p>
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ATTACHMENT 3

<b>GEO Impact 3</b>	
	<p>Port access road and which may extend into the Bay (Phase II); and assessment of the potential for bluff erosion along the coastal length of the project. This investigation will also provide feasible engineering and/or design solutions for these potential geologic impacts including the need for construction or augmentation of bluff protection and setback requirements from existing constraints.</p> <p>b. The geotechnical engineering investigation shall be conducted by a Registered Geotechnical Engineer or a Registered Civil Engineer experienced in geotechnical investigations. In addition to the items that normally are addressed in such an investigation, the report should include, but not be limited to, the following factors: soil and groundwater conditions encountered; preparation of the site prior to grading; grading criteria for pavement and building areas; types and depths of foundations; maximum allowable bearing capacities; site coefficients for use in foundation design; potential for liquefaction; total and differential settlement; resistance to lateral loads; subslab ground treatment; design criteria for retaining walls; pavement design criteria; site drainage; assessment of the existing fill at the site, including the suitability of the materials used, original site preparation, and degree of compaction; the impact of placing fill upon the existing fills and appropriate mitigation; settlement potential of the fill and appropriate mitigation; and placement of fill over cut slopes and appropriate mitigation. This investigation will also provide feasible engineering or design solutions to these potential geologic impacts.</p>
<b>Findings</b>	The proposed project is located in an area affected by geologic hazards, potentially including liquefaction, lateral spreading, and associated slope failure. Further geotechnical review is required pursuant to existing regulations and identified mitigation measures. Based on review by Earth Systems Pacific, potential hazards can be mitigated through implementation of recommendations identified in the mitigation measures listed above. Therefore, potential impacts would be mitigated to less than significant.
<b>Supportive Evidence</b>	The project site is located in an area potentially subject to liquefaction. In the event of liquefaction or lateral spreading, buildings can be damaged, slopes can become unstable, underground utility lines can be ruptured, and surface improvements such as pavement, flatwork and slabs can experience cracks, deformation, and settlement. Based on the geologic review, several options to mitigate identified hazards are presented, and would be finalized based on final grading and construction plans and review by a Certified Engineering Geologist.

<b>GEO Impact 4</b>	
Construction of the proposed project would require mass grading and incorporation of stormwater management measures including LID measures and BMPs, which may result in unintended geologic hazards including slope instability, resulting in a potentially significant impact.	
<b>Mitigation</b>	<p><b>GEO/mm-6</b> Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit erosion and sedimentation control plans addressing both short-term erosion hazards during construction, and long-term erosion hazards for the life of the project. The plan shall include, but not be limited to, the following measures: control of surface runoff; V-ditches, berms, brow ditches, or other drainage diversion features; mid-slope benches; vegetation; straw bales; erosion matting; vegetative cover, control of rodent activity, or other methods. Drainage shall discharge in a non-erosive manner away from improvements and, where slopes are present, away from the tops and toes of the slopes.</p> <p><b>GEO/mm-7</b> Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a project specific</p>

ATTACHMENT 3

<b>GEO Impact 4</b>	
	<p>geotechnical engineering report, prepared by a qualified geotechnical engineer and conforming to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall include an assessment of the potential impacts of BMPs, including infiltration SCMs, and provide recommendations for mitigation. The impacts of infiltration SCMs upon slope stability, settlement of fill soils, drainage, and the shrink/swell cycle of expansive soils, shall be analyzed and included in the report. Infiltration SCMs shall not be placed in or above fill, near descending cut slopes, or at the toe of any slope. Infiltration SCMs shall be set back from foundations and surface improvements, or barriers such as deepened curbs, cutoff walls or impermeable membranes shall be placed between infiltration SCMs and foundations and/or improvements. Infiltration tests shall be conducted to assess the infiltration potential for use in the design of infiltration SCMs. To address potentially adverse impacts associated with BMPs, a maintenance program for all BMPs shall be prepared and implemented. The program shall include periodic inspection of BMPs, cleaning and removal of accumulated silt, sand, and debris from BMPs, maintenance of vegetation in BMPs, and periodic rehabilitation of infiltration BMPs for the life of the project.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures G-1 and G-2:</p> <p>G-1 Future development shall conform with all applicable requirements of the Uniform Building Code and other applicable construction regulations relating to potential seismic and/or geologic and slope-related hazards.</p> <p>G-2 No development shall occur until 1) a geologic investigation has been prepared conforming to Section 3309.6 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice; and 2) a Geotechnical Engineering Investigation has been prepared conforming to Section 3309.5 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice. The contents of these investigations are described below:</p> <ul style="list-style-type: none"><li>a. The geologic investigation shall be conducted by a certified Engineering Geologist, which at a minimum, shall address the following: the extent, depths, configurations, and activity levels of the existing major landslides, including the landslide that has been obscured by the buttress fill; the potential for destabilization of these landslides due to the proposed grading; the stability of slopes under the proposed grading and appropriate mitigation; evaluation of the sheared rock zone and its relations to fault activity; determination of the location of the San Luis Bay Fault at the site and its potential ramifications for the project; evaluations of the cut slope at the eastern corner of the site and its potential for instability, as well as appropriate mitigations; the potential for liquefaction and lateral spreading in the area where fill will be placed for the Port access road and which may extend into the Bay (Phase II); and assessment of the potential for bluff erosion along the coastal length of the project. This investigation will also provide feasible engineering and/or design solutions for these potential geologic impacts including the need for construction or augmentation of bluff protection and setback requirements from existing constraints.</li><li>b. The geotechnical engineering investigation shall be conducted by a Registered Geotechnical Engineer or a Registered Civil Engineer experienced in geotechnical investigations. In addition to the items that normally are addressed in such an investigation, the report should include, but not be limited to, the following factors: soil and groundwater conditions encountered; preparation of the site prior to grading; grading criteria for pavement and building areas; types and depths of foundations; maximum allowable bearing capacities; site coefficients for use in foundation design; potential for liquefaction; total and differential settlement; resistance to lateral loads; subslab ground treatment; design criteria for retaining walls; pavement design criteria; site drainage; assessment of the existing fill at the site, including the</li></ul>

ATTACHMENT 3

<b>GEO Impact 4</b>	
	<p>suitability of the materials used, original site preparation, and degree of compaction; the impact of placing fill upon the existing fills and appropriate mitigation; settlement potential of the fill and appropriate mitigation; and placement of fill over cut slopes and appropriate mitigation. This investigation will also provide feasible engineering or design solutions to these potential geologic impacts.</p>
<b>Findings</b>	<p>Construction and development of the project would include the use of LID measures and BMPs. If not properly designed, these features could result in unintended geologic hazards. Further geotechnical review is required pursuant to existing regulations and identified mitigation measures. Based on review by Earth Systems Pacific, potential hazards can be mitigated through implementation of recommendations identified in the mitigation measures listed above. Therefore, potential impacts would be mitigated to less than significant.</p>
<b>Supportive Evidence</b>	<p>Construction of the proposed project would require mass grading of the project site. Based on preliminary grading plans, approximately 16.5 acres would be graded, including approximately 115,000 cubic yards of cut and 43,000 cubic yards of fill. Based on the amount of grading and area and volume proposed for disturbance, there is a high potential for erosion and down-gradient sedimentation to occur at the project site. The project is required to comply with existing regulations, including preparation and implementation of an erosion and sedimentation control plan and SWPPP.</p> <p>In the long-term, based on the slopes of proposed terraces, there is a potential for uncontrolled runoff and un-stabilized slopes to result in erosion. The project includes revegetation of engineered slopes, and includes a preliminary plan to control stormwater runoff for the life of the project, including LID measures and BMPs. Examples of BMPs include passive methods such as disconnecting downspouts from storm drain systems and allowing them to drain on to the site; providing vegetated filter strip areas between parking lots, driveways or other hard surfaces and storm drain features, thereby allowing the vegetation to filter the and partially infiltrate water before it is discharged; and collecting storm water in rain barrels or other containment features to allow its re-use at a later date for irrigation or other non-potable uses. More active storm water control measures (SCMs) may include bioswales or vegetated swales, pervious pavement or pavers, subsurface infiltrators, and infiltration pits.</p> <p>The use of BMPs can result in unanticipated geotechnical consequences that can adversely impact improvements such as foundations of structures, pavements, and retaining walls. All BMPs require maintenance, without which runoff may back up, overtop, or flow in unintended directions. This can cause erosion, localized flooding, excess shrink/swell of expansive soils, and possibly slope instability. Infiltration from BMPs may exacerbate fluctuations in soil moisture content and the corresponding shrink/swell cycle, causing damage to foundations and surface improvements. Infiltration BMPs and SCMs, whether maintained or not, may cause subsurface erosion, excess settlement of fill soils, or slope instability. For example, fills are generally constructed with drains; the intent of the drains is to capture and divert minor amounts of water and keep the fill in a reasonably dry condition. If infiltration SCMs are situated in or above a fill, drainage associated with the SCM may flow into the fill drains, which are typically not intended or designed to handle the resulting larger volume of water. In such a situation, the drainage may daylight out of the fill drains, resulting in such adverse consequences as erosion, saturation of the fill soil, and possibly slope instability or triggering of landslide movement. Furthermore, the original objective of the SCM to filter and control storm water may not be achieved.</p> <p>Based on compliance with existing regulations and incorporation of measures identified by Earth Systems Pacific, potential hazards related to soil erosion and slope instability would be mitigated to less than significant.</p>

ATTACHMENT 3

<b>GEO Impact 5</b>	
Construction of the proposed project on undocumented fill material could result in potentially significant geologic hazards including slope instability and damage to structures and stored materials and equipment.	
<b>Mitigation</b>	<p><b>GEO/mm-8</b> Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a geotechnical engineering report prepared by a qualified geotechnical engineer. The report shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall address the properties of the existing fill and the stability of the existing fill slopes, and shall include assessment of the existing fills, including suitability of the materials used, original site preparation, and degree of compaction; the suitability of the fill for supporting the proposed improvements; settlement of potential of the fill; slope stability; the impacting of placing fill upon existing fill; placement of fill over existing cut slopes; and appropriate mitigations for all of these issues. If the fill is found to be inadequate for the support of proposed improvements or unstable, mitigation measures shall include, but not be limited to, regrading, including removal of existing materials and replacement with structural fill. For fill placed on slopes, this would likely entail excavation of keyways, benches, and installation of drains. Use of geogrid reinforcing may be appropriate. Structural mitigation is another potential solution. Depending upon the characteristics of the fill, retaining structures founded in underlying competent material may be applicable to specific situations. Types of appropriate retaining structures could include post and lagging walls, possibly anchored; gravity walls, mechanically stabilized earth walls, or cantilevered walls augmented with tie-back anchors. In the commercial area, drainage measures beneath and surrounding the pool shall be incorporated into its design.</p> <p><b>GEO/mm-9</b> Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a geotechnical engineering report prepared by a qualified geotechnical engineer. The report shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall address the impact of grading of steep slopes, including the potential for instability of natural and proposed slopes and shall provide recommendations for appropriate grading programs, including criteria for maximum slope heights and angles. Where buildings are to be constructed on steep slopes, development of suitable foundation systems and criteria for their design shall be included in the report. Potential mitigation measures shall include, but not be limited to removal of additional material and extending grading operations beyond the slope area to temporarily or permanently reduce slope gradients, use of geogrid reinforcement, or temporary shoring. Types of foundations appropriate for building construction on steep slopes may include driven piles, drilled caissons, or conventional foundations extended to bear in competent material.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures G-1, G-2, G-5, G-6, G-7, and G-8:</p> <p>G-1 Future development shall conform with all applicable requirements of the Uniform Building Code and other applicable construction regulations relating to potential seismic and/or geologic and slope-related hazards.</p> <p>G-2 No development shall occur until 1) a geologic investigation has been prepared conforming to Section 3309.6 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice; and 2) a Geotechnical Engineering Investigation has been prepared conforming to Section 3309.5 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice. The contents of these investigations are described below:</p> <p>a. The geologic investigation shall be conducted by a certified Engineering Geologist, which at a minimum, shall address the following: the extent, depths, configurations, and activity levels of the existing major landslides, including the landslide that has been obscured by the buttress fill; the potential for destabilization of these landslides due to the proposed grading; the stability of</p>

ATTACHMENT 3

<b>GEO Impact 5</b>	
	<p>slopes under the proposed grading and appropriate mitigation; evaluation of the sheared rock zone and its relations to fault activity; determination of the location of the San Luis Bay Fault at the site and its potential ramifications for the project; evaluations of the cut slope at the eastern corner of the site and its potential for instability, as well as appropriate mitigations; the potential for liquefaction and lateral spreading in the area where fill will be placed for the Port access road and which may extend into the Bay (Phase II); and assessment of the potential for bluff erosion along the coastal length of the project. This investigation will also provide feasible engineering and/or design solutions for these potential geologic impacts including the need for construction or augmentation of bluff protection and setback requirements from existing constraints.</p> <p>b. The geotechnical engineering investigation shall be conducted by a Registered Geotechnical Engineer or a Registered Civil Engineer experienced in geotechnical investigations. In addition to the items that normally are addressed in such an investigation, the report should include, but not be limited to, the following factors: soil and groundwater conditions encountered; preparation of the site prior to grading; grading criteria for pavement and building areas; types and depths of foundations; maximum allowable bearing capacities; site coefficients for use in foundation design; potential for liquefaction; total and differential settlement; resistance to lateral loads; subslab ground treatment; design criteria for retaining walls; pavement design criteria; site drainage; assessment of the existing fill at the site, including the suitability of the materials used, original site preparation, and degree of compaction; the impact of placing fill upon the existing fills and appropriate mitigation; settlement potential of the fill and appropriate mitigation; and placement of fill over cut slopes and appropriate mitigation. This investigation will also provide feasible engineering or design solutions to these potential geologic impacts.</p> <p>G-5 In areas where cuts are planned, the stability of the proposed slopes shall be evaluated by the project geologist. This study shall be conducted as part of the final design, as the depths of the cuts must be known to accurately assess their impact upon slope stability. In the event that the slopes in their planned configurations prove unstable, there are several potential mitigation measures. These potential measures include flattening of the proposed slopes to a stable configuration, overcutting the slopes and rebuilding them as stable, compacted fill, and possibly structural applications, such as retaining walls, caissons, driven piles, and installation of geogrid reinforcement.</p> <p>G-6 The project geotechnical engineer shall conduct sufficient exploration of the existing fill during final project design to render an opinion regarding the suitability of the fill materials use, the degree of compaction, the settlement characteristics, and the strength of the fill materials. The stability and settlement potential of the fill, following the proposed grading shall also be assessed. If the results of this analysis indicate the existence of unstable soil materials, slope instability, inadequate compaction or excessive settlement potential, this situation shall be mitigated by project grading.</p> <p>G-7 The placement of fill over cut slopes is specifically addressed in the Uniform Building Code; the potential for slope failure can be readily mitigated by proper grading techniques in accordance with the Uniform Building Code.</p> <p>G-8 Slopes which involve new fill material over existing fill will require assessment by the project geotechnical engineer or geologist. Recommendations shall be developed as to the best method of mitigation. Such measures could include excavation of the cut slope and rebuilding the entire slope as a compacted fill, possibly utilizing drains and/or geogrid reinforcement. Recommendations from this shall be incorporated into the geotechnical engineering investigation or geologic study as part of the final project design.</p>

ATTACHMENT 3

<b>GEO Impact 5</b>	
<b>Findings</b>	<p>The proposed project is located in an area known to contain undocumented fill material. Further geotechnical review is required pursuant to existing regulations and identified mitigation measures. Based on review by Earth Systems Pacific, potential hazards can be mitigated through implementation of recommendations identified in the mitigation measures listed above. Therefore, potential impacts would be mitigated to less than significant.</p>
<b>Supportive Evidence</b>	<p>The site has been extensively graded in the past, which has resulted in a series of terraces that extend across most of the site. The terraces were created by cut-and-fill grading, with fill placed or side-cast to form the outer margins of the terraces. Borings encountered fill soils that ranged in depth from 8 feet to 36 feet; however, the depth of fill is likely to vary throughout the site. As much of the grading took place to create pads for oil tanks, significant amounts of the fill were placed in a manner that would not be considered adequate by today's standards. A major fill area begins at the west end of the site, extends southeast along Diablo Canyon Road, continues along the south margin of the site, and may extend into the former trailer park on Babe Lane. This fill was placed during grading operations that took place in the early 1970's. Logs of borings drilled within the fill area indicated fill depths of 23 to 36 feet; however, based upon the existing topography, it is questionable as to whether the borings were drilled from the current ground surface elevation in this area. It is likely that these areas were filled after the borings were drilled; consequently, there are likely areas of this fill that are significantly deeper than indicated in the borings. It is generally believed that this fill was placed partially to provide a buttress for Landslide 5, and the landslide may have been removed by the grading that later took place in this area. There is no available documentation attesting to the proper placement or compaction of the fill soils and, based upon the time periods when the grading took place, it is unlikely that the fill slopes were keyed, benched, compacted, or fitted with drains in a manner that would be considered acceptable by today's standards. As a consequence, some of these slopes may be unstable and prone to failure, particularly during periods of inclement weather. The fill areas, based upon mapping by Leighton and logs of borings, are shown on Figure 4.5-1.</p> <p>The area slated for commercial uses is above deep undocumented fill soil, and at the top of an existing fill slope. The harbor and marine storage areas in the northwest region of the project site are also located atop deep, undocumented fill soils. As discussed previously, the harbor and marine storage areas are also within the boundaries of Landslide 5 (if present). Colluvium is present in this region of the site, below Landslide 2. The stability of the fill slopes and the colluvium has not been studied in a comprehensive study, and require further analysis prior to development of final grading and construction plans pursuant to County Code.</p> <p>Where there is no documentation attesting to the proper placement or compaction of fill soils, they should not be relied upon for support of buildings. Constructing a building on fill soil that has not been properly placed or compacted can lead to excessive settlement or differential settlement of the building, which can in turn cause extensive damage. If fill slopes are not keyed, benched, compacted, or fitted with drains, they may be unstable and prone to failure, particularly during periods of inclement weather. In the event of failure of the slope supporting the commercial building, the building occupants could be endangered and damage to the commercial building, pool, and associated improvements could result. If the pool is damaged and water leaks into the subsurface, further instability and slope failure could result.</p> <p>The preliminary grading plan for the project shows proposed fills of up to 37 feet, and in many cases, new fill will be placed upon existing fill or existing fill slopes. If new placement of fill over existing uncompacted fill is planned, instability could result. Similarly, slope failures could occur where fills are placed over existing cut slopes, or where grading exposes cut over fill. While the sites intended for harbor and marine storage would not be held to the same standard with respect to grading, and removal/replacement of the fill would most likely not be necessary, failure of fill slopes could impact these areas, potentially resulting in damage to stored items.</p> <p>Where roads, retaining walls, and other infrastructure are constructed through areas of existing cut and fill, similar geotechnical issues could occur. Fill soils could prove to be unstable, resulting in slope failures that could range in severity from "nuisance factors"</p>

ATTACHMENT 3

<b>GEO Impact 5</b>	
	<p>requiring periodic maintenance, to severe failures that could cause extensive damage and render portions of the campground inaccessible until repairs can be effected. Fill soils that are not adequately compacted could also result in settlement, development of tension cracks, and failure of paved roads.</p> <p>Based upon a review of the preliminary grading plan, construction of the project may require grading and/or construction of buildings on slopes with natural grades between 25 and 30 percent. Grading activities on steep slopes can create a potential for slope failure if material is improperly removed from the base of a slope, if the slope gradient is too steep for the type of material, or if drainage is not properly controlled. The risk of slope failure can increase if cuts encounter contacts between colluvium or fill and bedrock, if unfavorable bedding planes are intersected by cuts, or if fractured rock materials are encountered.</p> <p>Therefore, additional mitigation measures are identified, which would address these potential hazards.</p>

<b>GEO Impact 6</b>	
Construction of the proposed project on expansive soils could result in damage to structures and paved features, resulting in a potentially significant impact.	
<b>Mitigation</b>	<p><b>GEO/mm-10</b> Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a geotechnical engineering report prepared by a qualified geotechnical engineer. The report shall conform to §§1803.1 through 1803.6, J104.3, and J104.4 of the 2013 CBC, or the applicable edition at the time of project design/construction. The report shall include assessment of the expansive properties of the soil, and provide recommendations for mitigation. Appropriate mitigation shall include, but not be limited to, such measures as deeper footings in combination with preserving or augmenting the soil moisture, and use of a layer of nonexpansive material beneath slabs. There are a number of other options available, including caissons and grade beams, post-tensioned slab foundations, conventionally reinforced mat foundations, and deep nonexpansive pads. Deepening of curbs between pavement and bioswales, increasing the separation distance between pavement and bioswales, or other LID infiltration features may be recommended to reduce the potential for expansive soil damage.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures G-1 and G-2:</p> <p>G-1 Future development shall conform with all applicable requirements of the Uniform Building Code and other applicable construction regulations relating to potential seismic and/or geologic and slope-related hazards.</p> <p>G-2 No development shall occur until 1) a geologic investigation has been prepared conforming to Section 3309.6 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice; and 2) a Geotechnical Engineering Investigation has been prepared conforming to Section 3309.5 of the Uniform Building Code, 1994 Edition as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice. The contents of these investigations are described below:</p> <p>a. The geologic investigation shall be conducted by a certified Engineering Geologist, which at a minimum, shall address the following: the extent, depths, configurations, and activity levels of the existing major landslides, including the landslide that has been obscured by the buttress fill; the potential for destabilization of these landslides due to the proposed grading; the stability of slopes under the proposed grading and appropriate mitigation; evaluation of the sheared rock zone and its relations to fault activity; determination of the location of the San Luis Bay Fault at the site and its potential ramifications for the project; evaluations of the cut slope at the eastern corner of the site and its</p>

ATTACHMENT 3

<b>GEO Impact 6</b>	
	<p>potential for instability, as well as appropriate mitigations; the potential for liquefaction and lateral spreading in the area where fill will be placed for the Port access road and which may extend into the Bay (Phase II); and assessment of the potential for bluff erosion along the coastal length of the project. This investigation will also provide feasible engineering and/or design solutions for these potential geologic impacts including the need for construction or augmentation of bluff protection and setback requirements from existing constraints.</p> <p>b. The geotechnical engineering investigation shall be conducted by a Registered Geotechnical Engineer or a Registered Civil Engineer experienced in geotechnical investigations. In addition to the items that normally are addressed in such an investigation, the report should include, but not be limited to, the following factors: soil and groundwater conditions encountered; preparation of the site prior to grading; grading criteria for pavement and building areas; types and depths of foundations; maximum allowable bearing capacities; site coefficients for use in foundation design; potential for liquefaction; total and differential settlement; resistance to lateral loads; subslab ground treatment; design criteria for retaining walls; pavement design criteria; site drainage; assessment of the existing fill at the site, including the suitability of the materials used, original site preparation, and degree of compaction; the impact of placing fill upon the existing fills and appropriate mitigation; settlement potential of the fill and appropriate mitigation; and placement of fill over cut slopes and appropriate mitigation. This investigation will also provide feasible engineering or design solutions to these potential geologic impacts.</p>
<b>Findings</b>	The proposed project is located in an area known to contain expansive soils. Further geotechnical review is required pursuant to existing regulations and identified mitigation measures. Based on review by Earth Systems Pacific, potential hazards can be mitigated through implementation of recommendations identified in the mitigation measures listed above. Therefore, potential impacts would be mitigated to less than significant.
<b>Supportive Evidence</b>	The expansion-contraction cycle can create a substantial risk to property, and can contribute to downslope creep of soils on slopes. The volume changes that the soils undergo in this cyclical pattern can also stress and damage foundations, slabs-on-grade, and other improvements if precautionary measures are not incorporated in design and in the construction procedure. Expansive soils can be particularly damaging to pavement and the curbs that separate it from bioswales and other infiltration LID features. This is due to the typical large variations in soils moisture content that occur in infiltration areas from season to season. Therefore, additional mitigation measures are identified, which would address these potential hazards.

**Greenhouse Gas Emissions and Climate Change**

<b>GHG Impact 1</b>	
Construction and operation of the proposed project would generate GHG emissions exceeding SLOAPCD thresholds of significance, resulting in a potentially significant impact.	
<b>Mitigation</b>	<p><b>GHG/mm-1</b> Upon application for construction permits, the Harbor District or their designee shall submit construction plans incorporating LEED certifiable construction measures and additional elements to reduce GHG emissions including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. Provide pedestrian-friendly features to make walking more convenient, comfortable, and safe, including appropriate signage and crosswalk(s).</li> <li>b. Provide good access to/from the development for pedestrians, bicyclists, and transit</li> </ul>

ATTACHMENT 3

**GHG Impact 1**

- users.
- c. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.
- d. Provide shade tree planting in parking areas to reduce evaporative emissions from parked vehicles. Design shall provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance, native, drought resistant trees.
- e. No wood burning appliances in the campground manager residence, hotel/motel units, or cabins.
- f. Incorporate traffic calming modifications to project roads that reduce vehicle speeds and encourage pedestrian and bicycle travel.
- g. Provide onsite housing for employees (campground manager).
- h. Implement on-site circulation design elements in parking areas to reduce vehicle queuing and improve the pedestrian environment.
- i. Provide employee lockers and showers (one shower and five lockers for every 25 employees is recommended).
- j. If feasible, trusses for south-facing portions of roofs shall be designed to handle dead weight loads of standard solar-heated water and photovoltaic panels. If feasible, roof design shall include sufficient south-facing roof surface, based on structures size and use, to accommodate solar panels. For south facing roof pitches, the closest standard roof pitch to the ideal average solar exposure shall be used, if feasible.
- k. Increase the building energy rating by 20% above Title 24 requirements. Measures used to reach the 20% rating cannot be double-counted.
- l. Plant drought tolerant, native shade trees along southern exposures of buildings to reduce energy used to cool buildings in the summer.
- m. Utilize green building materials (materials that are resource efficient, recycled, and sustainable) and available locally, to the maximum extent feasible.
- n. Install high efficiency heating and cooling systems.
- o. Orient buildings to be aligned north/south to reduce energy used to cool buildings in the summer, to the maximum extent feasible.
- p. Design buildings to include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south-facing windows (passive solar design), to the maximum extent feasible.
- q. Use high efficiency water gas or solar water heaters.
- r. Utilize built-in energy efficient appliances where applicable.
- s. Utilize double-paned windows where applicable.
- t. Utilize low energy streetlights, where applicable.
- u. Utilize energy efficient interior lighting.
- v. Install door sweeps and weather stripping if more efficient doors and windows are not available.
- w. Install energy-reducing programmable thermostats, where applicable.
- x. Use roofing material with a solar reflectance value meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs, to the maximum extent feasible. Implementation of this measure shall avoid creation of glare visible from public roads and areas.
- y. Provide and require the use of battery powered or electric landscape maintenance equipment to the maximum extent feasible.
- z. Provide secure on-site bicycle storage, lockers, or racks.
- aa. Implement a “no idling” program for heavy-duty diesel vehicles, including signage and citations.

**GHG/mm-2** Prior to issuance of construction permits from the County of San Luis Obispo, the Harbor District or their designee shall include building efficiency improvements with construction permit applications and/or secure SLOAPCD approved off-site reductions in GHG emissions to ensure that GHG emissions to not exceed the SLOAPCD thresholds. Off-site mitigation may include, but not be limited to, the following measures, as approved by the County of San Luis Obispo Environmental Coordinator and SLOAPCD:

- a. Payment of off-site mitigation fees, as approved by the SLOAPCD and the

ATTACHMENT 3

<b>GHG Impact 1</b>	
	<p align="center">Carl Moyer grant program;</p> <ul style="list-style-type: none"> <li>b. Develop or improve park-and-ride lots;</li> <li>c. Retrofit existing homes in the project area with APCD-approved natural gas combustion devices;</li> <li>d. Retrofit existing homes in the project area with energy-efficient devices;</li> <li>e. Retrofit existing businesses in the project area with energy-efficient devices;</li> <li>f. Construct satellite worksites;</li> <li>g. Fund a program to buy and scrap older, higher emission passenger and heavy-duty vehicles.</li> <li>h. Replace/repower transit buses;</li> <li>i. Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger or maintenance vehicles);</li> <li>j. Fund an electric lawn and garden equipment exchange program;</li> <li>k. Retrofit or repower heavy-duty construction equipment, or on-road vehicles;</li> <li>l. Install bicycle racks on transit buses;</li> <li>m. Purchase Verified Diesel Emission Control Strategies (VDECS) for local school buses, transit buses or construction fleets;</li> <li>n. Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for CNG, LPG, conductive and inductive electric vehicle charging, etc.);</li> <li>o. Fund expansion of existing transit services;</li> <li>p. Fund public transit bus shelters;</li> <li>q. Subsidize vanpool programs;</li> <li>r. Subsidize transportation alternative incentive programs;</li> <li>s. Contribute to funding of new bike lanes;</li> <li>t. Install bicycle storage facilities; and,</li> <li>u. Provide assistance in the implementation of projects that are identified in city or county Bicycle Master Plans.</li> </ul>
<b>Findings</b>	<p>The proposed project consists of a campground facility with onsite commercial facilities including a restaurant and market, which would serve onsite visitors and other persons visiting Avila Beach and Port San Luis. The project includes several features that would reduce GHG emissions, including native landscaping and improved access to the beach area. Energy efficiency measures would be implemented to the maximum extent feasible to reduce emissions. Due to the climate in the area, very hot and very cold days are uncommon, and heating and cooling needs are not anticipated to be high. Incorporation of measures consistent with LEED certifiable standards including increased energy efficiency would reduce GHG emissions by approximately 14 percent (although the CalEEMod program does not incorporate all of the measures into the model, and is therefore a conservative estimate of emission reductions). In addition, proposed components classified as hotel units would be constructed as cabins or yurts, and may require less energy consumption than standard defaults for hotel uses. In the event incorporation of measures identified by the SLOAPCD listed above do not prove to reduce GHG emissions below the bright-line threshold, SLOAPCD approved off-site reductions in GHG emissions may be required. Based on implementation of these mitigation measures, the project's contribution to GHG emissions would be mitigated to the maximum extent feasible, and would reduce project specific-impacts to less than significant.</p>
<b>Supportive Evidence</b>	<p>Construction and operation of the proposed project would result in GHG emissions (CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFC, CFC, F<sub>6</sub>S) through the use of construction equipment, long-term trip generation, and energy use. Based on emission estimates calculated with CalEEMod (refer to Tables 4.2-4 and 4.2-5 in Section 4.2 Air Quality), development of the project would generate approximately 1,055.74 MTCO<sub>2</sub>e/yr of during construction of the project, and 1,474.06 MTCO<sub>2</sub>e /yr of during the life of the project. Based on the SLOAPCD CEQA Handbook (2012), the total GHG emissions for construction activities was divided by the life of the project (25 years for commercial projects) and added to the annual operational phase GHG emissions. The project's amortized (25 years) construction emissions plus operational-related GHG emissions would equate to approximately 1,640.48 MT/year after implementation of standard mitigation measures included in the CalEEMod model. Therefore, the project would exceed the APCD's adopted threshold (1,150 MT/year), and</p>

ATTACHMENT 3

<b>GHG Impact 1</b>	
	additional mitigation is required to reduce potential impacts to less than significant. Many measures identified below (GHG/mm-1) are incorporated in the proposed plans.

**Hazards and Hazardous Materials**

<b>HAZ Impact 1</b>	
During construction of the project, the use of heavy equipment may result in accidental spill or leakage of potentially hazardous materials (i.e., fuels, oil), resulting in a significant, short-term impact.	
<b>Mitigation</b>	<p><b>HAZ/mm-1</b> Upon application for grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall submit a RWQCB-approved SWPPP. The SWPPP and final grading and construction plans shall identify equipment and materials staging areas, and include measures to contain and remediate accidental spills and leaks. During construction, equipment, staging, and storage areas shall be inspected daily. The SWPPP shall be implemented during construction.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures HAZ-1 and HAZ-3:</p> <p>HAZ-1 The use, transport, storage and disposal of hazardous materials on all Harbor District property shall be carried in accordance with the provisions of all applicable federal, State and local laws and regulations.</p> <p>HAZ-3 Grading shall either be performed during the dry season or will be subject to specific erosion control measures (see "Mitigation Measures" in Drainage and Watershed Resources) to prevent erosion of the soil and possible transport of contaminated soils into off-site watercourses.</p>
<b>Findings</b>	Based on compliance with existing regulations and noted mitigation measures, potential hazards resulting from the use of equipment during construction would be mitigated to less than significant.
<b>Supportive Evidence</b>	Construction of the project would require the use of heavy equipment, which may leak fluids, oils, or hydrocarbons resulting in a potential hazard to the public and the environment. Compliance with the required SWPPP, CZLUO, and implementation of standard BMPs to prevent, contain, and clean-up any potential accidents, leaks, or spills during construction would address this impact.

<b>HAZ Impact 2</b>	
Development of the Harbor Terrace site may result in the exposure of existing contaminants in the soil, resulting in a potentially significant impact.	
<b>Mitigation</b>	<p>Implement Port Master Plan Final Program EIR mitigation measures HAZ-2, HAZ-3, and HAZ-4:</p> <p>HAZ-2 During project grading in areas known to contain contaminants, monitoring of earthwork shall be performed to determine if levels of BTEX or other compounds of interest to the APCD (lead, volatile organic compounds such as gasoline and solvents, and asbestos exceed established exposure thresholds.</p> <p>HAZ-3 Grading shall either be performed during the dry season or will be subject to specific erosion control measures (see "Mitigation Measures" in Drainage and Watershed Resources) to prevent erosion of the soil and possible transport of contaminated soils into off-site watercourses.</p> <p>HAZ-4 Any oil-contaminated soil discovered during construction shall be disposed off-site</p>

ATTACHMENT 3

<b>HAZ Impact 2</b>	
	at an appropriate facility or used as fill in parking lots or roadways. Areas of finished grade shall not have any surface exposures of oil-contaminated soils. Any activities involving remediation or the handling and disposal of hazardous materials or waste shall comply with all relevant regulations and permitting requirements of the Air Pollution Control District prior to the commencement of such activities.
<b>Findings</b>	Based on compliance with existing regulations and noted mitigation measures, potential hazards resulting from the disturbance and removal of contaminated soils would be less than significant.
<b>Supportive Evidence</b>	Based on studies performed in 1998, remediation of site contamination is not necessary prior to construction. The site has not been used to store crude oil for over 60 years; moreover, crude oil typically is lower in volatile hydrocarbons than refined oil products. Therefore, elevated levels of BTEX, naphthalene, and benzo(a)pyrene at this site were not expected or observed. In its current state, therefore, the site poses a minimal risk of exposure to the public (either on- or off-site) as well as to off-site streams or the ocean. Grading of the site may result in the need to over-excavate the site, increasing the potential for surface exposure of contaminants and volatilization of hydrocarbons. Excavated soil may need to be exported and disposed of off-site. Excavation, onsite stockpiling, and off-site transport and disposal of contaminated soil is required comply with existing regulations, including dust suppression and notification of the SLOAPCD and County Environmental Health.

<b>HAZ Impact 3</b>	
Construction and operation of the proposed project within a high fire hazard zone may increase the potential for wildfire, including use of equipment, vehicles, campsite fires within fire rings, and increased human presence at the urban/wildland interface. Implementation of the proposed project would place additional structures, life and property at risk for damage or destruction from wildland fires and/or structural fires. Potential impacts would be significant.	
<b>Mitigation</b>	<p><b>HAZ/mm-2</b> Prior to issuance of grading and construction permits from the County of San Luis Obispo, the Harbor District or their designee shall prepare and submit the following plans, which shall be reviewed and approved by CAL FIRE:</p> <ol style="list-style-type: none"> <li>a. Written Fire Safety Plan in compliance with California Fire Code Chapter 4 Emergency Planning and Preparedness;</li> <li>b. Building and construction plans incorporating fire prevention and suppression measures consistent with the complete California Fire and Building Code, California Fire and Building Code Chapter 7A Ignition Resistant Construction in Wildland Urban Interface Areas, National Fire Protection Association standards, the California Fire Code, and the California Electrical Code;</li> <li>c. Hazardous Materials Business Plan;</li> <li>d. Site access and addressing standards to the satisfaction of CAL FIRE;</li> <li>e. Operational fire water system, fire water storage tanks, and hydrants designed and located to the satisfaction of CAL FIRE; and,</li> <li>f. A fuel reduction/vegetation management plan to be implemented for the life of the project.</li> </ol> <p><b>HAZ/mm-3</b> Prior to construction, an operational water system and established access roads shall be installed pursuant to California Fire Code Section 501.4. Use of spark arresters, provision of adequate clearance around welding operations, smoking restrictions, and onsite extinguishers are required.</p> <p>Implement Port Master Plan Final Program EIR mitigation measures PS-8, PS-9, PS-10, and PS-11:</p> <p>PS-8 All water mains and fire hydrants shall provide required fire flows and shall be constructed in accordance with the specifications of the California Fire Code and</p>

**ATTACHMENT 3**

<b>HAZ Impact 3</b>	
	<p>CDF/San Luis Obispo County Fire Department. or other applicable standards.</p> <p>PS-9 Where determined by the Harbor District, plans for new development shall be reviewed by the CDF/San Luis Obispo County Fire Department to insure that building materials, access, brush clearance and water storage capacity provide adequate fire protection to the proposed project.</p> <p>PS-10 Prior to the approval of any site plans for development areas adjacent to open space, a Fuel Reduction Plan shall be submitted to the County of San Luis Obispo and the California Department of Forestry for approval. This Fuel Reduction Plan will provide for an acceptable level of risk in accordance with California Department of Forestry standards. Fuel reduction can be achieved through a gradual transition from native vegetation into irrigated landscape/building areas of the project. This fuel reduction program shall also establish parameters for the percent, age, extent, and nature of native plant removal necessary to achieve the accepted fire prevention standards required to protect human lives and property, while preserving as much natural habitat as possible.</p> <p>PS-11 The Harbor District or its designated assignee shall be responsible for maintenance of Fuel Reduction Zones where required of new development. Maintenance agreements shall be submitted to the County of San Luis Obispo and the California Department of Forestry for approval.</p>
<b>Findings</b>	<p>Based on compliance with existing regulations and noted mitigation measures, and review and approval of plans by CAL FIRE consistent with existing regulations, potential fire hazards would be less than significant. The construction and installation of an additional fire storage tank, fire hydrants, and associated infrastructure would occur within the grading and development footprint analyzed in the EIR. Potential impacts would include visibility from public roads and use areas, creation of erosion and sedimentation and accidental release of pollutants affecting water quality (captured in the construction-phase analysis of grading and construction impacts), creation of air emissions and dust (captured in the construction-phase air emissions model), and impacts to habitat (captured in the analysis of construction-related and long-term impacts to biological resources). These onsite requirements are considered part of the project, and would be subject to mitigation identified in the EIR and the Port Master Plan Final Program EIR related to resources including, but not limited to, aesthetics, air quality, biological resources, geology and soils, hydrology and water quality.</p>
<b>Supportive Evidence</b>	<p>The proposed project is located in an area of high fire risk, and is adjacent to wildlands. Based on review by CAL FIRE, the project is required to comply with all regulations in place to reduce the potential for fire ignition, structural damage, and loss of life and property. The proposed primary and secondary access routes have been approved by CAL FIRE (2014). An additional water tank and fire hydrants may be required to aid fire suppression. The most significant concern identified by CAL FIRE relates to the cumulative effect of reduced fire response time due to congested traffic on Avila Beach Drive. As noted above, fire prevention, fuel reduction, and on-site suppression standards are required, and would be implemented as part of the project. The Harbor District has the authority to remove or restrict use of fire pits in campsites in the event of high fire hazard conditions including severe drought and strong winds. Mitigation is identified to ensure all required plans are submitted to CAL FIRE for review and approval prior to construction or operation, as applicable. Emergency evacuation via Diablo Canyon Road is identified as an alternative route.</p>

**Noise**

<b>N Impact 1</b>
<p>Operation of the project may include personal use of portable generators, primarily associated with recreational vehicle (RV) use, which would generate noise levels potentially affected other visitors within the campground facility, and sensitive receptors within the beach area to the south, resulting in a potential noise nuisance.</p>

ATTACHMENT 3

<b>N Impact 1</b>	
<b>Mitigation</b>	<b>N/mm-1</b> The use of personal generators shall be prohibited within all recreational vehicle (RV), hotel, cabin, and car/tent campsites.
<b>Findings</b>	All RV sites would have electric hook-ups; therefore, allowance of personal generator use is not necessary. Implementation of restrictions on generator use would avoid potential noise nuisances and annoyances, as experienced within public use areas near the project site. Occasional use of generators within the Harbor Use area may be necessary; however, the use would be infrequent and there is an adequate buffer between the Harbor Use area and public use areas along Avila Beach Drive. Noise may be heard; however, it would not exceed identified thresholds. Based on implementation of notes restrictions, potential impacts would be less than significant.
<b>Supportive Evidence</b>	<p>Sources of noise generated by the project may include the use of generators, which can generate noise levels ranging from approximately 50 to 76 dBA approximately ten feet from the source (American Honda Motor Co., Inc. 2014). At a distance of 320 feet from the source (the minimum distance between the RV sites and Avila Beach Drive), the noise would attenuate to approximately 21 to 47 dB. It is reasonable to assume that more than one generator may be in use at one time, which would increase the noise level by approximately six dB approximately ten feet from the combined sources (56 to 82 dB) and approximately four dB 300 feet from the sources (24 to 50 dB). These levels are within the acceptable range for outdoor sports and recreation (50 db). In addition, noise generated on Avila Beach Drive, crashing waves, human activity on the beach, and boat motors would typically exceed this noise level. Due to the generally noise-sensitive environment, a restriction on generator use is recommended.</p> <p>Use of portable generators by the Harbor District would be limited to the Harbor Use area, which is approximately 1,000 feet from Avila Beach Drive. Generator use would be infrequent, and would generally be limited to emergency situations. Due to infrequent use and distance from public use areas, potential noise impacts associated with this use would be less than significant.</p>

<b>N Impact 2</b>	
Noise associated with construction activities may adversely impact nearby noise-sensitive uses, resulting in a potentially significant impact.	
<b>Mitigation</b>	<p>Implement Port Master Plan Final Program EIR mitigation measures N-1, N-2, N-3, and N-4:</p> <p>N-1 All construction equipment shall be in proper operating condition and fitted with factory standard silencing features.</p> <ol style="list-style-type: none"> <li>i. A haul route plan shall be prepared for review and approval by the Harbor District.</li> <li>ii. Whenever practical, the noisiest construction operations shall be scheduled to occur together in the construction program to avoid continuous periods of noise generation. Scheduling of noisier construction activities shall also take advantage of summer sessions and other times when classes are not in session.</li> <li>iii. Project construction activities that generate noise in excess of 60 dB at the project site boundary shall be limited to the hours of 7 a.m. to 6 p.m.</li> </ol> <p>N-2 All large construction equipment will be equipped with “critical” grade noise mufflers. Noise level reductions associated with the use of “critical” rather than “stock” grade mufflers can be as high as 5 dBA. Engines will also be tuned to insure lowest possible noise levels.</p> <p>N-3 Detailed noise analyses shall be prepared when grading plans are developed to fully determine the need and extent of temporary and/or permanent noise barriers. Final noise barrier heights shall be determined with final grading plans indicating lot</p>

ATTACHMENT 3

<b>N Impact 2</b>	
	<p>locations, trailer setbacks, and precise pad elevations are developed. The barriers may consist of a berm, wall, or a combination berm and wall. Walls should not contain holes or gaps, and should be constructed of slumpstone or other masonry material.</p> <p>N-4 Equipment lay-down areas, staging areas or those areas that are reserved for testing and repairing of construction equipment shall be located as far away from sensitive receptors.</p>
<b>Findings</b>	Due to the location of the project, complete avoidance of construction-related noise is not feasible; however, implementation of noise reduction measures during construction would reduce the potential for land use conflicts and potential noise exposure, and potential impacts would be mitigated to less than significant.
<b>Supportive Evidence</b>	Construction of the project would result in a temporary source of noise due to the use of loud heavy equipment, machines, appliances, and hand tools. Compliance with the County Noise Ordinance is required, and would limit construction to daytime hours. Mitigation identified in the Port Master Plan Final Program EIR would be implemented during the construction phase to reduce adverse noise impacts.

**Transportation and Traffic**

<b>TR Impact 1</b>	
	Additional trips resulting from the proposed project may result in the need for a left-turn lane at either Babe Lane or the secondary access road. Secondary impacts may include additional ground disturbance, and potential impacts to air quality, water quality, and sensitive habitats including emission generation and sediment and pollutant discharge during construction. Mitigation measures identified in the EIR regarding these potential impacts would apply.
<b>Mitigation</b>	<p><b>TR/mm-2</b> Prior to operation of the proposed project, the Harbor District or their designee shall prepare a Traffic Monitoring Plan for the review and approval of the County Public Works Department. The Monitoring Plan shall identify appropriate methodologies and timeframes for conducting onsite turning movement counts, determination of capacity and trip generation resulting from the proposed project, and identification of a threshold for implementation of a left turn lane if feasible.</p> <p><b>TR/mm-3</b> In the event a left-turn lane is required to be constructed, the Harbor District or their designee shall submit grading and construction plans for review and approval by County Public Works. The plan shall include the following measures and elements:</p> <ol style="list-style-type: none"> <li>a. A Transportation Management Plan including measures to divert vehicle, bicyclist, and pedestrian traffic safely around the project area;</li> <li>b. Biological Resources Monitoring Plan including the presence of a qualified biological monitor during grading and construction activities and worker training;</li> <li>c. Cultural Resources Monitoring Plan including the presence of an archaeological monitor during initial ground disturbance and worker training;</li> <li>d. Erosion and Sedimentation Control Plan and SWPPP consistent with County Coastal Zone Land Use Ordinance and RWQCB standards and regulations.</li> </ol>
<b>Findings</b>	At this time, the construction of a left-turn lane has not been identified as a requirement of the project due to projected low number of left-turn movements. In the event a turn-lane is warranted based on monitoring, and as determined based on coordination between the County Public Works Department and the Harbor District during operation of the project, mitigation shall be implemented as described above to address potential secondary impacts. Noted mitigation is identified in addition to construction-related mitigation identified in the EIR. Based on compliance with mitigation measures identified above and contained within the EIR, and associated with resources potentially affected by construction of the turn-lane, potential impacts would be less than significant.

ATTACHMENT 3

<b>TR Impact 1</b>	
<b>Supportive Evidence</b>	<p>Pedestrian deficiencies would occur if the project fails to provide safe and accessible pedestrian connections between the project and nearby destinations. The project proposes two pedestrian crosswalks across Avila Beach Drive, one adjacent to each project entrance. These crosswalks would also serve visitors parking on the project site, and would connect the project site to the multi-use path planned along the ocean side of Avila Beach Drive as well as the nearby beaches. Pedestrian volumes crossing Avila Beach Drive should be monitored to determine the need, if any, of enhanced crossing treatments such as in-pavement flashers. Detailed site designs should be reviewed once they are available to ensure that pedestrian facilities are continuous and connect to likely destinations to the maximum extent possible.</p> <p>On-site circulation deficiencies would occur if project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous or unsafe conditions. Primary project access will be provided via Babe Lane, where there would be a short term parking facility and payment kiosks. Secondary project access will be provided via a second entry located approximately 150 feet east of Diablo Canyon Road. Both project access points currently exist. While additional spacing would be desirable between the second entry and Diablo Canyon Road, site topography and the need for secondary emergency access preclude other alternatives.</p> <p>No turn lanes are provided on Avila Beach Drive at the project access points. The need for left turn lanes was evaluated based on the approach recommended in National Cooperative Highway Research Program (NCHRP) Report 745, Left-Turn Accommodations at Unsignalized Intersections (CCTC 2014, incorporated by reference). This document provides recommended thresholds for determining if a left turn lane is warranted. The warrants are an important element of the decision making process, but must be considered with other factors such as design consistency within a corridor.</p> <p>The project would generate relatively few left turns into the project site, since most campground users would come from the east. However, some traffic would arrive from the Harford Landing area to the west. The project trip estimates show 13 inbound left turns during the peak hour, which would be split between the two driveways. The existing volume on Avila Beach Drive is 365 vehicles per hour per lane. Based on NCHRP Report 745, a left-turn lane would be warranted with a minimum volume of roughly eight left turns. Monitoring of traffic levels at the project driveways during operation of the project, and further consultation with the County Department of Public Works would be implemented to make a determination of the need for left turn lanes based on field observed conditions after project occupancy. For the purposes of this analysis, secondary impacts associated with construction of a left-turn lane would include short-term disruption of traffic flow necessitating traffic control measures, additional ground disturbance, and potential impacts to water quality and sensitive habitats including sediment and pollutant discharge during construction. Mitigation measures identified in the EIR regarding these potential impacts would apply.</p>

<b>TR Impact 2</b>	
Existing vegetation near proposed primary and secondary access approaches may hinder safe viewing distances on Avila Beach Drive, resulting in a potentially significant impact.	
<b>Mitigation</b>	<b>TR/mm-4</b> For the life of the project, a clear sight triangle of at least 300 feet of stopping sight distance, and 440 feet of intersection sight distance shall be maintained at each access approach to Avila Beach Drive. This shall be achieved through long-term management of vegetation and limitations on parking on Avila Beach Drive.
<b>Findings</b>	Vegetation removal associated with the proposed access roads would be limited to ruderal/disturbed areas and coastal scrub within the road right-of-way. The additional vegetative impacts would not be significant, and would be incorporated into proposed landscaping and site restoration plans associated with the overall project. The reduction of parking on Avila Beach Drive would not be significant based on overall available parking on

ATTACHMENT 3

<b>TR Impact 2</b>	
	Avila Beach Drive, and proposed project's removal of RV camping on Avila Beach Drive, which would free up roadside parking for non-RV vehicles.
<b>Supportive Evidence</b>	<p>Two types of sight distance are relevant for the project entries and crosswalks: intersection sight distance and stopping sight distance. Intersection sight distance allows a driver on a minor road to depart from the intersection and enter or cross the main road without causing undue delay to the major road traffic. Intersection sight distance requires a clear sight triangle free of visual obstructions. The intent of the intersection sight distance criteria is to allow the intersection to operate smoothly, with minimal effect on major street traffic flow. Values below the recommended minimum would require major street traffic to slow or stop as minor street vehicles enter the traffic stream. The values for intersection sight distance are longer than the stopping sight distance, discussed below.</p> <p>Stopping sight distance is the sum of two values: 1) the distance traveled by the vehicle from the instant the driver sees an object until the brakes are applied plus 2) the distance needed to stop the vehicle. This is the minimum length of clear roadway that must be visible for a motorist to stop for a pedestrian, vehicle, or object in the road. The Highway Design Manual (HDM) (CCTC 2014, incorporated by reference) allows for the use of stopping sight distance in lieu of intersection sight distance at locations where restrictive conditions (such as excessive costs or immitigable environmental impacts) exist. The minimum stopping sight distance for a 40 mph design speed is 300 feet per the HDM.</p> <p>At a minimum, the project should maintain a clear sight triangle providing at least 300 feet of stopping sight distance for the project driveways and crosswalks. This will require parking restrictions along portions of both sides of Avila Beach Drive near the project entrances and may require vegetation removal/maintenance. The provision of 440 feet of intersection sight distance is desirable, and would minimize the disruption of flow on Avila Beach Drive caused by vehicles exiting the project.</p>