



Negative Declaration & Notice Of Determination

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

ENVIRONMENTAL DETERMINATION NO. ED15-127

DATE: 5/19/16

PROJECT/ENTITLEMENT: HDFT Investments Tract Map; SUB2015-00026

APPLICANT NAME: HDFT Investments, LLC
ADDRESS: 1641 Mission Drive, #302 Solvang, CA 93463
CONTACT PERSON: Erik Vasquez erikvasquez@gmail.com Telephone: 805-275-1711

PROPOSED USES/INTENT: Request by HDFT Investments for a Vesting Tract Map (Tract 3091) to demolish three existing residences, a detached garage and accessory building, subdivide two existing parcels totaling .28 acres into seven parcels ranging in size from 1,433 sq. ft. to 2,896 sq. ft. and construct eight dwelling units ranging in size from 396 sq. ft. to 1,537 sq. ft. for the purpose of sale and/or development. The project will result in the disturbance of approximately 12,196 square feet of the parcel. The proposed project is within the Residential Multi-Family land use category and is located at the southwest corner of San Antonia and 1st Street, Avila Beach, CA, within of the community of Avila Beach. The site is in the Coastal Zone and San Luis Bay Coastal planning area.

LOCATION: 1st Street and San Antonia Street, Avila Beach, CA

LEAD AGENCY: County of San Luis Obispo
 Dept of Planning & Building
 976 Osos Street, Rm. 200
 San Luis Obispo, CA 93408-2040
 Website: <http://www.sloplanning.org>

STATE CLEARINGHOUSE REVIEW: YES NO

OTHER POTENTIAL PERMITTING AGENCIES:

ADDITIONAL INFORMATION: Additional information pertaining to this Environmental Determination may be obtained by contacting the above Lead Agency address or (805)781-5600.

COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT 4:30 p.m. (2 wks from above DATE)

30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification

Notice of Determination		State Clearinghouse No. _____	
This is to advise that the San Luis Obispo County _____ as <input type="checkbox"/> <i>Lead Agency</i>			
<input type="checkbox"/> <i>Responsible Agency</i> approved/denied the above described project on _____, and has made the following determinations regarding the above described project:			
The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures and monitoring were made a condition of approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.			
This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at the 'Lead Agency' address above.			
Signature	Megan Martin	Date	County of San Luis Obispo
	Project Manager Name		Public Agency



Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
 976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

(ver 5.8) *hara Form*

Project Title & No. HDFT Investments Tract Map ED15-127 (SUB2015-00026)

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Recreation
<input type="checkbox"/> Agricultural Resources	<input type="checkbox"/> Hazards/Hazardous Materials	<input type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Water /Hydrology
<input type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

DETERMINATION: (To be completed by the Lead Agency)

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

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

Dave Moran
 Prepared by (Print)

Dave Moran
 Signature

5/11/2016
 Date

James Caruso
 Reviewed by (Print)

Ellen Carroll,
 Environmental Coordinator
 Signature (for)

Date

Project Environmental Analysis

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

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

A. PROJECT

DESCRIPTION: Request by HDFT Investments for the following:

- A Vesting Tentative Tract Map (Tract 3091) to subdivide two existing parcels totaling 12,000 square feet into seven parcels;
- Demolition of three existing residences, a detached garage and accessory building; and
- Construction of 8 new multifamily residences.

The project site consists of two legal lots located on the southwest corner of First Street and San Antonia Street in the community of Avila Beach about one block north of the beach (Figures 1 and 2). The project site slopes downward to the south and west toward the beach and contains three single family residences, a garage and an accessory building, all to be removed.

The project will result in the disturbance of approximately 12,000 square feet, including 2,100 cubic yards (c.y.) of excavation with 2,070 c.y. to be exported from the site to accommodate underground parking and living areas.

The project site is within the Residential Multi-Family land use category. The site is in the Coastal Zone and San Luis Bay Coastal planning area.

Project plans show four detached buildings with two dwellings per building (Figure 3). Street frontage improvements will be required along the project's First Street and San Antonia Street frontages. New driveways will be constructed on San Antonia Street to access the garages provided for units 3A and 2B. Parking for the remaining units will be provided under the living areas and will be accessed from a common drive from First Street. Table 1 provides a summary of the project.

Figure 1 – Project Location

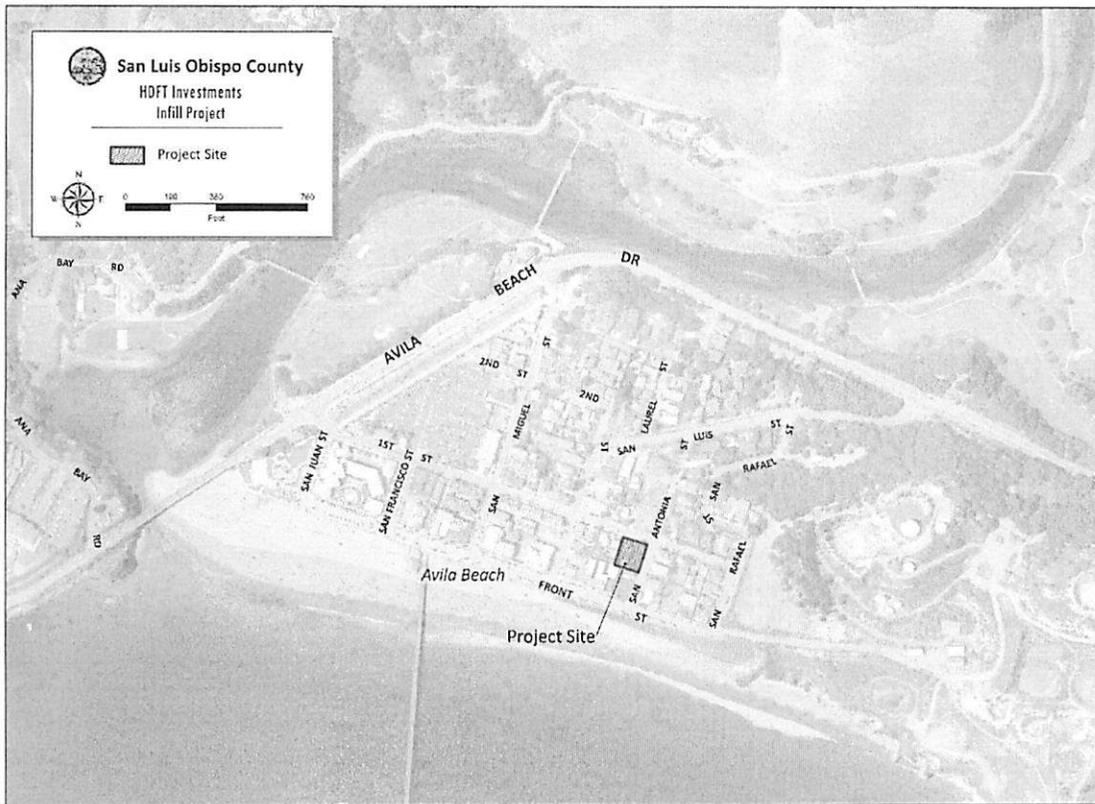


Figure 2 – Project Vicinity



Figure 3 – Project Site Plan

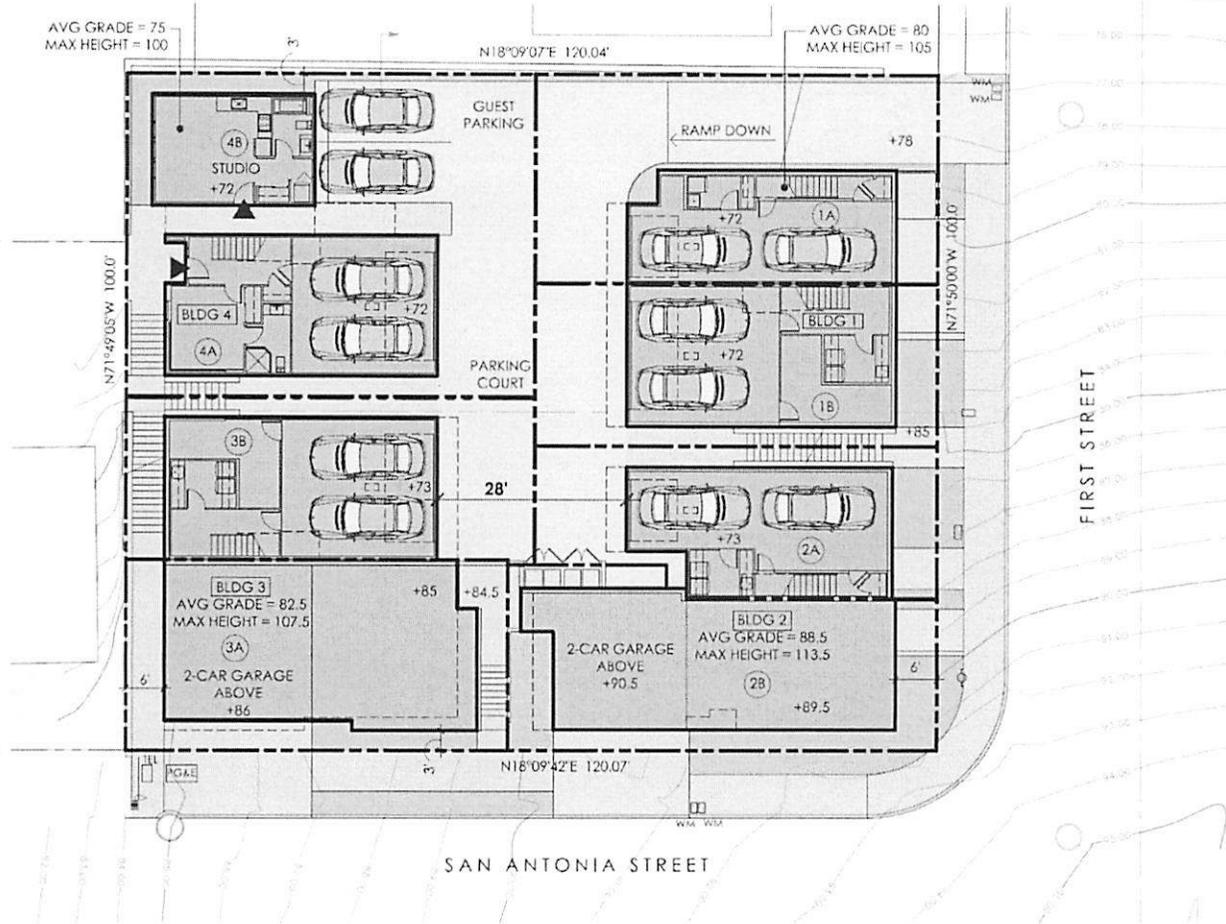


Table 1 -- Tract 3091 Project Summary

Components	Building 1		Building 2		Building 3		Building 4	
Parcel Area (sq.ft.)	1,868	1,437	1,246	1,548	1,578	1,433	2,896	
Unit No.	Unit 1A	Unit 1B	Unit 2A	Unit 2B	Unit 3A	Unit 3B	Unit 4A	Unit 4B
Living Area (sq.ft.)	1,207	1,537	1,276	1,418	1,460	1,530	1,534	396
Bedrooms	2	2	2	2	2	2	2	Studio
Garage (sq.ft.)	503	483	547	499	520	483	447	0
Decks (sq.ft.)	465	591	463	498	729	628	953	0
Storage (sq.ft.)	151	361	163	0	0	361	0	0
Parking Provided	2 in tandem	2	2 in tandem	2	2	2	2	2 guest spaces

County File No.: SUB2015-00026
Supervisory District: 3
Project Manager: James Caruso
Coastal Development Permit

Assessor Parcel No.: 076-222-005, 076-222-006
Date accepted:

ASSESSOR PARCEL NUMBER(S): 076-222-005, 076-222-006

Latitude: 35 degrees 10' 43.8378" N Longitude: -120 degrees 43'
53.1912" W

SUPERVISORIAL DISTRICT # 3

B. EXISTING SETTING

PLAN AREA: San Luis Bay(Coasta **SUB:** Coastal Zone

COMM: Avila Beach

LAND USE CATEGORY: Residential Multi-Family

COMB. DESIGNATION: Archaeologically Sensitive

PARCEL SIZE: .275 acres

TOPOGRAPHY: Moderately sloping

VEGETATION: Urban-built up

EXISTING USES: Residential

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Residential Multi-Family; residential	<i>East:</i> Residential Multi-Family; residential
<i>South:</i> Residential Multi-Family; residential	<i>West:</i> Commercial Retail; retail commercial

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.



**COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST**

1. AESTHETICS

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The project site contains three single family residences as well as ornamental landscaping. The modest sized dwellings are single-story with gable roofs constructed in the 1920s. Development on the west side of San Antonia Street is predominantly single-family dwellings of comparable age, size and character. Larger two-story dwellings have been constructed on surrounding properties to the east and north. There are several vacant and/or underutilized parcels in the immediate area.

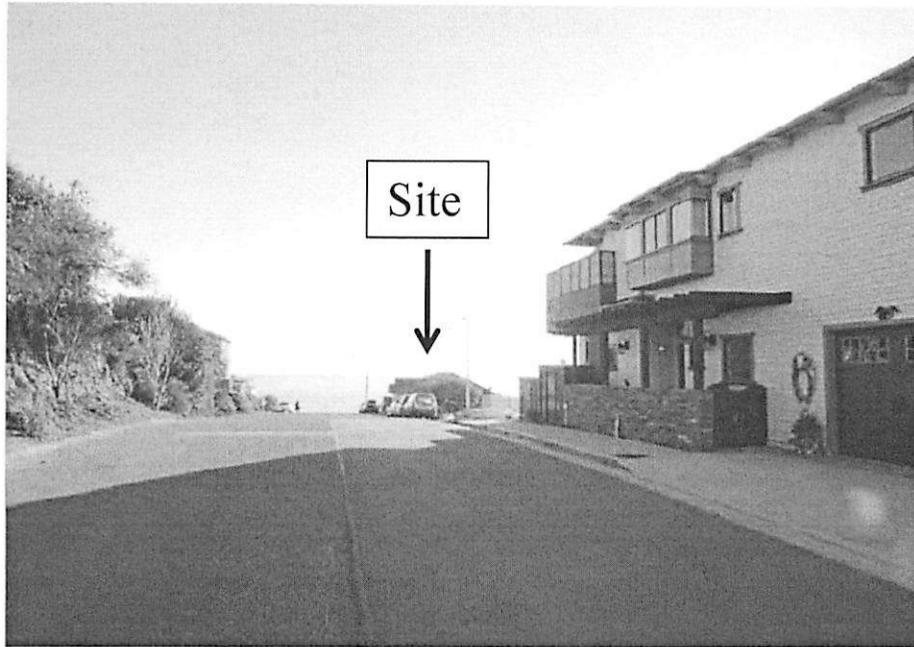
Topography of the project site and vicinity slopes moderately downward to the west and south toward the beach, affording relatively unobstructed views through and over the project site toward the ocean.

The present view from First Street consists of one existing residence facing the street and a longer partial view of the ocean over the building. Views from San Antonia are unobstructed to the south toward the ocean.

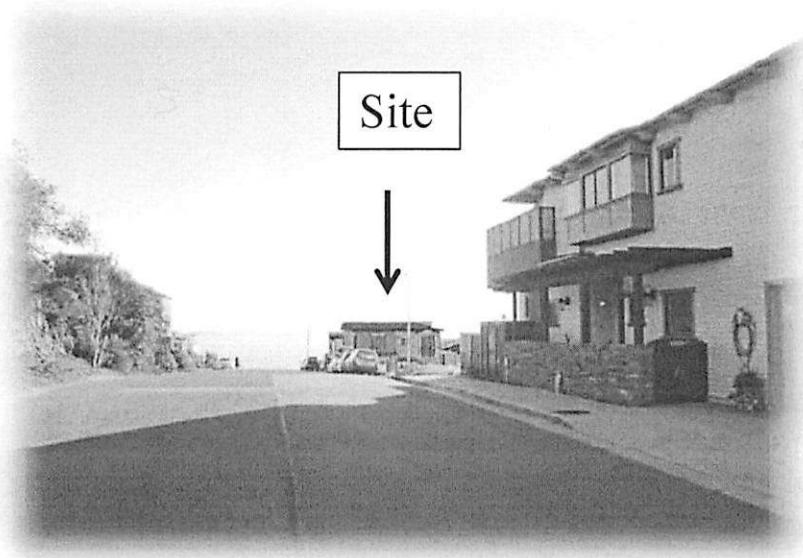
Impact. The application materials include visual simulations showing the project site from San Antonia Street (Figure 4) and San Rafael Street (Figure 5). The locations of the photographs are

shown on Figure 6.

Figure 4 – Visual Simulation Looking South From San Antonia Street



PHOTOGRAPH - VIEW #1 (SAN ANTONIO)



PHOTOGRAPHIC SIMULATION - VIEW #1 (SAN ANTONIO)

Figure 5 – Visual Simulation Looking Southwest From San Rafael Street



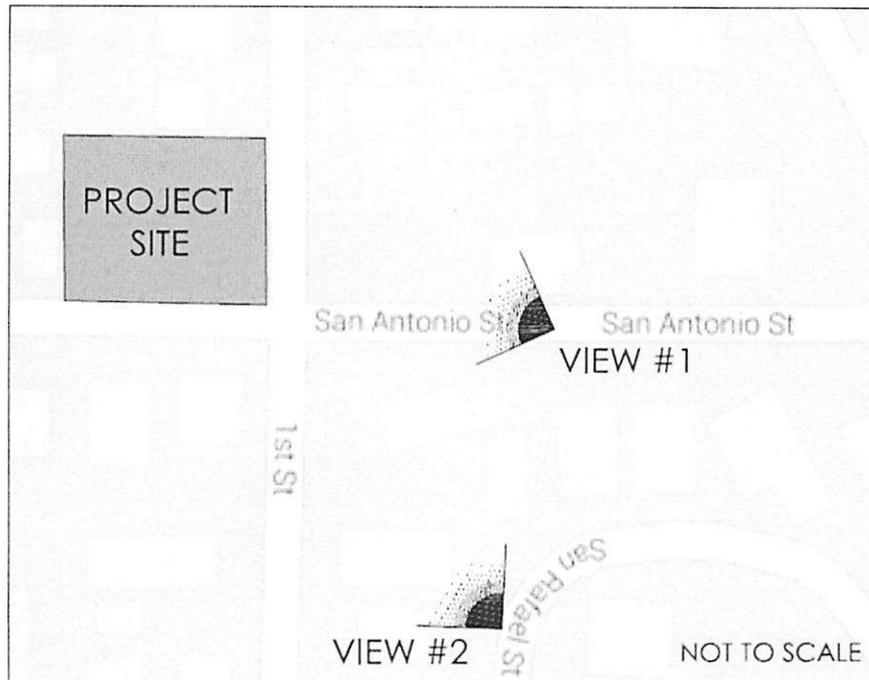
PHOTOGRAPH - VIEW #2 (SAN RAFAEL)



THE PROPOSED PROJECT CAN NOT BE SEEN FROM SAN RAFAEL STREET

PHOTOGRAPHIC SIMULATION - VIEW #2 (SAN RAFAEL)

Figure 6 – Location of Photographs



Buildings 2 and 3 will be set back three feet from the sidewalk along San Antonia Street and will extend 18 – 22 feet above the grade of the street. Limited, existing views through the project site toward the ocean from San Antonia Street adjacent to the project site will be blocked. However, Figure 4 indicates that the project will have a comparable impact on the viewscape as existing development for travelers approaching the beach on San Antonia Street.

Along First Street, Building 1 will be set back nine feet from the back of sidewalk and will rise 18 – 22 feet above the grade of the street. Although a small (12 feet) view corridor will be maintained along the west side of the building where the entry drive is located, existing limited views of the ocean from First street will be blocked by Building 1.

Figure 5 shows that the project will not be visible when viewed from San Rafael Street which is above and to the northeast of the project site.

San Antonia and First Street are local roadways that carry a small volume of traffic, except on summer weekends when beach traffic increases significantly. However, the project site is small (0.27 acres) and the duration of the views blocked for travelers on San Antonia Street and First Street is correspondingly small.

The project will result in new sources of light and glare. Standard county regulations require exterior lighting to be shielded to minimize glare. The project will be conditioned to provide an exterior lighting plan prior to building permit issuance to ensure the project will not create off-site glare.

Mitigation/Conclusion. The proposed development will affect limited views through the property. Views from San Antonia Street toward the ocean will be unaffected by the proposed structures. No significant impacts have been identified and no mitigation is required.

2. AGRICULTURAL RESOURCES
Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Impair agricultural use of other property or result in conversion to other uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Conflict with existing zoning for agricultural use, or Williamson Act program?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. Project Elements. The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Residential Multi-Family

Historic/Existing Commercial Crops: None

State Classification: Not prime farmland

In Agricultural Preserve? Yes, Irish Hills AG Preserve

Under Williamson Act contract? No

The soil type(s) and characteristics on the subject property include:

Gazos-Lodo clay loams (15 - 30 % slope).

Gazos. This moderately sloping fine loamy soil is considered not well drained. The soil has moderate erodibility and moderate shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, shallow depth to bedrock, slow percolation. The soil is considered Class IV without irrigation and Class is not rated when irrigated.

Lodo. This moderately sloping fine loamy soil is considered very poorly drained. The soil has moderate erodibility and moderate shrink-swell characteristics, as well as having potential septic system constraints due to: steep slopes, shallow depth to bedrock. The soil is considered Class IV without irrigation and Class is not rated when irrigated.

Impact. The project is located within the Avila Beach urban area surrounded by urban development. No agricultural activities are occurring on the project site or in the vicinity. No significant impacts to agricultural resources are anticipated.

Mitigation/Conclusion. No significant impacts are identified and no mitigation measures are necessary.

3. AIR QUALITY*Will the project:*

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GREENHOUSE GASES				
f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

The APCD CEQA Air Quality Handbook establishes thresholds of significance for various types of development and associated activities. According to the Handbook, a project with grading in excess of 4.0 acres can exceed the construction threshold for respirable particulate matter (PM₁₀).

In addition, project construction with the potential to emit 137 lbs/day or 2.5 tons per quarter of ozone precursors (reactive organic gases and oxides of nitrogen combined) would result in potentially significant air quality impacts. The APCD recommends the quantification of construction-related emissions using the CalEEMod computer model which uses widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available.

Lastly, in 1998, the California Air Resources Board (CARB) identified diesel engine particulate matter as a toxic air contaminant (TAC). Mobile sources, such as trucks, buses, automobiles, trains, ships, and farm equipment are the largest source of diesel emissions. Particulates from diesel exhaust are managed through vehicle emission control programs implemented on a state and federal level with the cooperation of fuel suppliers and vehicle and engine manufacturers.

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated into the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO₂/year (MT CO₂e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO₂e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require

mitigation.

The project proposes to disturb soils that have been given a wind erodibility rating of 6, which is considered “moderately high”.

Impacts. The project raises the following air quality concerns: the potential for the presence of naturally occurring asbestos on the project site; compliance with relevant regulations associated with the removal or renovation of existing buildings and utility pipes; potential impacts to sensitive receptors from fugitive dust and emissions associated with idling diesel engines; and the generation of emissions associated with grading and excavation. The project is expected to generate operational emissions that fall below the APCDs thresholds of significance.

Asbestos. According to the APCD web map, the project site is not located in a candidate area with the potential presence of naturally occurring asbestos (NOA).

The existing buildings have not been tested for the presence of asbestos or other hazardous building materials which could be encountered during demolition activities. Accordingly, demolition activities may be required to demonstrate compliance with relevant provisions of the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include, but are not limited to: 1) notification to the APCD, 2) an asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM.

Impacts to Sensitive Receptors. Sensitive receptors are people or other organisms that may have a significantly increased sensitivity or exposure to air pollution by virtue of their age and health (e.g. schools, day care centers, hospitals, nursing homes), regulatory status (e.g. federal or state listing as a sensitive or endangered species), or proximity to the source. The project is adjacent to residences and hotels which can be occupied by sensitive receptors who could be exposed to diesel particulates and fugitive dust from construction activities. This is considered a potentially significant impact.

Construction Impacts. The project would result in the construction of four buildings with a total of eight single family residences. As proposed, the project will result in the disturbance of approximately 12,000 square feet. Grading will result in 2,100 cubic yards of excavation, including 240 cy of fill, 210 cy cut for the stormwater storage system and 2,070 cy of exported material. Street improvements, grading, and building construction will have short-term emission impacts. Construction activities will generate exhaust emissions from construction equipment and vehicles, and particulate matter (fugitive dust) from earth disturbance.

Table 2 compares the estimated construction emissions modeled using the California Emission Estimator Model (CalEEMod) with the APCD thresholds of significance. Table 2 suggests that construction related emissions will not exceed the APCD 137 lbs/day threshold for ozone precursors and will not exceed the daily thresholds for diesel particulates. The project is not expected to exceed the quarterly Tier 1 or Tier 2 thresholds for all pollutants.

Table 2 – Thresholds of Significance for Construction

Pollutant	Threshold ¹		
	Daily	Quarterly Tier 1	Quarterly Tier 2
ROG+NOx (combined)	137 lbs	2.5 tons	6.3 tons
Diesel Particulate Matter	7 lbs	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM10), Dust ²		2.5 tons	
Greenhouse Gases (CO ₂ , CH ₄ , N ₂ O, HFC, CFC, F6S)	Amortized and Combined with Operational Emissions		
Source: SLO County APCD CEQA Air Quality Handbook, page 2-2.			
Notes:			
<ol style="list-style-type: none"> Daily and quarterly emission thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines. Any project with a grading area greater than 4.0 acres of worked area can exceed the 2.5 ton PM10 quarterly threshold. 			

Table 3 – Comparison of Project Construction Emissions With Thresholds of Significance

Pollutant	Maximum Daily Emissions		Maximum Quarterly Tier 1 Emissions ²		Maximum Quarterly Tier 2 Emissions ²	
	Threshold	Project Emissions ¹	Threshold	Project Emissions ¹	Threshold	Project Emissions ¹
ROG+NOx (combined)	137 lbs	111.53 lbs per day	2.5 tons	0.65 tons	6.3 tons	0.65 tons
Diesel Particulate Matter	7 lbs	1.6 lbs per day	0.13 tons	0.072 tons	0.32 tons	0.072 tons
Fugitive Particulate Matter (PM10 and PM2.5), Dust		0.92 lbs. per day	2.5 tons	0.017 tons		0.017 tons
Greenhouse Gases (CO ₂ , CH ₄ , N ₂ O, HFC, CFC, F6S)	Amortized and Combined with Operational Emissions					
Source: SLO County 2012 APCD CEQA Air Quality Handbook, page 2-2.						
Notes:						
<ol style="list-style-type: none"> CalEEMOD v.2013.2.2 See Tables 4,5 and 6. Model results and calculations are provided in Exhibit A. 						

**Table 4 – Comparison of Quarterly Emissions
Of Ozone Precursors (ROG + NOx) With Thresholds of
Significance
Unmitigated Construction Impacts**

Construction Phase	Quarter 1 Emissions ¹ (Tons)	Quarter 2 Emissions ¹ (Tons)
Demolition	0.061	0
Site Preparation	0.0069	0
Grading	0.104	0
Building Construction	0.48	0.223
Paving	0	0.033
Architectural Coatings	0	0.194
Total:	0.653	0.450
Tier 1 Threshold	2.5 Tons	
Significant?	No	No
Tier 2 Threshold	6.3 Tons	
Significant?	No	No
Source: SLO County 2012 APCD CEQA Air Quality Handbook, page 2-2.		
Notes:		
<ol style="list-style-type: none"> 1. CalEEMOD v.2013.2.2 2. Model results and calculations are provided in Exhibit A. 3. Assumes a 132 day timeframe for construction. 		

**Table 5 – Comparison of Quarterly Emissions
Of Fugitive Dust (PM10+PM2.5) With Thresholds of
Significance
Unmitigated Construction Impacts**

Construction Phase	Quarter 1 Emissions ¹ (Tons)	Quarter 2 Emissions ¹ (Tons)
Demolition	0.0102	0
Site Preparation	0.000192	0
Grading	0.00471	0
Building Construction	0.00276	0.00128
Paving	0	0.000675
Architectural Coatings	0	00.0002
Total:	0.0179	0.00195
Tier 1 Threshold	2.5 Tons	
Significant?	No	No
Tier 2 Threshold	None	
Significant?	No	No
Source: SLO County 2012 APCD CEQA Air Quality Handbook, page 2-2.		
Notes:		
1. CalEEMOD v.2013.2.2		
2. Model results and calculations are provided in Exhibit A.		
3. Assumes a 132 day timeframe for construction.		

Table 6 – Comparison of Quarterly Emissions Of Diesel Exhaust Particulates (PM10 + PM2.5) With Thresholds of Significance Unmitigated Construction Impacts		
Construction Phase	Quarter 1 Emissions¹ (Tons)	Quarter 2 Emissions¹ (Tons)
Demolition	0.007	0
Site Preparation	0.0007	0
Grading	0.0086	0
Building Construction	0.056	0.026
Paving	0	0.0034
Architectural Coatings	0	0.00069
Total:	0.072	0.030
Tier 1 Threshold	0.13 Tons	
Significant?	No	No
Tier 2 Threshold	0.32 Tons	
Significant?	No	No
Source: SLO County 2012 APCD CEQA Air Quality Handbook, page 2-2.		
Notes:		
1. CalEEMOD v.2013.2.2		
2. Model results and calculations are provided in Exhibit A.		
3. Assumes a 132 day timeframe for construction.		

To mitigate for short-term construction impacts, the District recommends the following measures be incorporated into the project: comply with APCD's standard construction dust control and diesel idling restrictions.

Greenhouse Gases The project will accommodate a level of development for the site that was anticipated by the Clean Air Plan. As discussed above, motor vehicle trips associated with operation of the project are expected to generate emissions that fall below the APCD threshold for operational impacts. With regard to greenhouse gas emissions, using the GHG threshold information described in the Setting section, the project is expected to generate less than the Bright-Line Threshold of 1,150 metric tons of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions. Section 15064(h)(2) of the CEQA Guidelines provide guidance on how to evaluate cumulative impacts. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required. Because this project's emissions fall under the threshold, no mitigation is required.

Development Burning. On February 5, 2000, the SLO APCD prohibited development burning of vegetative material within San Luis Obispo County. However, under certain circumstances where no

technically feasible alternative is available, limited burning may be allowed subject to regulations applied by the SLO APCD. Unregulated burning would result in a potentially significant impact.

Cumulative Impacts. With mitigation, the project will not generate emissions exceeding identified thresholds. Therefore, the project will not result in a cumulatively considerable net increase of fugitive dust or ozone precursors.

Odors. Based on the project description, the project is not expected to result in significant odor impacts to surrounding residents or visitors.

Mitigation/Conclusion. With incorporation of the following mitigation measures, air quality impacts will be less than significant.

AQ-1 Prior to issuance of a grading permit, the project proponent shall demonstrate compliance with applicable provisions of the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – asbestos NESHAP).

AQ-2 During construction/ground disturbing activities, the applicant shall implement the following particulate (dust) control measures. These measures shall be shown on the grading and building plans. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to commencement of construction.

- a. Reduce the amount of disturbed area where possible,
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Reclaimed (nonpotable) water should be used whenever possible.
- c. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- d. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top load and top of trailer) in accordance with CVC Section 23114.
- e. 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.
- f. All dirt stock-pile areas should be sprayed daily as needed.

AQ-3 During construction activities. Construction Equipment. The project proponent shall implement the following emissions control measures so as to reduce diesel particulate matter in accordance with SLOAPCD requirements.

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting ARB's Tier 3 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- 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 or job sites to remind drivers and operators of the 5 minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

AQ-4 To help reduce sensitive receptor emissions impacts of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

California Diesel Idling Regulations

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

AQ-5 The proposed truck route for the delivery and removal of materials and equipment shall be selected to ensure routing patterns have the least impact to residential and other sensitive receptors such as schools, parks, day care centers, nursing homes and hospitals.

4. BIOLOGICAL RESOURCES

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Result in a loss of unique or special status species* or their habitats?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Reduce the extent, diversity or quality of native or other important vegetation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impact wetland or riparian habitat?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish & Wildlife or U.S. Fish & Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened or endangered, as described in this section.

Setting. The following are existing elements on or near the proposed project relating to potential biological concerns:

On-site Vegetation: Mediterranean California Northern Coastal Dune, Developed Medium Intensity, Developed Low Intensity

Name and distance from blue line creek(s): San Luis Obispo Creek is approximately .22 miles north and west of the proposed project.

Habitat(s): Urban

Tree canopy coverage: Approximately 5%.

Impact. The project site is in an urban area developed with residences. It does not support any sensitive native vegetation, habitat for listed wildlife or plant species. There are no creeks crossing the project site.

Mitigation/Conclusion. No significant biological impacts are expected to occur, and no mitigation measures are necessary.

5. CULTURAL RESOURCES

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disturb historical resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. CULTURAL RESOURCES

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
d) Cause a substantial adverse change to a Tribal Cultural Resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting.

Archaeological Resources. The project is located in an area historically occupied by the Obispeno Chumash. No paleontological resources are known to exist in the area. No previous cultural surveys were found for the subject property. A search of ¼ mile around the subject property identified the following previous survey work: 15 reports where no resources were encountered; 15 reports where resources were identified.

Archaeological Resources. In July, 2015, the legislature added new requirements to the CEQA process regarding tribal cultural resources in Assembly Bill 52 (Gatto, 2014). By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process.

The Public Resources Code now establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. (Pub. Resources Code, § 21080.3.1.) If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code §20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources.

Historical Resources. The project site is developed with three single family residences, a detached garage and a storage shed, all of which were constructed in the 1920’s. State guidelines for determining historical significance (36 CFR Part 60 and Calif. Pub. Res. Code, 5024.1, Title 14 CCR, Sect. 4852) state that a structure must be at least 50 years old and meet one of the following criteria in order to be considered a historic resource:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1).
2. Associated with the lives of persons important to local, California or national history (Criterion 2).
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values (Criterion 3).
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation (Criterion 4).

The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Eligible properties include districts, sites, buildings and structures,

- a. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. That are associated with the lives of persons significant in our past; or
- c. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may Lack individual distinction; or
- d. That have yielded, or may be Likely to yield, information important in prehistory or history.

According to the NRHP standards, in order for a property that is found to be significant under one or more of the criteria to be considered eligible for listing, the "essential physical features" that define the property's significance must be present. The standard for determining if a property's essential physical features exist is known as integrity, which is defined for the NRHP as "the ability of a property to convey its significance." The CRHR defines integrity as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance." (National Register Bulletin 15; California OHP Technical Assistance Bulletin 6).

For purposes of both the NRHP and CRHR, an integrity evaluation is broken down into seven aspects." The seven aspects of integrity are: Location (the place where the historic property was constructed or the place where the historic event occurred); Design (the combination of elements that create the form, plan, space, structure, and style of a property); Setting (the physical environment of a historic property); Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property); workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory); Feeling (a property's expression of the aesthetic or historic sense of a particular period of time), and; Association (the direct link between an important historic event or person and a historic property).

Impact.

Archeological Resources. Although the project site lacks physical features typically associated with prehistoric occupation, the Avila Beach area is considered an archaeologically sensitive area and subject to the Archaeologically Sensitive combining designation. No evidence of cultural materials was noted on the property. Per AB52, tribal consultation was performed and no responses were received. A Phase I Archeological Survey was conducted by CRMS.

Previous archaeological studies have yielded extensive prehistoric and historic cultural materials in the surrounding area. The CRMS survey states that the ground surfaces were almost completely covered with wood decking, brick pavers, and gravel. Potential impacts to cultural resource remains could be occur on the property during demolition and grading activities.

Historical Resources. According to the Public Resources Code, "a project that may cause a substantial change in the significance of an historical resource is a project that may have a significant effect on the environment." The Public Resources Code broadly defines a threshold for determining if the impacts of a project on an historic property will be significant and adverse. By definition, a substantial adverse change means, "demolition, destruction, relocation, or alterations," such that the significance of an historical resource would be impaired. For purposes of NRHP eligibility, reductions in a property's integrity (the ability of the property to convey its significance) should be regarded as potentially adverse impacts.

An historical buildings study was performed to assess the historical significance of the existing

structures (San Buenaventura Research Associates, February 2016). The following is a summary of the findings and recommendations.

The properties evaluated in the report are legally described as Lot 1 and Lot 2 of Block 14 of the Town of Avila. The modern address of Lot 2 is 217 First Street; Lot 1 is 87 and 95 San Antonia Street. The records of the San Luis Obispo County Assessor estimate the date of construction of tile residence on Lot 2 as 1920, although architectural evidence suggests a somewhat earlier date of perhaps circa 1915. It may have been constructed as a two-family residence, though with a shared a kitchen. No information could be found recording early residents or owners of the property. Assessor records for the two addresses on Lot 1 estimate dates of construction of 1925. Architectural and documentary evidence for these two single family residences suggests dates of construction of circa 1912. Similarly, no information could be found recording early owners of the property. The only known resident of one of these two house was Martin Marshall and his wife Minnie Serpa Marshall, circa 1912-16.

217 First Street. This one-story single family residence features a u-plan consisting of two front-facing gable-roofed wings connected by a shorter cross-gable wing at the base of the u, with a small partially inset raised porch between the wings featuring a slatted baluster and wood plank stairway. Lattice vents are located in the gable ends. The rooflines are medium-pitched with shallow open eaves and exposed rafter tails. The residence is clad in narrow wood lap siding. The foundation is raised on the uphill (eastern) wing. An understory is located under the downhill western wing. It is clad with vertical plank siding. Windows are modern aluminum sliders surrounded by plain wood casings. It is unclear if the existing windows are in their original openings. A small garage clad in shiplap siding is located to the rear of the residence. Architecturally, the building is a modest and moderately-altered example of the California Bungalow style.

According to San Luis Obispo County Assessor Records, this building was constructed around 1920. Architectural and photographic evidence suggests a somewhat earlier date of construction, however, and possible relocation to this property.

95 San Antonia Street. This one-story single-family residence oriented towards the street intersection is roughly square in plan and features a medium-pitched hipped roof with moderately deep eaves with exposed, rounded rafter tails. The building is clad in medium-width horizontal shiplap siding. A rectangular bay projects from the northern elevation. The raised foundation forms an understory clad in vertical wood planks on the downhill (western) side. Windows are modern aluminum sliders and sash, primarily within original window openings, surrounded by plain wood casings. A former inset porch on the northeastern corner of the building is enclosed with aluminum windows. Architecturally, the building is a modest and moderately-altered example of the California Bungalow style with references to the Colonial Revival style.

According to San Luis Obispo County Assessor Records, this building was constructed around 1925. Architectural and photographic evidence suggests an earlier date of construction of circa 1912-13.

87 San Antonia Street. This one-story single family residence is rectangular in plan and features a medium-pitched front-facing gable roof and a smaller gable roof offset to the south over an enclosed porch. Eaves are of moderate depth and open with exposed rafter tails. The raised foundation forms an understory clad in vertical wood planks on the downhill (western) side. Windows are modern aluminum sash, probably mainly within original windows openings featuring plain wood casings. Architecturally, the building is a modest and moderately-altered example of the California Bungalow style. A small utility building is located to the southern side of the residence. The date of construction is unknown.

According to San Luis Obispo County Assessor Records, this building was constructed around 1925. Architectural and photographic evidence suggests an earlier date of construction of circa 1912-13.

Mitigation/Conclusion. The Phase I Archaeological Survey recommends monitoring during

demolition and ground disturbance activities. Mitigation measures are found in Exhibit B. With regard to historic resources, the historical buildings assessment concluded that the properties evaluated do not appear to be sufficiently associated with historic events to be regarded as individually eligible for Listing on the NRHP or CRHR and appear to lack the degree of integrity required to convey historic associations as individual properties. They may be eligible as contributors to a thematic historic district that has not been documented, and the existence and eligibility of which is presently speculative. Consequently, the properties should not be regarded as historic resources for CEQA purposes.

6. GEOLOGY AND SOILS

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone", or other known fault zones*?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* Per Division of Mines and Geology Special Publication #42

Setting. The following relates to the project's geologic aspects or conditions:

Topography: Moderately sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: Moderate

Liquefaction Potential: Low

Nearby potentially active faults?: Yes Distance? 500 feet to the north.

Area known to contain serpentine or ultramafic rock or soils?: No

Shrink/Swell potential of soil: Moderate

Other notable geologic features? None

GEOLOGY - The topography of the project slopes moderately downward to the west and south toward the ocean. The project site lies outside of the Geologic Study Area designation. However, the landslide risk is considered moderate. Liquefaction potential during a ground-shaking event is considered low. The project is not within an area known to contain serpentine or ultramafic rock or soils.

DRAINAGE – No part of the project is within the 100-year Flood Hazard designation (Figure 7), As described in the Natural Resource Conservation Service Soil Survey, the soil is considered very poorly drained. For areas where drainage is identified as a potential issue, the LUO (Sec. 22.52.080) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

Figure 7 – 100 Year and 500 Year Flood Plains



SEDIMENTATION AND EROSION - The soil type on the project site is Gazos-Lodo clay loam (15% – 30% slope). As described in the NRCS Soil Survey, the soil surface is considered to have low erodibility and moderate shrink-swell characteristics. When highly erosive conditions exist, a sedimentation and erosion control plan is required (CZLUO Sec. 23.05.042) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts.

Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

Impact. The preliminary grading and drainage plan shows that the site will be excavated to accommodate parking under the living areas; a retaining wall will be constructed along the project's south property line that will be nine feet tall in the center of the project site. Estimated earthwork quantities are as follows:

Excavation: 2,100 c.y.
 Fill: 240 c.y.
 Cut for Drainage System: 210 c.y.
 Export: 2,070 c.y.

Grading and excavation activities, construction of retaining walls, building foundations, parking areas and private roadways are subject to the provisions of the California Building Code and County standards for grading and road construction. Therefore, no significant impacts associated with unstable earth conditions, earthquakes or ground failure are expected to occur so long as relevant building codes are applied. All of the proposed residential parcels are located outside the 100-year floodplain for San Luis Obispo Creek. The project site is not located within an extractive zone, and no mineral resources are known to be present within the project site.

The intensification of impervious surfaces on the project site will increase the volume and velocity of runoff generated by the site compared with existing conditions. As discussed in the project description, the project will result in the disturbance of approximately 12,000 square feet. Based on the NRCS soil survey, soils covering the project site exhibit a low susceptibility for erosion. Compliance with relevant provisions of the Building Code and Land Use Ordinance (described in the Setting, above) will address potential impacts to erosion.

Compliance with existing regulations will ensure potential impacts associated with erosion and sedimentation will be mitigated to a less than significant level.

Mitigation/Conclusion. A drainage, sedimentation and erosion control plan is required per the CZLUO. The measures will be enforced through the building permit process in addition to being monitored and enforced through the monitoring plan required as part of the Biological Resource mitigations.

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:

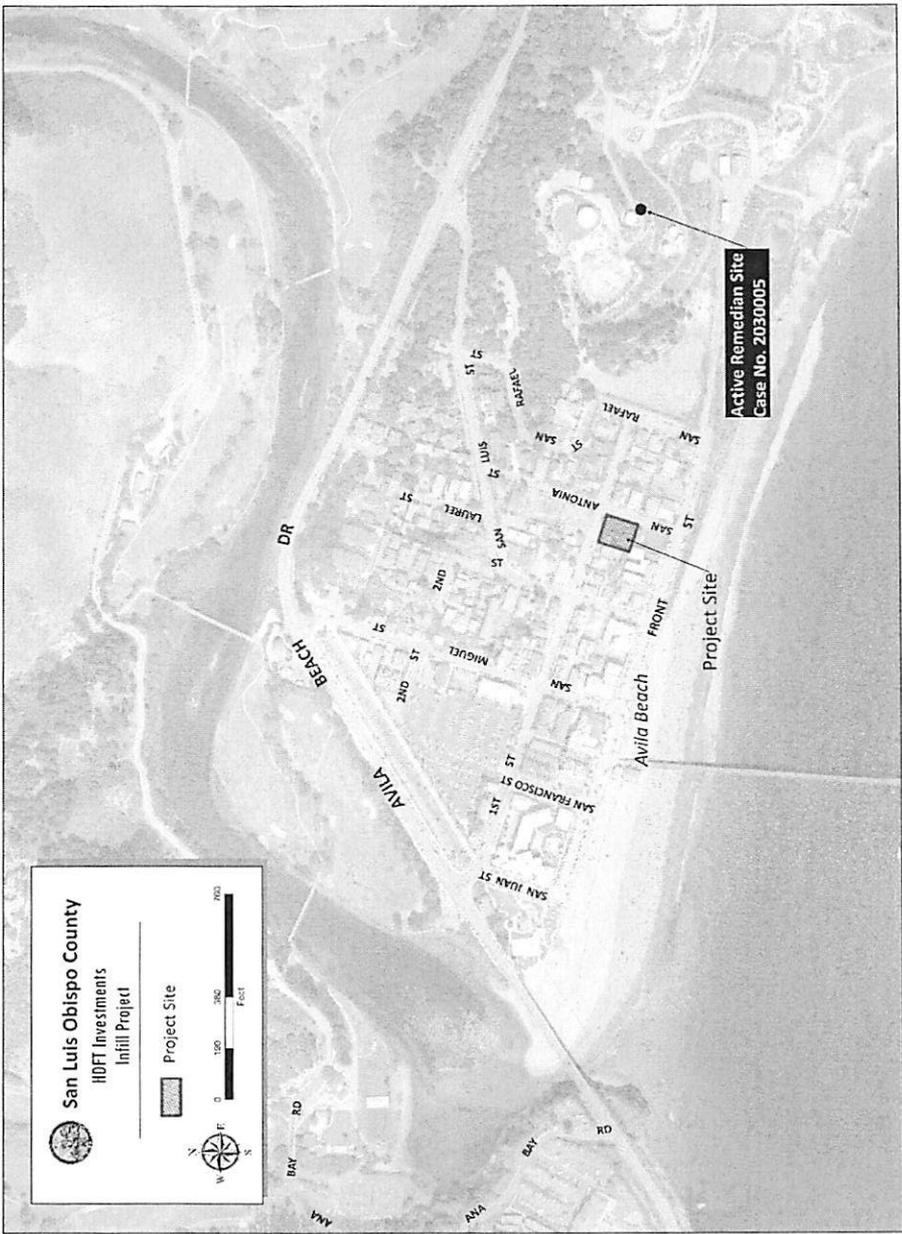
	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impair implementation or physically interfere with an adopted emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The State of California Hazardous Waste and Substances Site List (also known as the "Cortese List") is a planning document used by state and local agencies and developers to comply with the siting requirements prescribed by federal, State, and local regulations relating to hazardous materials sites. A search of the Cortese database conducted in March, 2016 revealed one active site in the vicinity, the Avila Tank Farm located east of the project site at 10 San Rafael Street (Case No. 2030005, Figure 8). This was a bulk petroleum storage and pumping facility with a small refinery for processing fuels for local uses that is currently undergoing assessment and interim remedial action. Potential contaminants of concern may include one or more of the following: arsenic, asphalt, benzene, crude oil, diesel, gasoline, heating oil, fuel oil, kerosene, mtbe, tba, other fuel oxygenates, mercury (elemental), other chlorinated hydrocarbons, other metal, other petroleum, other solvent or non-petroleum hydrocarbon, polynuclear aromatic hydrocarbons (pahs), toluene, waste oil/motor, hydraulic, lubricating, xylene. These materials are being investigated for their impact to indoor air, other groundwater (uses other than drinking water), sediments, soil, soil vapor, and surface water.

Figure 8 -- Active Remediation Site No. 2030005



The project is not within an Airport Review area.

According to the CalFire map of fire hazard severity zones for San Luis Obispo County, the project site is located in an area with a moderate fire hazard. It will take approximately 5 minutes to respond to a call regarding fire or life safety from CalFIRE Station 62 located at 1551 Sparrow Street off of San Luis Bay Drive. Refer to the Public Services section for further discussion of fire safety impacts.

Impact. Construction activities may involve the use of oils, fuels and solvents. In the event of a leak or spill, persons, soil, and vegetation down-slope from the site may be affected. The use, storage, and transport of hazardous materials is regulated by the Department of Toxic Substances Control (DTSC) (22 Cal. Code of Regulations Section 66001, et seq.). The use of hazardous materials on the project site for construction and maintenance is required to be in compliance with local, state, and federal regulations.

The one active hazardous materials site in the area is not located on the project site and is currently being remediated by the Regional Water Quality Control Board. No additional action or mitigation is required.

The project has been reviewed by CalFIRE for code requirements relating to fire protection; their comments will be incorporated into conditions of project approval. In addition, the project is required to comply with the California Building Code. CalFIRE will review tract improvements prior to their completion for installation of adequate fire safety measures (e.g., adequate road width and road grade).

Regarding road impacts, the project has been reviewed by County Public Works, which is discussed further in the Transportation section.

The project is not expected to conflict with any regional emergency response or evacuation plan.

Mitigation/Conclusion. The project will be conditioned to meet Fire Department standards. No additional mitigation measures are required.

Compliance with existing regulations and code requirements will ensure potential impacts associated with hazards and hazardous materials impacts will be less than significant.

8. NOISE

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate permanent increases in the ambient noise levels in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Cause a temporary or periodic increase in ambient noise in the project vicinity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The project site is located in an urban area where single- and multi-family residences on individual lots are the prevailing land uses. Consequently, noise levels on the project site and in the vicinity are low and there are no other sources of loud noises beyond those associated with home ownership. Sensitive receptors in the vicinity include single family residences on lots ranging in size from 2,500 to 6,000 square feet.

The Noise Element includes projections for future noise levels from known stationary and vehicle-generated noise sources. According to the Noise Element, the project lies within an area where future noise levels are expected to remain within an acceptable threshold. The project site is bounded by San Antonio and First Streets which are a minor source of transportation-related noise due to the low traffic volumes on each roadway.

The Noise Element establishes a threshold for acceptable exterior noise levels for sensitive uses

(such as residences) of 60 decibels¹ along transportation noise sources and provides an estimate of the distance from certain roadways where noise levels will exceed those levels. According to the Noise Element Appendix A, parcels on San Antonia and First Street are outside the 60 dB contour.

Impact.

Construction Impacts. Construction activities may involve the use of heavy equipment for grading, excavation, and for the delivery and removal of materials to and from the project site. The use of construction machinery will also be a source of noise. Construction-related noise impacts would be temporary and localized. The nearest dwellings are adjacent to the project site on San Antonia and First Street. Therefore, construction activities could result in temporary adverse noise impacts to surrounding residences. County regulations limit the hours of construction to day time hours between 7:00 AM and 9:00 PM weekdays, and from 8:00 AM to 5:00 PM on weekends.

Operational Impacts. With regard to transportation-related noise sources, all roads serving the project site are expected to continue to carry low traffic volumes. The project site lies outside the projected 60 decibel contour for Avila Beach Drive. Potential impacts of noise exposure from transportation sources is considered less than significant.

Following construction, noise generated by the project would be comparable to the background noise generated by surrounding rural residences.

Mitigation/Conclusion. Compliance with County standards for the management of construction noise will ensure impacts to surrounding residences will be less than significant. No additional mitigation measures are recommended.

9. POPULATION/HOUSING

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county. The County's Inclusionary Housing Ordinance requires the provision of new affordable housing in conjunction with both residential and nonresidential development and subdivisions.

¹ The sound level obtained by using the A-weighting filter of a sound level meter, expressed in decibels (dB). All sound levels referred to in this policy document are in A-weighted decibels. A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation which human annoyance and health effects.

New development is required to pay the appropriate fees for new or expanded public facilities commensurate with the type and size of development. The project's direct and cumulative impacts are within the general assumptions for allowable uses for the subject property that was used to estimate the county's impact fees. As discussed in Section 7, Hazards and Hazardous Materials, the project will be required to incorporate required fire protection measures in compliance with existing regulations. Project impacts to area roadways is discussed in Section 12, Transportation/Circulation.

Mitigation/Conclusion. Regarding cumulative effects, public facility (County) and school (State Government Code 65995 et seq.) fee programs have been adopted which will reduce the cumulative impacts to less than significant levels.

11. RECREATION

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. Community parks serving the project site include Avila Beach Park. The public beach, Avila Pier and the Central Coast Aquarium also provide recreation amenities to the community.

The County has adopted a Trails Plan for the purpose of establishing a trail system serving the unincorporated areas of the County. The Trails Plan does not show any trails affecting the project site. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

Prior to map recordation, county ordinance requires the payment of a fee (Quimby) for the improvement or development of neighborhood or community parks.

Impact. As discussed in Section 9, Population and Housing, no significant additional population is expected to be attracted to the county as a result of the project. The project will not create a significant additional demand for park, Natural Area, and/or recreational resources. However, the project will accommodate additional population in the community of Avila Beach which in turn will increase the demand for community parks.

According to the 2012-2014 Resource Summary Report, Avila Beach is under a level of severity III for community parks, which means that the community has less than 1.0 acres of community parkland per 1,000 persons where the target is 5.0 acres per 1,000. As discussed in Section 10. Public Services, new development is charged development impact fees proportional to the incremental demand for a particular facility needed to serve such development, including parks (the "Quimby" fee). Although the Quimby fee will mitigate the project's individual and cumulative impacts on the demand for parks, it may not be used to address the existing shortfall of community park acreage in Avila Beach.

Mitigation/Conclusion. The "Quimby" fee will adequately mitigate the project's individual and cumulative impact on recreational facilities. No significant recreation impacts are anticipated, and no other mitigation measures are necessary.

12. TRANSPORTATION/CIRCULATION

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Level of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Conflict with an applicable congestion management program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The County has established the acceptable Level of Service (LOS) on roads serving urban areas of the unincorporated county as LOS "D". The existing road network serving the project and surrounding neighborhood include San Antonia Street, First Street and Front Street all of which are operating at acceptable levels. Avila Beach Drive, which provides the only vehicular access to and from Avila Beach is currently operating at level of service B and has been assigned a level of severity I by the 2012-2014 Resource Summary Report. Based on existing road speeds and configuration (vertical and horizontal road curves), sight distance for roads serving the project is considered acceptable.

Referrals were sent to County Public Works. Their comments note that the Avila Beach Specific Plan recommends asphalt swale frontage improvements on First Street. However, Public Works is recommending concrete curb, gutter and sidewalk improvements instead. Their recommendation is based on roadway slopes, drainage, pedestrian access, vehicles curbing tires, and long term maintenance. In addition, Public Works notes that the two proposed driveways on San Antonia Street cannot accommodate parked vehicles without blocking the sidewalk. No other significant traffic-related concerns were identified.

Impact.

Construction Impacts. Construction related traffic will increase during the morning and afternoon peak hours on San Antonia Street and First Street and surrounding roads serving the project site. Based on the project application materials, it is expected that as many as 10 workers may be arriving and leaving the project site on a typical construction work day. The temporary increase in traffic is not expected to reduce the currently-acceptable level of service.

Excavation of the project site will require the export of 2,070 c.y. of material, or about 259 truck trips over an 11 day timeframe. Assuming an eight hour work day, a total of 3² truck trips per hour will leave the site and travel out of Avila Beach on Avila Beach Drive to a disposal site. The small number of hourly and daily trips is not expected to adversely impact the level of service or safety of affected roadways.

Operational Impacts. Project plans show two driveways on San Antonia Street and a private driveway extending south from First Street providing access to the subterranean garages for individual units. Parking is provided for 16 vehicles as required by the CZLUO; two of the units will have tandem parking within a garage.

The project is estimated to generate a net increase of about 48 trips per day (about 5 during the peak hour) based on the Institute of Traffic Engineer's manual of 9.57 trips per residential unit. This amount of additional traffic is not expected to result in a significant change to the existing road service levels. The proposed project is within the Avila Fee Area. Payment of Road Improvement Fees (as discussed in Section 10. Public Services) is required prior to building permit issuance.

The project does not conflict with adopted policies, plans and programs on transportation.

Mitigation/Conclusion. Construction of roadway improvements included in the project plans and the payment of required road improvement impact fees will ensure traffic impacts remain less than significant. The recommendations of the Public Works Department will be included as conditions of approval.

13. WASTEWATER

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting. The project will be served by Avila Beach Community Services District for wastewater collection and disposal.

Impact. According to the 2012-2014 Resource Summary Report, the District is currently (2014) operating at about 29% of its allotted treatment capacity of the wastewater treatment plant which it

² 259 trips/11 days = 24 trips per day/8 hour work day = 3 trips per hour.

shares with the Port San Luis Harbor District. The collection system is currently operating at acceptable levels.

Mitigation/Conclusion. Given that the system is currently operating at acceptable levels and that it has the capacity to support existing commitments in addition to the proposed project, no mitigation measures are necessary.

14. WATER & HYDROLOGY

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
QUALITY				
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
QUANTITY				
h) <i>Change the quantity or movement of available surface or ground water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Adversely affect community water service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

WATER SUPPLY. The project is within the service area of the Avila Beach Community Services District (ABCSD) whose boundaries include the downtown area and previous oil tank farm (Avila Point). The District provides water service for approximately 300 people from a variety of sources that include the State Water Project, Lopez Lake, and groundwater. According to the Avila Beach Specific Plan, the existing water supply is sufficient to serve a community of 820 dwelling units. Accordingly, the 2012-2014 Resource Summary Report recommended no levels of severity for water supply in the Avila Beach area. With the addition of the State Water allocation (contracted for 100 AFY), Avila Beach would have an adequate supply of water to support full build-out of the community.

The topography of the project is moderately sloping. The closest creek from the proposed development is approximately .22 miles away. As described in the NRCS Soil Survey, the soil surface is considered to have low erodibility.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County's Land Use Ordinance requires that temporary erosion and sedimentation measures to be installed.

DRAINAGE – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? No

Closest creek? San Luis Obispo Creek Distance? Approximately .22 miles

Soil drainage characteristics: Not well drained

For areas where drainage is identified as a potential issue, the Land Use Ordinance (LUO Sec. 22.52.110 or CZLUO Sec. 23.05.042) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

SEDIMENTATION AND EROSION – Soil type, area of disturbance, and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in the previous Agriculture section under "Setting". As described in the NRCS Soil Survey, the project's soil erodibility is as follows:

Soil erodibility: Low

A sedimentation and erosion control plan is required for all construction and grading projects (LUO Sec. 22.52.120, CZLUO Sec. 23.05.036) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

Impact – Water Quality/Hydrology

With regards to project impacts on water quality the following conditions apply: (**choose applicable items**)

- ✓ Approximately 12,000 square feet of site disturbance is proposed and the movement of approximately 2,070 cubic yards of material;
- ✓ The project will be subject to standard County requirements for drainage, sedimentation and

erosion control for construction and permanent use;

- ✓ The project is not on highly erodible soils, but is located on moderate to steep slopes;
- ✓ The project is not within a 100-year Flood Hazard designation;
- ✓ The project is more than 100 feet from the closest creek or surface water body;
- ✓ All disturbed areas will be permanently stabilized with impermeable surfaces and landscaping;
- ✓ Parking area drainage inlets will be fitted with hydrocarbon filters;
- ✓ Bioswales will be installed as a part of the drainage plan;
- ✓ Stockpiles will be properly managed during construction to avoid material loss due to erosion;
- ✓ The project is subject to the County's Plumbing Code (Chapter 7 of the Building and Construction Ordinance [Title 19]), and/or the "Water Quality Control Plan, Central Coast Basin" for its wastewater requirements, where wastewater impacts to the groundwater basin will be less than significant;
- ✓ All hazardous materials and/or wastes will be properly stored on-site, which include secondary containment should spills or leaks occur;

The project incorporates a bioretention system in the underground parking area where stormwater will be collected, stored and treated before being discharged to the curb. The system has been sized to accommodate the runoff generated by the entire project site.

The project was referred to the Public Works Department. According to their comments, the project meets the applicability criteria outlined in the Land Use Ordinance for Storm Water Management; therefore, the project is subject to the NPDES General Permit Attachment 4 Design Standards. And, the project is required to submit a Storm Water Control Plan Application and Coversheet.

Impact -- Water Quantity

Based on the project description, as shown below, a reasonable estimate of the net increased indoor water usage would likely be about 4.25 acre feet/year (AFY):

7 residential lots with a net increase of 5 additional residences: $5 \times 0.85 \text{ afy} = 4.25 \text{ afy}$

Source: "City of Santa Barbara Water Demand Factor & Conservation Study "User Guide" (Aug., 1989)

Based on the 2012-2014 Resource Summary Report, the project's water source is adequate to provide for the project's water needs. There are no known constraints to prevent the project from obtaining its water demands.

Mitigation/Conclusion. As specified above for water quality, existing regulations and/or required plans will adequately address surface water quality impacts during construction and permanent use of the project. No additional measures above what are required or proposed are needed to protect water quality.

Based on the proposed amount of water to be use and the water source, no significant impacts from water use are anticipated.

15. LAND USE

Inconsistent Potentially Inconsistent Consistent Not Applicable

Will the project:

- a) *Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?*
- b) *Be potentially inconsistent with any habitat or community conservation plan?*
- c) *Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?*
- d) *Be potentially incompatible with surrounding land uses?*
- e) *Other:* _____

Setting/Impact. Surrounding uses are identified on Page 2 of the Initial Study. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CalFIRE for Fire Code, etc.). The project was found to be consistent with these documents (refer also to Exhibit A on reference documents used)

The project is not within or adjacent to a Habitat Conservation Plan area. The project is consistent with the surrounding uses, which are primarily residences on lots ranging in size from 2,500 to 6,000 square feet.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE

Potentially Significant Impact can & will be mitigated Insignificant Impact Not Applicable

Will the project:

- a) *Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?*
- b) *Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects*

of probable future projects)

c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

For further information on CEQA or the County's environmental review process, please visit the County's web site at "www.sloplanning.org" under "Environmental Information", or the California Environmental Resources Evaluation System at: http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines for information about the California Environmental Quality Act.

Exhibit A - Initial Study References and Agency Contacts

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

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	In File**
<input type="checkbox"/>	County Environmental Health Services	Not Applicable
<input type="checkbox"/>	County Agricultural Commissioner's Office	Not Applicable
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input type="checkbox"/>	Air Pollution Control District	Not Applicable
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input type="checkbox"/>	Regional Water Quality Control Board	Not Applicable
<input type="checkbox"/>	CA Coastal Commission	Not Applicable
<input type="checkbox"/>	CA Department of Fish and Wildlife	Not Applicable
<input checked="" type="checkbox"/>	CA Department of Forestry (Cal Fire)	In File**
<input type="checkbox"/>	CA Department of Transportation	Not Applicable
<input type="checkbox"/>	Community Services District	Not Applicable
<input type="checkbox"/>	Other _____	Not Applicable
<input type="checkbox"/>	Other _____	Not Applicable

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

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

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

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

CalEEMOD Model Results

San Buenaventura Research Associates, February 26, 2016, *Historic Resources Report, 217 First Street and 87-95 San Antonia Street, Avila Beach CA*

CRMS, May 2015, *Phase I Archaeological Inventory Survey, Vasquez Construction Project, 1st Street and San Antonia Street, Avila Beach, CA*

GeoSolutions, August 14, 2015, Soils Engineering Report 217 1st Street and 95 San Antonia Street

Exhibit B - Mitigation Summary Table

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

Air Quality

- AQ-1** Prior to issuance of a grading permit, the project proponent shall demonstrate compliance with applicable provisions of the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – asbestos NESHAP).
- AQ-2** During construction/ground disturbing activities, the applicant shall implement the following particulate (dust) control measures. These measures shall be shown on the grading and building plans. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to commencement of construction.
- a. Reduce the amount of disturbed area where possible,
 - b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Reclaimed (nonpotable) water should be used whenever possible.
 - c. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
 - d. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top load and top of trailer) in accordance with CVC Section 23114.
 - e. 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.
 - f. All dirt stock-pile areas should be sprayed daily as needed.
- AQ-3** During construction activities. Construction Equipment. The project proponent shall implement the following emissions control measures so as to reduce diesel particulate matter in accordance with SLOAPCD requirements.
- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
 - b. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
 - c. Use diesel construction equipment meeting ARB's Tier 3 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
 - d. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- 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 or job sites to remind drivers and operators of the 5 minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

AQ-4 To help reduce sensitive receptor emissions impacts of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

California Diesel Idling Regulations

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

AQ-5 The proposed truck route for the delivery and removal of materials and equipment shall be selected to ensure routing patterns have the least impact to residential and other sensitive receptors such as schools, parks, day care centers, nursing homes and hospitals.

Cultural Resources

CR-1 Cultural Resources - Monitoring Plan. Prior to issuance of construction permit(s) or subdivision public improvement plan, the Applicant 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 earth-disturbing activities in areas identified as potentially sensitive for cultural resources, per the approved Plan. The Monitoring Plan shall include at a minimum:

- a. List of personnel involved in the monitoring activities;
- b. Inclusion of involvement of the Native American community, as appropriate;
- c. Description of how the monitoring shall occur;
- d. Description of frequency of monitoring (e.g., full-time, part time, spot checking);
- e. Description of what resources are expected to be encountered;
- f. Description of circumstances that would result in the halting of work at the project site (e.g., What is considered "significant" archaeological resources?);
- g. Description of procedures for halting work on the site and notification procedures; and
- h. Description of monitoring reporting procedures.

Prior to construction/ground-disturbing activities, the Applicant shall ensure that any construction-related subsurface excavation in sensitive areas (those with moderate to high potential for buried prehistoric archaeological resources) are tested by a County-approved archaeologist. Should buried resources be identified, further testing or avoidance shall be required; if avoidance is not possible, mitigation through data recovery shall be required (as defined in Mitigation Measure CR-3 - Cultural Resources - Phase III (data recovery) program).

As an alternative to testing, monitoring during construction in these sensitive areas could occur. [If monitoring is implemented in sensitive areas, the archaeologist should work with a Native American monitor.]

CR-2 Crew Education - The monitoring plan shall also include provisions defining education of the construction crew and establishing protocol for treating unanticipated finds. In consultation with a County-approved archaeologist, the Applicant 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 Applicant shall provide all field supervisors with maps showing those areas sensitive for potential buried resources.

The Project Archaeologist shall verify implementation of the Plan **during construction of improvements**. A final report on compliance shall be submitted by the archaeologist **prior to final inspection/occupancy of individual lot construction permits**.

CR-3 Minimize Impacts - If **cultural resources are identified on site**, further testing or avoidance shall be required. In consultation with the Environmental Coordinator, archeologist, Native American monitor, and/or the Most Likely Descendent (MLD), project redesign may be required to avoid significant impacts or reduce to a less than significant level.

- a. Project redesigns could include, but not limited to, moving foundation elements, designing spanning foundations, reducing proposed excavation volumes, and altering proposed utility lines and connection alignments.
- b. Foundation design may need to be altered to minimize site disturbance. "Side-by-side" comparisons of disturbance and calculations of volume of cultural materials affected will be submitted to show the revised foundation design will result in the least disturbance. **The approved redesign(s) shall be verified by the County prior to construction work.**

- c. Where project must encroach within the identified cultural resource(s), incorporation of fill shall be considered. Only sufficient fill shall be placed over the site so as to allow native soils to remain undisturbed (e.g. 18 inches for residential footings, 6-8 inches for driveway construction). Clean, sterile fill, consisting of a layer of other conspicuous material (e.g. fill of a noticeable different color and texture than native soil) shall be placed over the native soil prior to placement of any other clean fill material. Native soils shall not be disturbed or compacted within the cultural resource areas. A qualified archaeologist shall be retained to oversee this work and prepare a summary report to be submitted to the County **prior to final inspection or occupancy (whichever occurs first)**.
- d. If avoidance is not possible, mitigation through data recovery shall be required (as defined in Mitigation Measure CR-5 Phase III Data Recovery Program) prior to **construction permit issuance**.
- e. Alternate mitigations may also include a combination of soil capping and Phase III Data Recovery, where feasible.

If human remains are found, an agreement of Non-Disturbance of Native American burial sites may be required **prior to final inspection** to prevent future disturbance to the site(s) identified.

Monitoring (CR-1 – CR-3): Compliance will be verified by the Department of Planning and Building, in consultation with the Environmental Coordinator.

- CR-4 Cultural Resource – Construction Monitoring.** During all ground disturbing construction activities, the applicant shall retain a qualified archaeologist (approved by the Environmental Coordinator) and Native American monitor to monitor all earth disturbing activities, per the approved monitoring plan. If any significant archaeological resources 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 applicant shall implement the mitigation as required by the Environmental Coordinator.
- CR-5 Cultural Resource Monitoring – Completion Report.** Upon completion of all monitoring/mitigation activities, and prior to occupancy or final inspection (whichever occurs first), the consulting archaeologist shall submit a report to the Environmental Coordinator summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met. If the analysis included in the Phase III program is not complete by the time of final inspection, the applicant shall provide to the Environmental Coordinator, proof of obligation to complete the required analysis.
- CR-6 Cultural Resources - Phase III (Data recovery) Program.** If, during site disturbance monitoring, cultural resources are discovered on site, the applicant shall submit to the Environmental Coordinator (and possibly subject to peer review) for review and approval, a detailed research design for a Phase III (data recovery) archaeological investigation. The Phase III program shall be prepared by a subsurface qualified archaeologist approved by the Environmental Coordinator. The consulting archaeologist responsible for the Phase III program shall be provided with a copy of conducted archaeological investigations and the Phase I Archaeological Survey (CRMS; May 2015). The Phase III program shall include at least the following:
- a. Standard archaeological data recovery practices;
 - b. Recommendation of sample size adequate to mitigate for impacts to archaeological

site, including basis and justification of the recommended sample size. Sample size typically is 2% of the volume of disturbed area. If a lesser sample size is recommended, supporting information shall be presented that justifies the smaller sample size.

- c. Identification of location of sample sites/test units;
- d. Detailed description of sampling techniques and material recovery procedures (e.g. how sample is to be excavated, how the material will be screened, screen size, how material will be collected);
- e. Disposition of collected materials;
- f. Proposed analysis of results of data recovery and collected materials, including timeline of final analysis results;
- g. List of personnel involved in sampling and analysis.

Once approved, these measures shall be shown on all applicable construction drawings and implemented **during construction**. **Prior to final inspection**, the applicant shall provide to the County a final report on the investigation work conducted during construction.

<p>Monitoring (CR-4 – CR-6): Compliance will be verified by the Department of Planning and Building, in consultation with the Environmental Coordinator, consulting archaeologist, and Native American monitor.</p>
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**DEVELOPER'S STATEMENT FOR
HFT INVESTMENTS TENTATIVE TRACT MAP AND DEVELOPMENT PLAN
ED15-127 (SUB2015-00026)**

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

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

Project Description: Request by HDFT Investments for the following:

- A Vesting Tentative Tract Map (Tract 3091) to subdivide two existing parcels totaling 12,000 square feet into seven parcels;
- Demolition of three existing residences, a detached garage and accessory building; and
- Construction of 8 new multifamily residences.

The project site consists of two legal lots located on the southwest corner of First Street and San Antonia Street in the community of Avila Beach about one block north of the beach. The project site slopes downward to the south and west toward the beach and contains three single family residences, a garage and an accessory building, all to be removed. The project will result in the disturbance of approximately 12,000 square feet, including 2,100 cubic yards (c.y.) of excavation with 2,070 c.y. to be exported from the site to accommodate underground parking and living areas. The project site is within the Residential Multi-Family land use category. The site is in the Coastal Zone and San Luis Bay Coastal planning area.

Air Quality

AQ-1 Prior to issuance of a grading permit, the project proponent shall demonstrate compliance with applicable provisions of the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – asbestos NESHAP).

AQ-2 During construction/ground disturbing activities, the applicant shall implement the following particulate (dust) control measures. These measures shall be shown on the grading and building plans. In addition, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to commencement of construction.

- a. Reduce the amount of disturbed area where possible,
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Reclaimed (nonpotable) water should be used whenever possible.

- c. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- d. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top load and top of trailer) in accordance with CVC Section 23114.
- e. 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.
- f. All dirt stock-pile areas should be sprayed daily as needed.

AQ-3 During construction activities. Construction Equipment. The project proponent shall implement the following emissions control measures so as to reduce diesel particulate matter in accordance with SLOAPCD requirements.

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications;
- b. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- c. Use diesel construction equipment meeting ARB's Tier 3 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- d. Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- e. Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- 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 or job sites to remind drivers and operators of the 5 minute idling limit;
- g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- i. Electrify equipment when feasible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

AQ-4 To help reduce sensitive receptor emissions impacts of diesel vehicles and equipment used to construct the project, the applicant shall implement the following idling control techniques:

California Diesel Idling Regulations

- a. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operations on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:

1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and
 2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
- b. Off-road diesel equipment shall comply with the 5 minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-road Diesel regulation.
 - c. Signs shall be posted in the designated queuing areas and job sites to remind drivers and operators of the 5-minute idling limit.
- AQ-5 The proposed truck route for the delivery and removal of materials and equipment shall be selected to ensure routing patterns have the least impact to residential and other sensitive receptors such as schools, parks, day care centers, nursing homes and hospitals.

Monitoring (AQ-1 – AQ-5): Compliance will be verified by the Department of Planning and Building, in consultation with the Environmental Coordinator and the Air Pollution Control District.

Cultural Resources

- CR-1 **Cultural Resources - Monitoring Plan.** Prior to issuance of construction permit(s) or subdivision public improvement plan, the Applicant 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 earth-disturbing activities in areas identified as potentially sensitive for cultural resources, per the approved Plan. The Monitoring Plan shall include at a minimum:
- a. List of personnel involved in the monitoring activities;
 - b. Inclusion of involvement of the Native American community, as appropriate;
 - c. Description of how the monitoring shall occur;
 - d. Description of frequency of monitoring (e.g., full-time, part time, spot checking);
 - e. Description of what resources are expected to be encountered;
 - f. Description of circumstances that would result in the halting of work at the project site (e.g., What is considered "significant" archaeological resources?);
 - g. Description of procedures for halting work on the site and notification procedures; and
 - h. Description of monitoring reporting procedures.

Prior to construction/ground-disturbing activities, the Applicant shall ensure that any construction-related subsurface excavation in sensitive areas (those with moderate to high potential for buried prehistoric archaeological resources) are tested by a County-approved archaeologist. Should buried resources be identified, further testing or avoidance shall be required; if avoidance is not possible, mitigation through data

recovery shall be required (as defined in Mitigation Measure CR-3 - Cultural Resources - Phase III (data recovery) program).

As an alternative to testing, monitoring during construction in these sensitive areas could occur. [If monitoring is implemented in sensitive areas, the archaeologist should work with a Native American monitor.]

CR-2 Crew Education - The monitoring plan shall also include provisions defining education of the construction crew and establishing protocol for treating unanticipated finds. In consultation with a County-approved archaeologist, the Applicant 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 Applicant shall provide all field supervisors with maps showing those areas sensitive for potential buried resources.

The Project Archaeologist shall verify implementation of the Plan **during construction of improvements**. A final report on compliance shall be submitted by the archaeologist **prior to final inspection/occupancy of individual lot construction permits**.

CR-3 Minimize Impacts. - If cultural resources are identified on site, further testing or avoidance shall be required. In consultation with the Environmental Coordinator, archeologist, Native American monitor, and/or the Most Likely Descendent (MLD), project redesign may be required to avoid significant impacts or reduce to a less than significant level.

- a. Project redesigns could include, but not limited to, moving foundation elements, designing spanning foundations, reducing proposed excavation volumes, and altering proposed utility lines and connection alignments.
- b. Foundation design may need to be altered to minimize site disturbance. "Side-by-side" comparisons of disturbance and calculations of volume of cultural materials affected will be submitted to show the revised foundation design will result in the least disturbance. **The approved redesign(s) shall be verified by the County prior to construction work.**
- c. Where project must encroach within the identified cultural resource(s), incorporation of fill shall be considered. Only sufficient fill shall be placed over the site so as to allow native soils to remain undisturbed (e.g. 18 inches for residential footings, 6-8 inches for driveway construction). Clean, sterile fill, consisting of a layer of other conspicuous material (e.g. fill of a noticeable different color and texture than native soil) shall be placed over the native soil prior to placement of any other clean fill material. Native soils shall not be disturbed or compacted within the cultural resource areas. A qualified archaeologist shall be retained to oversee this work and prepare a summary report to be submitted to the County **prior to final inspection or occupancy (whichever occurs first)**.
- d. If avoidance is not possible, mitigation through data recovery shall be required (as defined in Mitigation Measure CR-5 Phase III Data Recovery Program) **prior to construction permit issuance.**
- e. Alternate mitigations may also include a combination of soil capping and Phase III Data Recovery, where feasible.

If human remains are found, an agreement of Non-Disturbance of Native American burial sites may be required prior to final inspection to prevent future disturbance to the site(s) identified.

Monitoring (CR-1 – CR-3): Compliance will be verified by the Department of Planning and Building, in consultation with the Environmental Coordinator.

- CR-4 Cultural Resource – Construction Monitoring.** During ground disturbing construction activities such as removal of foundations, concrete flat work and initial grading the applicant shall retain a qualified archaeologist (approved by the Environmental Coordinator) and Native American monitor to monitor these earth disturbing activities, per the approved monitoring plan. If any significant archaeological resources 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 applicant shall implement the mitigation as required by the Environmental Coordinator.
- CR-5 Cultural Resource Monitoring – Completion Report.** Upon completion of all monitoring/mitigation activities, and prior to occupancy or final inspection (whichever occurs first), the consulting archaeologist shall submit a report to the Environmental Coordinator summarizing all monitoring/mitigation activities and confirming that all recommended mitigation measures have been met. If the analysis included in the Phase III program is not complete by the time of final inspection, the applicant shall provide to the Environmental Coordinator, proof of obligation to complete the required analysis.
- CR-6 Cultural Resources - Phase III (Data recovery) Program.** If, during site disturbance monitoring, cultural resources are discovered on site, the applicant shall submit to the Environmental Coordinator (and possibly subject to peer review) for review and approval, a detailed research design for a Phase III (data recovery) archaeological investigation. The Phase III program shall be prepared by a subsurface qualified archaeologist approved by the Environmental Coordinator. The consulting archaeologist responsible for the Phase III program shall be provided with a copy of conducted archaeological investigations and the Phase I Archaeological Survey (CRMS; May 2015). The Phase III program shall include at least the following:
- a Standard archaeological data recovery practices;
 - b Recommendation of sample size adequate to mitigate for impacts to archaeological site, including basis and justification of the recommended sample size. Sample size typically is 2% of the volume of disturbed area. If a lesser sample size is recommended, supporting information shall be presented that justifies the smaller sample size.
 - c Identification of location of sample sites/test units;
 - d Detailed description of sampling techniques and material recovery procedures (e.g. how sample is to be excavated, how the material will be screened, screen size, how material will be collected);
 - e Disposition of collected materials;
 - f Proposed analysis of results of data recovery and collected materials, including timeline of final analysis results;
 - g List of personnel involved in sampling and analysis.

Once approved, these measures shall be shown on all applicable construction drawings

Avila Beach Infill

217 1st Street & 95 San Antonia Street
Avila Beach, California



	ADDRESS 1706 JOHN BUCHAN AVENUE SAN LUIS OBISPO, CA 93401 PHONE 805.547.2240 WWW.ARRIS1180.COM	Avila Infill 217 1st St & 95 San Antonia St Avila Beach, California	Document # 2015- SUBPROJECT A-1
	PROJECT INFORMATION		

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 Cover Sheet

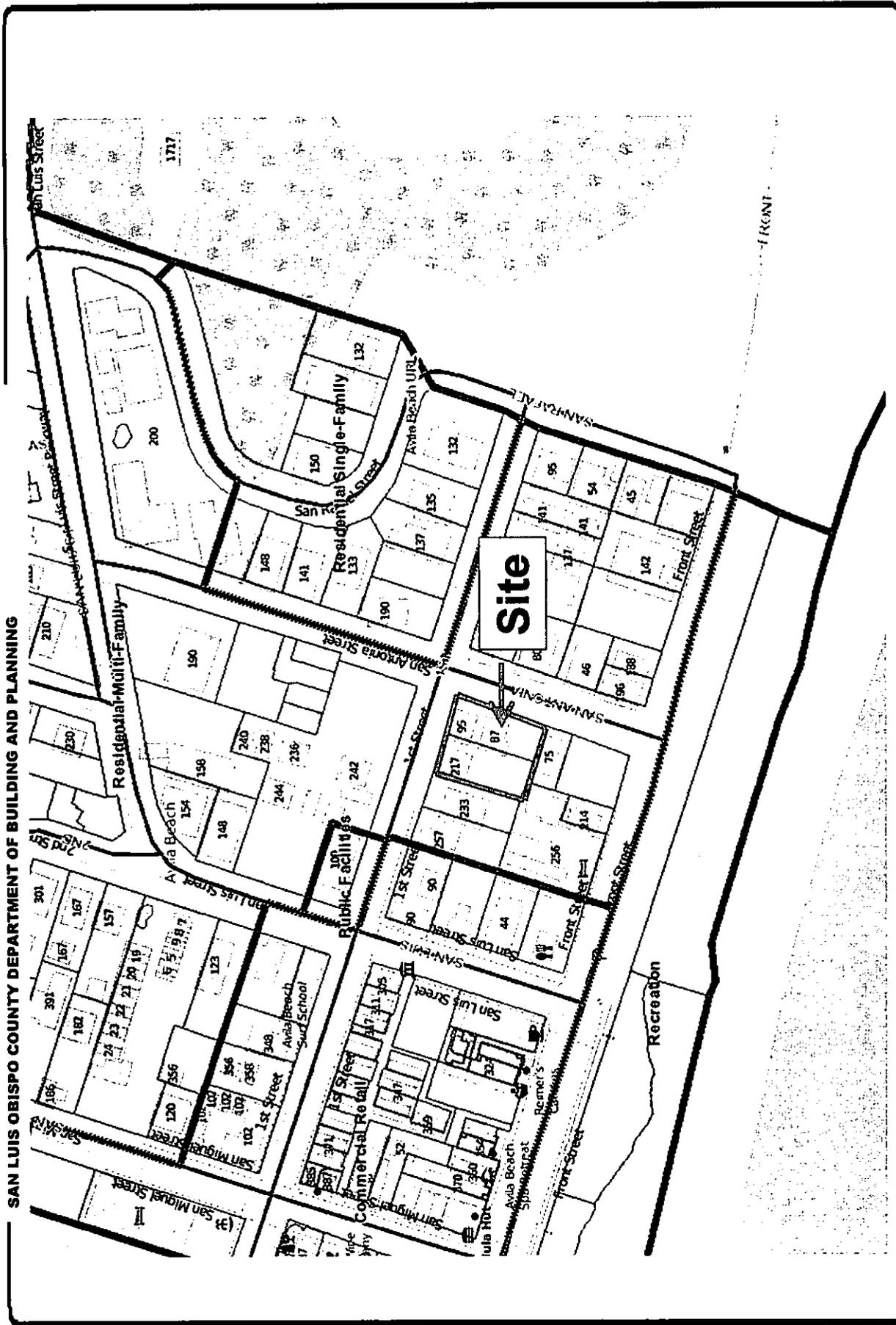


EXHIBIT
 Land Use Category Map



PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



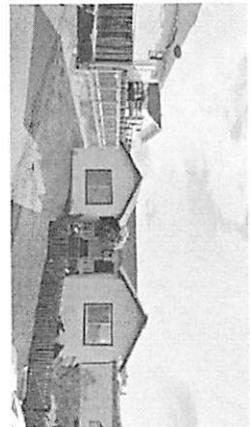
PROJECT
HDFT Investments
SUB2015-00026 (Tract 3091)



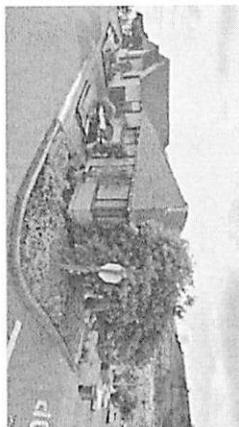
EXHIBIT
Aerial Photograph



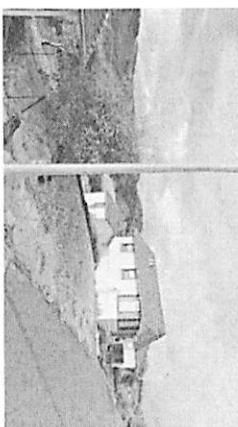
EXISTING SITE PLAN



VIEW 1 - EXISTING LOT 2 HOUSE FROM FIRST STREET



VIEW 2 - EXISTING LOT 1 HOUSE FROM CORNER



VIEW 3 - EXISTING LOT 1 HOUSE FROM SAN ANTONIA

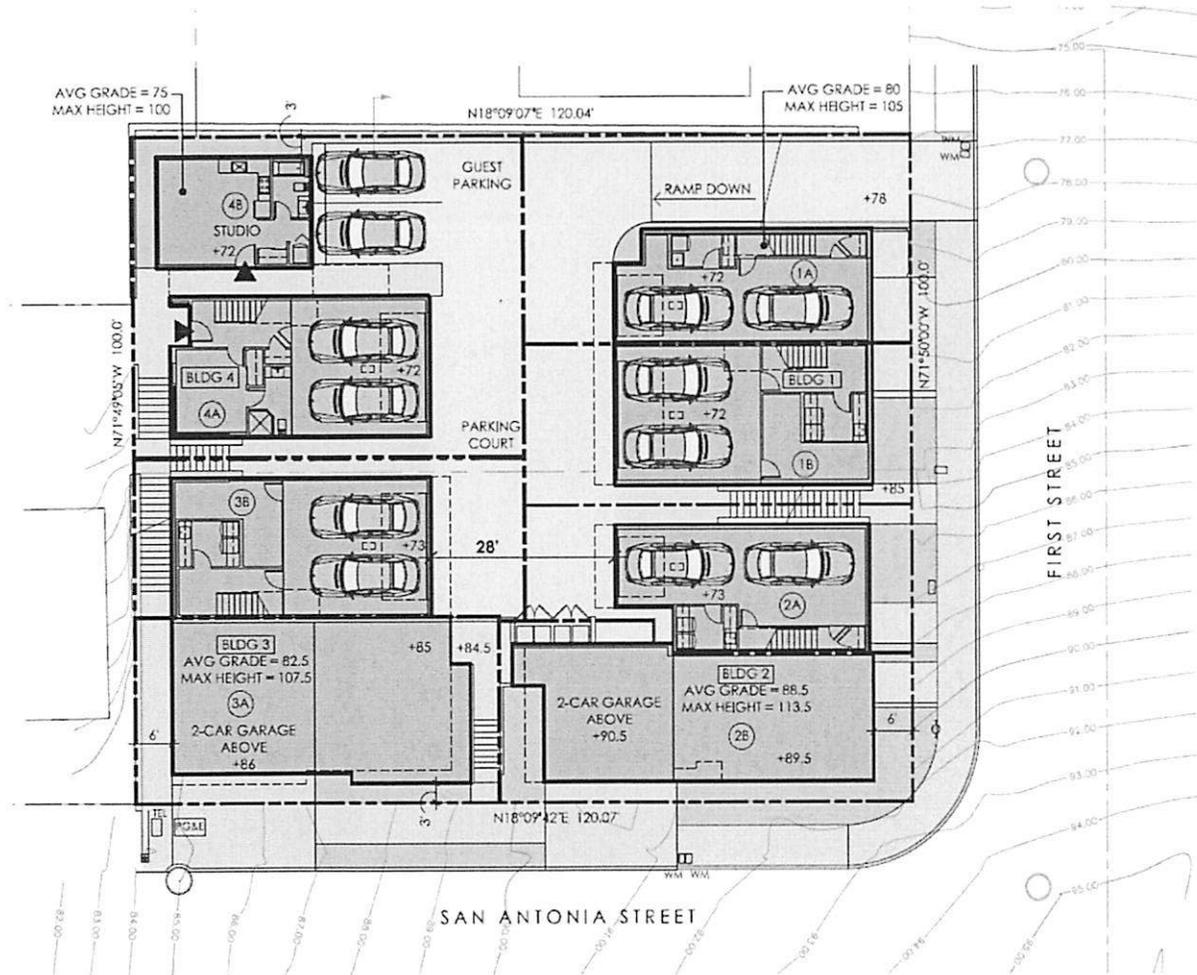
<p>ATTIS ARCHITECTURE 1000 N. GARDEN ST. SAN LUIS OBISPO, CA 95060 TEL: 831.542.2246 FAX: 831.542.2246</p>	<p>Avila Infill 277 217 514 95 San Antonia St Avila Infill, California</p>	<p>A-3 2014-01-01 2014-01-01</p>
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PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 Existing Site Plan

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING



PROPOSED SITE PLAN



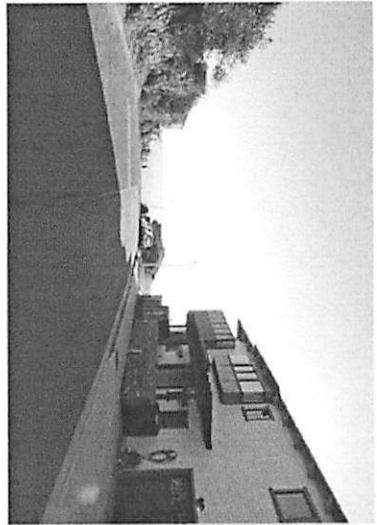
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	COUNTY: SAN LUIS OBISPO COUNTY CODE: 003		

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)

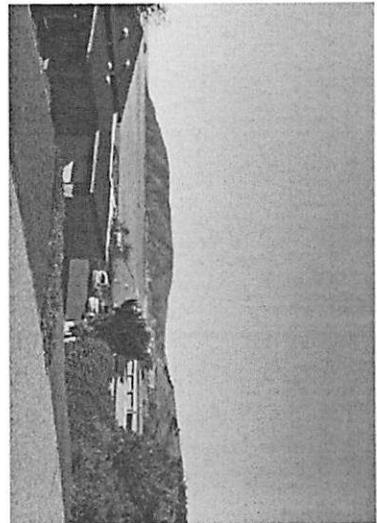


EXHIBIT
 Ground Floor Plan

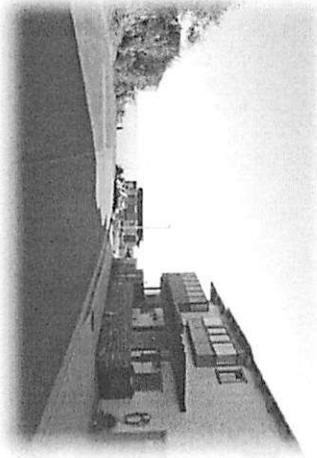
SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING



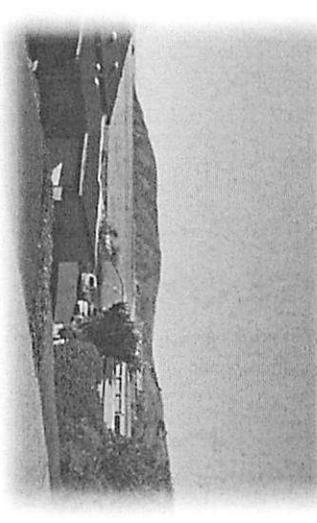
PHOTOGRAPH - VIEW #1 (SAN ANTONIO)



PHOTOGRAPH - VIEW #2 (SAN RAFAEL)



PHOTOGRAPHIC SIMULATION - VIEW #1 (SAN ANTONIO)



PHOTOGRAPHIC SIMULATION - VIEW #2 (SAN RAFAEL)

THE PROPOSED PROJECT CAN NOT BE SEEN FROM SAN RAFAEL STREET



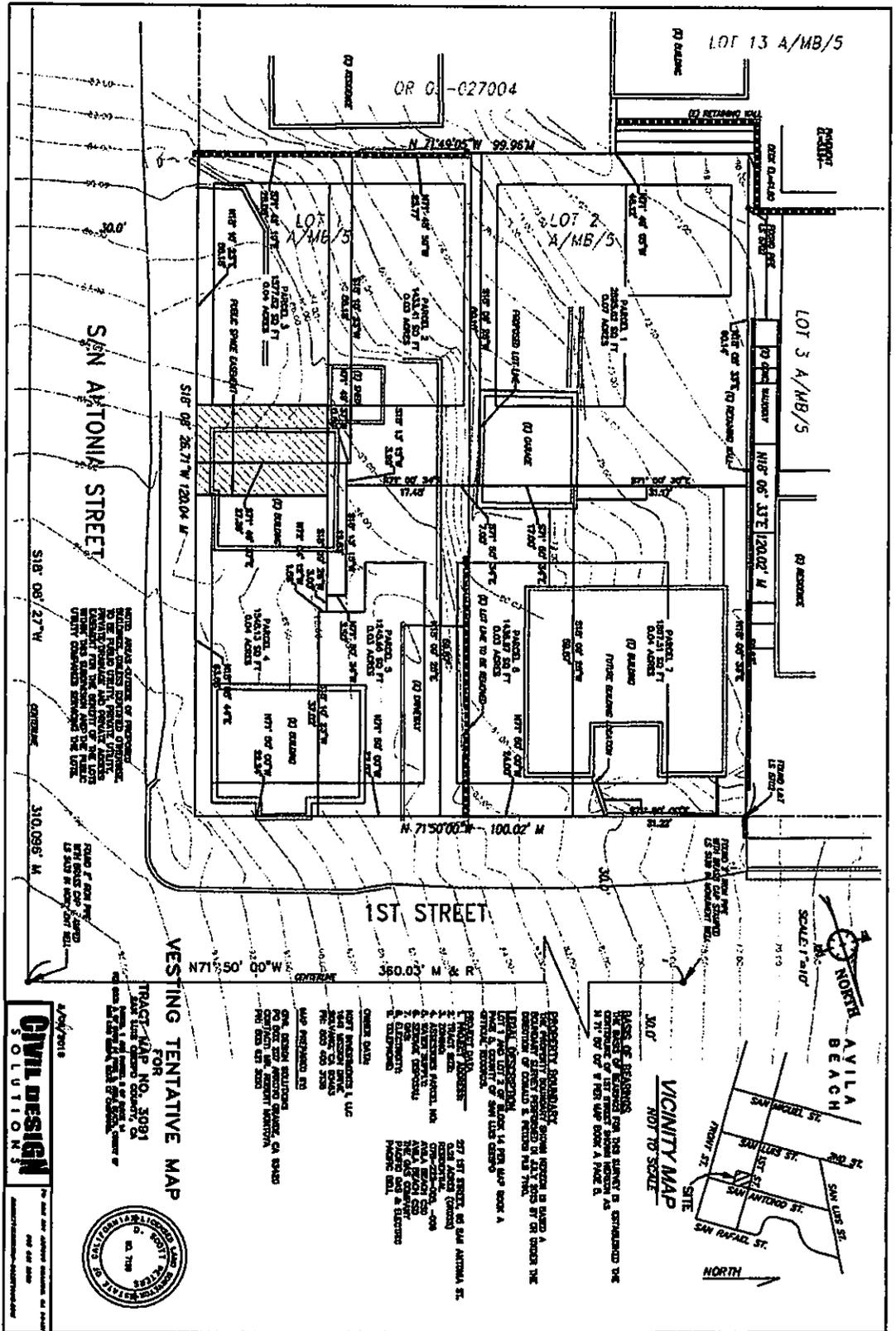
PHOTOGRAPHIC REFERENCE MAP

<p>ATTIS ARCHITECTURAL TECHNOLOGICAL INTERIORS SERVICES</p>	<p>ARCHITECT THE SAN JUAN ANTELLA GROUP 1051 SAN JUAN AVENUE SAN ANTONIO, TEXAS 78204</p>	<p>Avila Infill 217 WEST 5TH, SAN ANTONIO, TX AAA BOARD, CERTIFIED</p>	<p>A-22</p>
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PROJECT
HDFT Investments
SUB2015-00026 (Tract 3091)



EXHIBIT
Visual Simulations

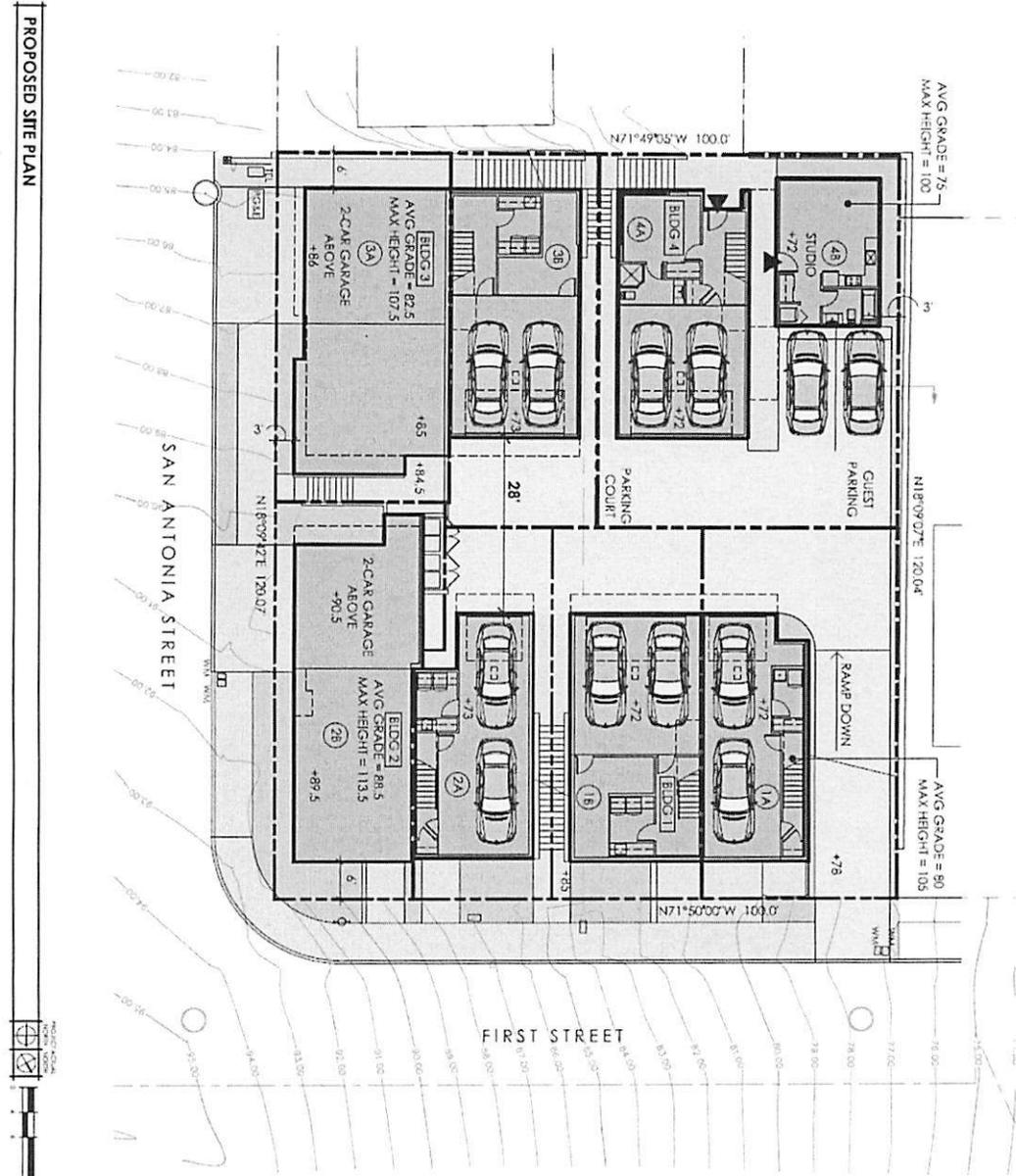


PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 Vesting Tentative Map

SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING



PROPOSED SITE PLAN

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)

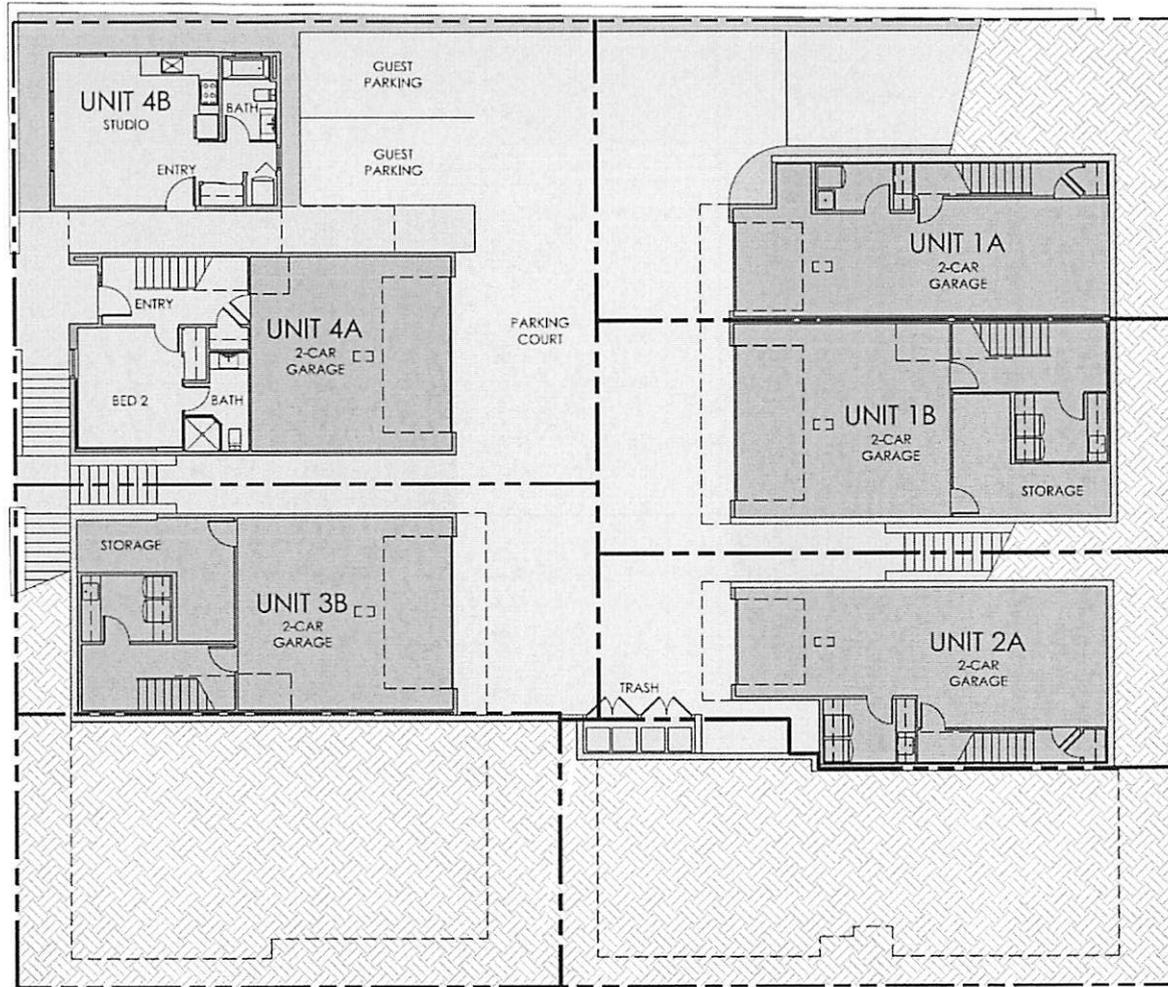
EXHIBIT
 Ground Floor Site Plan

AVTTIS
 ARCHITECTURE
 1000 S. GARDEN AVENUE
 SUITE 100
 SAN ANTONIO, TEXAS 78205
 (214) 520-1234

Avila Infill
 217 W. 5th St. San Antonio, TX
 San Antonio, California

A-4

SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING



LEGEND	
[Light Gray Box]	LIVING AREA
[Medium Gray Box]	GARAGE/STORAGE AREA
[White Box with Dashed Lines]	CONCRETE WALKWAY/PAVING
[White Box with Diagonal Lines]	ASPHALT PAVING
[White Box with Wavy Lines]	LANDSCAPING
[White Box with Cross-Hatch]	ROOF DECK

PROPOSED BASEMENT LEVEL PLAN

	ADDRESS: 1308 JOHNSON AVENUE SAN LUIS OBISPO, CA 93401 CONTACT: 805.547.2240 AFFIS@SLOCO.COM	Avila Infill 217 1st St & 95 San Antonio St Avila Beach, California	PROJECT NO. 2015-0026 SHEET NO. A-5 DATE: 07/16/15
	A-5		

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)

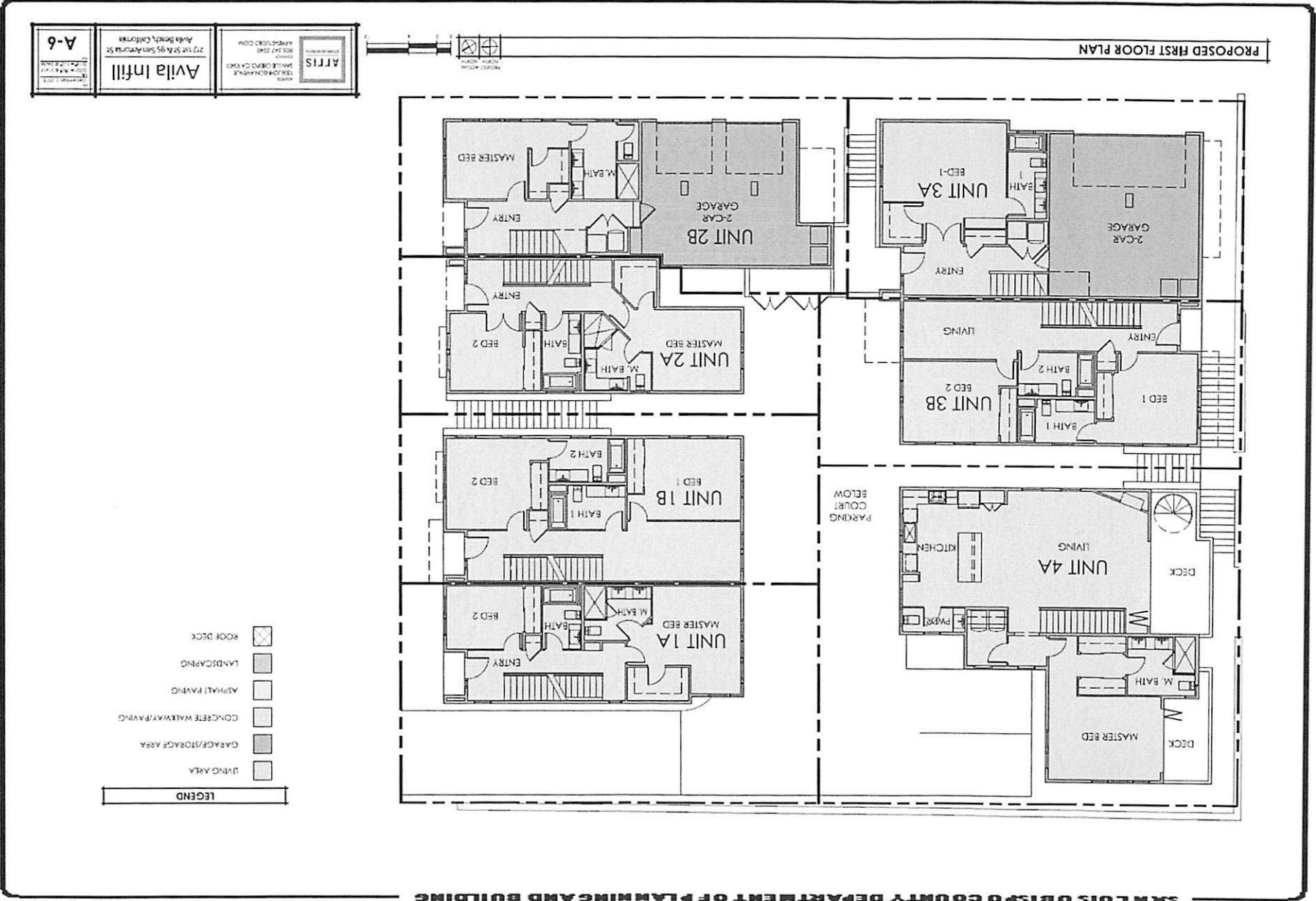


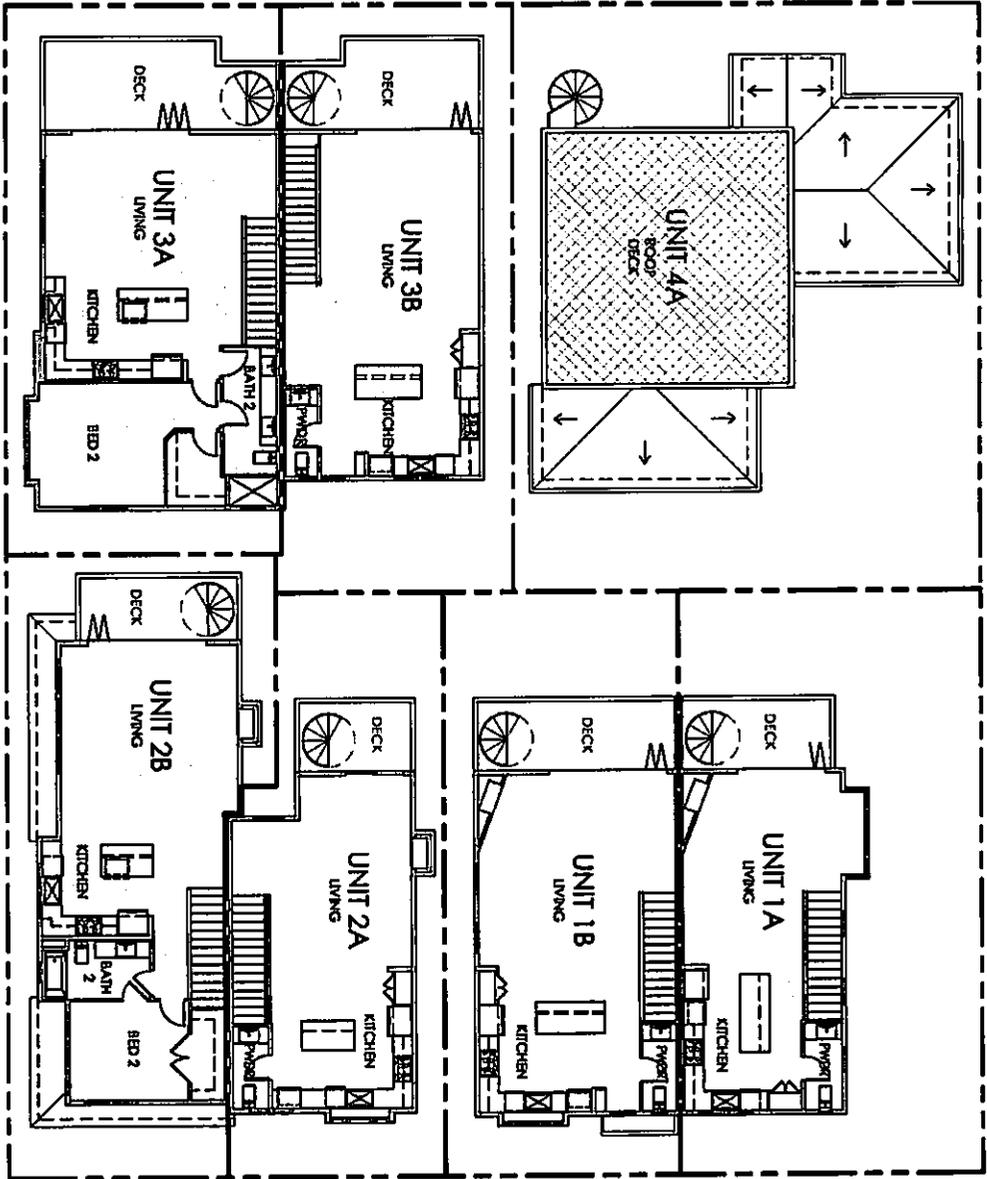
EXHIBIT
 Basement Level



EXHIBIT
First Floor

PROJECT
HDT Investments
SUB2015-00026 (Tract 3091)





PROPOSED SECOND FLOOR PLAN

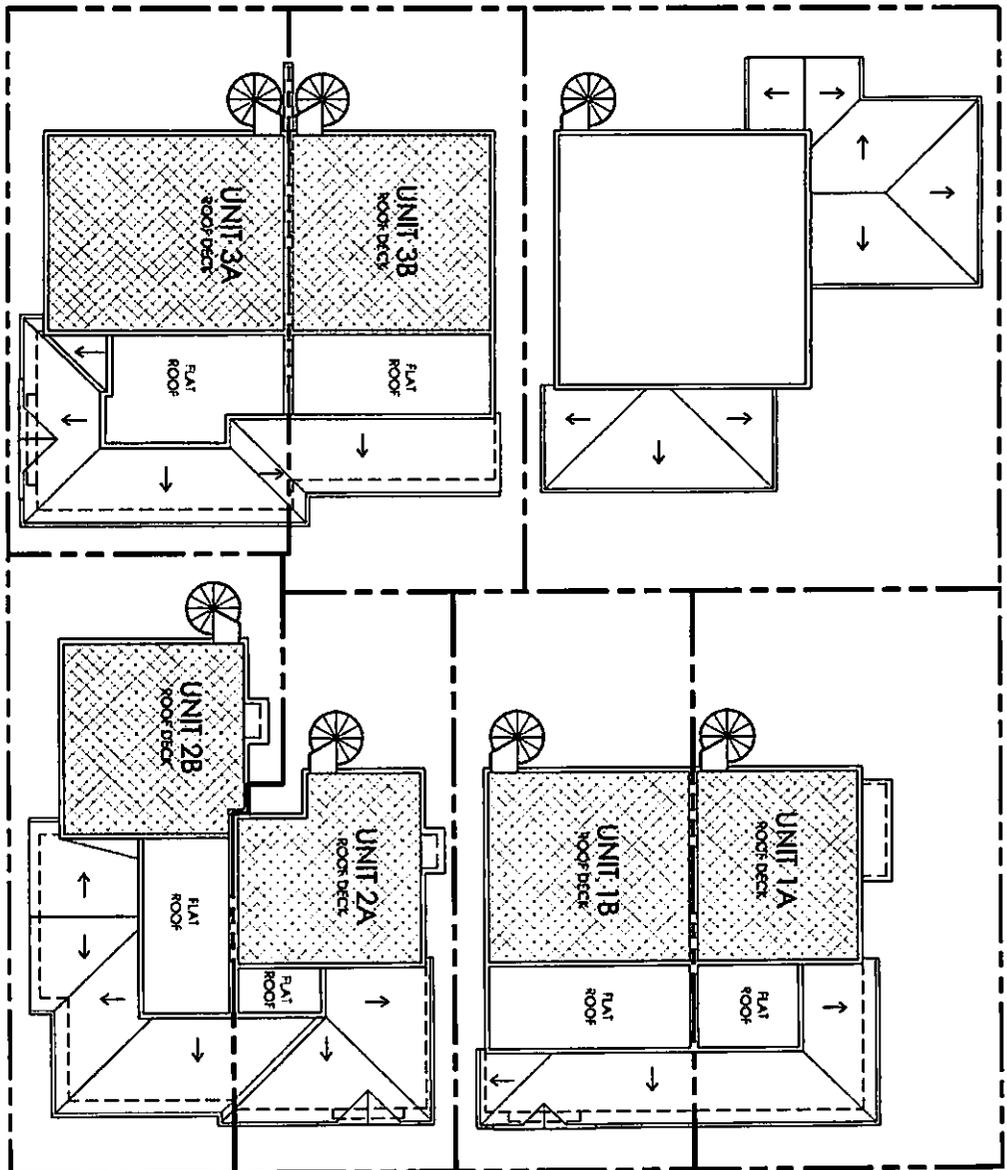
LEGEND	
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[Symbol]	GARAGE/STORAGE AREA
[Symbol]	CONCRETE WALKWAY/PARKING
[Symbol]	ASPHALT PARKING
[Symbol]	LANDSCAPING
[Symbol]	ROOF DECK

<p>ATTIS 500 COMMERCE AVENUE SUITE 100 AVILA BEACH, CA 93426</p>	<p>Avila Infill 37777 STATE ST. SANTA MONICA AVILA BEACH, CALIFORNIA</p>	<p>A-7</p>
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PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 Second Floor



- LEGEND**
- LIVING AREA
 - GARAGE/STORAGE AREA
 - CONCRETE WALKWAY/PAVING
 - ASPHALT PAVING
 - LANDSCAPING
 - ROOF DECK

PROPOSED ROOF LEVEL PLAN

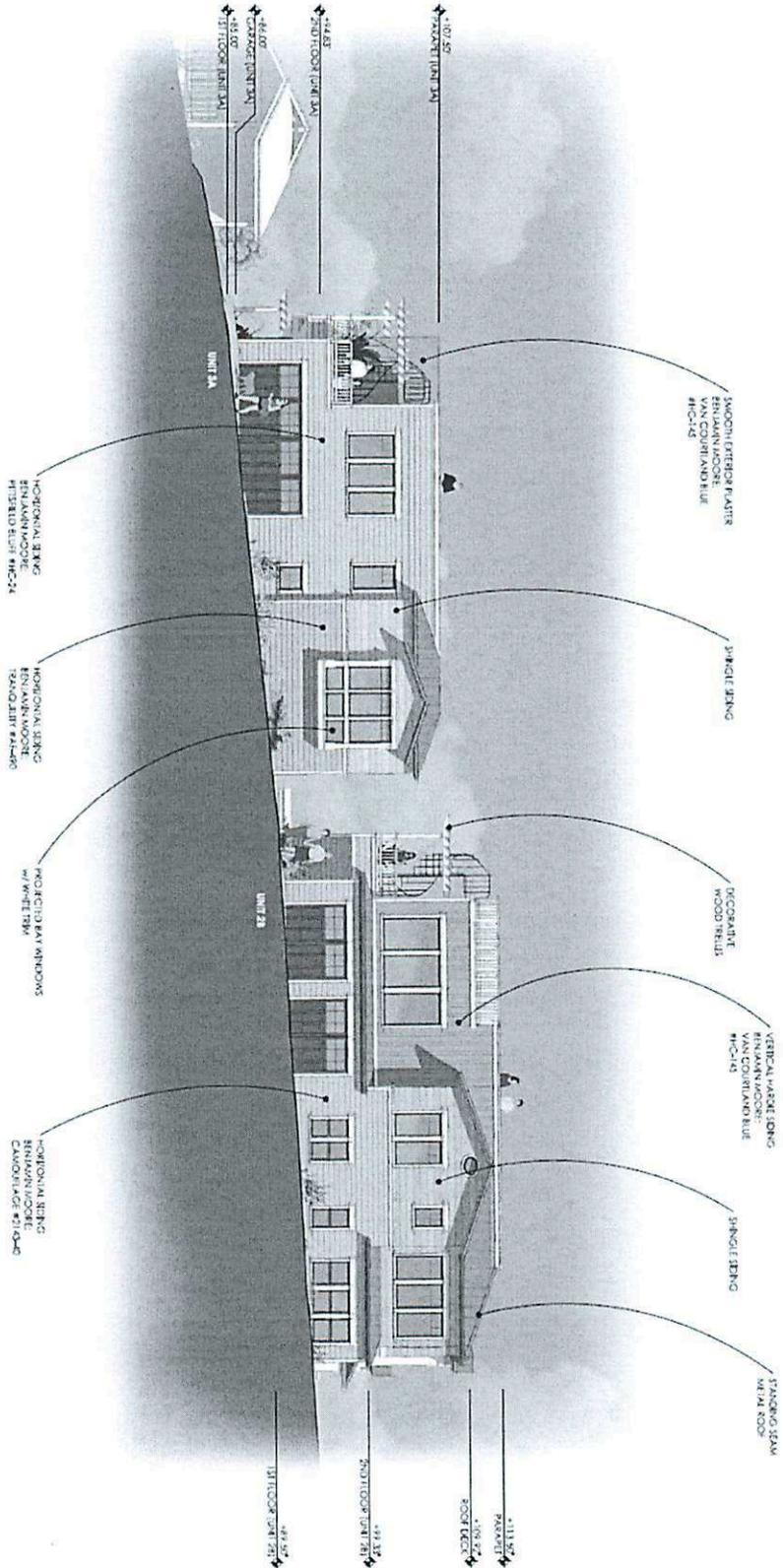
PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 Roof Plans

<p>ARTIS ARCHITECTURE 1000 S. GARDEN ST. SAN LUIS OBISPO, CA 95061 (805) 471-1200 www.artisarch.com</p>	<p>Avila Infill 1710 S. GARDEN ST. SAN LUIS OBISPO, CA 95061 (805) 471-1200</p>	<p>A-8</p>
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SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING



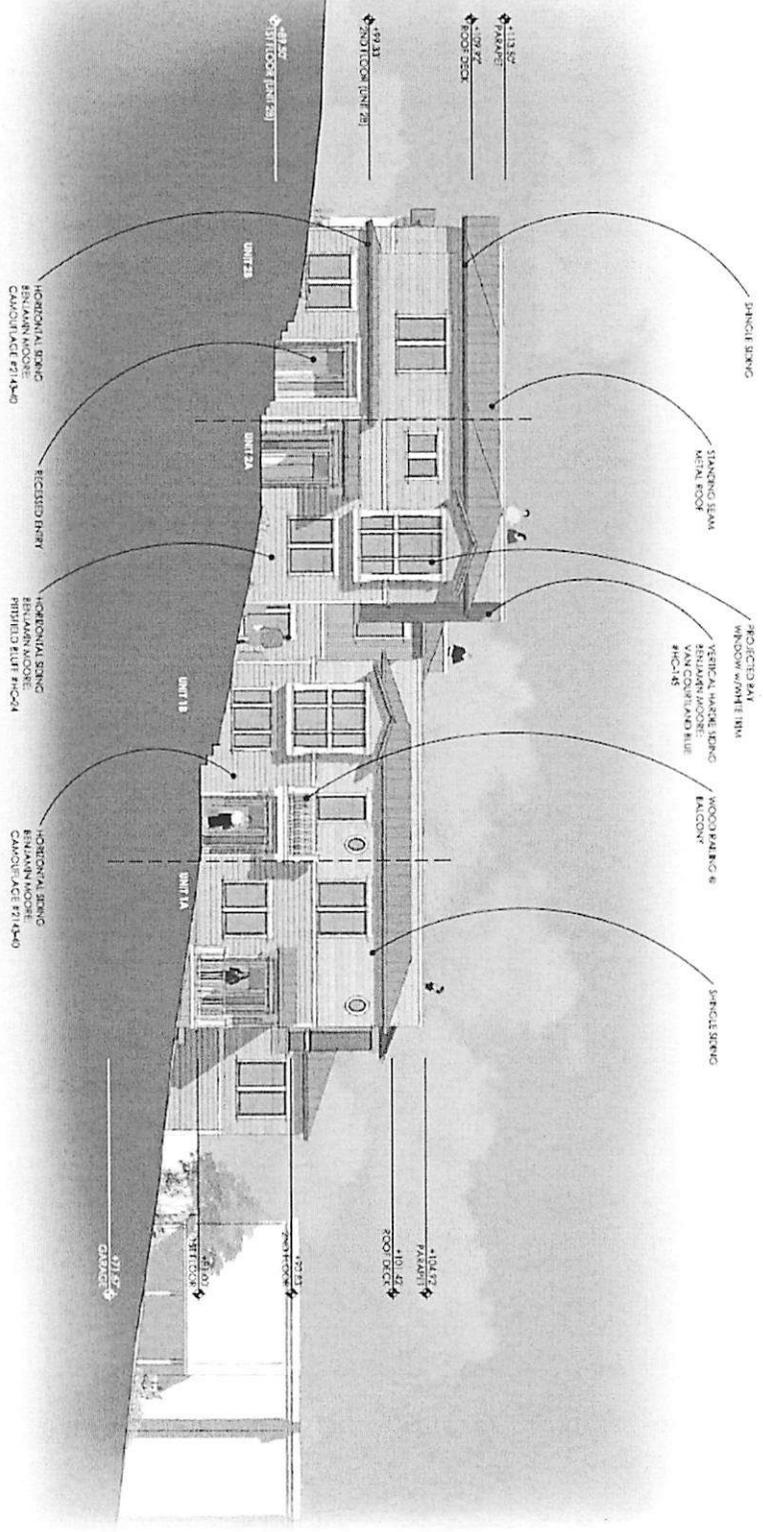
PROPOSED SAN ANTONIO STREET ELEVATION (EAST)

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 San Antonia Street Elevation

<p>ATTIS ARCHITECTS 1000 S. ANTONIO STREET SAN LUIS OBISPO, CA 93401 TEL: 805.749.1111 WWW.ATTISARCHITECTS.COM</p>	<p>Avila Infill 2775 SAN ANTONIO ST SAN LUIS OBISPO, CA 93401 TEL: 805.749.1111 WWW.AVILAINFILL.COM</p>	<p>A-9 SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING 1000 S. ANTONIO STREET SAN LUIS OBISPO, CA 93401 TEL: 805.749.1111 WWW.SLOCOUNTYGOV.COM</p>
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PROPOSED FIRST STREET ELEVATION (NORTH)

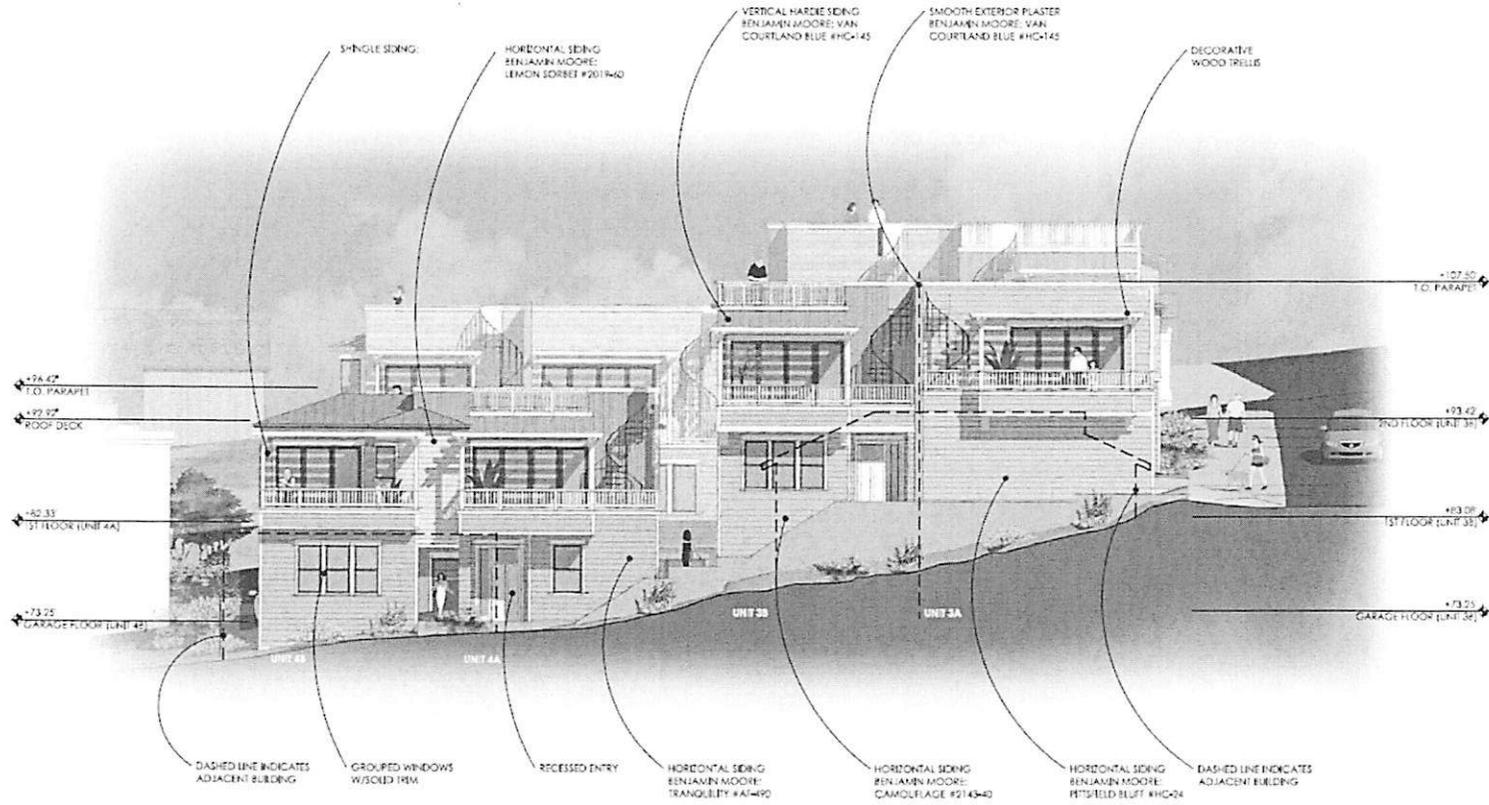
PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 First Street Elevations

ATTIS ARCHITECTS 1000 W. HIGHWAY 101 SUITE 200 AVILA BEACH, CA 93426 (805) 481-3300 WWW.ATTISARCHITECTS.COM	Avila Infill 377 HERRING STREET AVILA BEACH, CALIFORNIA	SHEET NO. A-10 DATE: 12/14/15 SCALE: AS SHOWN
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SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING



PROPOSED SOUTH ELEVATION

	4040 S. 175th AVENUE SAN LUIS OBISPO, CALIFORNIA 805.547.2240 ARRIS@SLOCO.COM	Avila Infill 212 1st St & 9th, San Antonio St Avila Beach, California	10/12/2015 10/12/2015 10/12/2015
	A-12		

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)

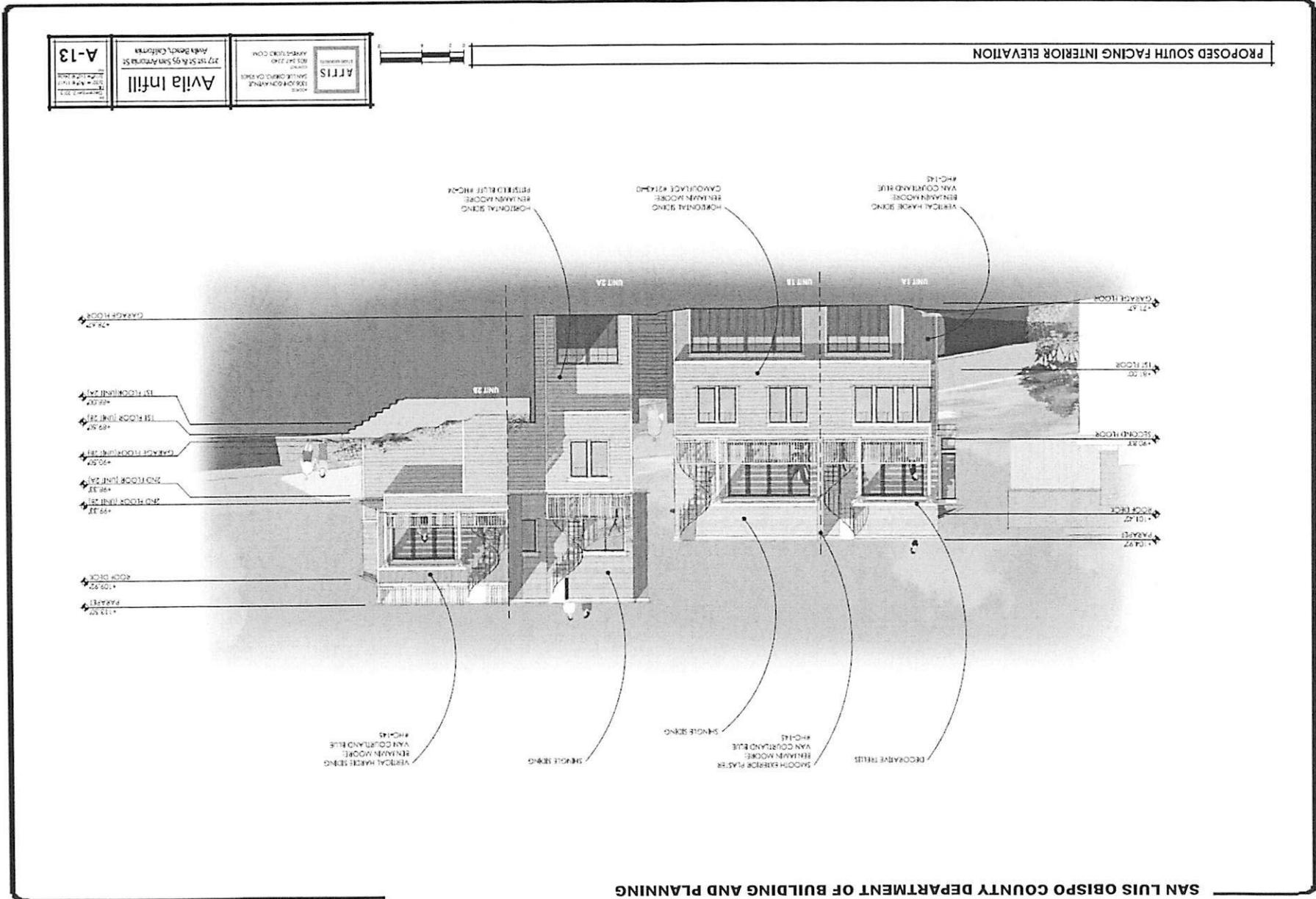


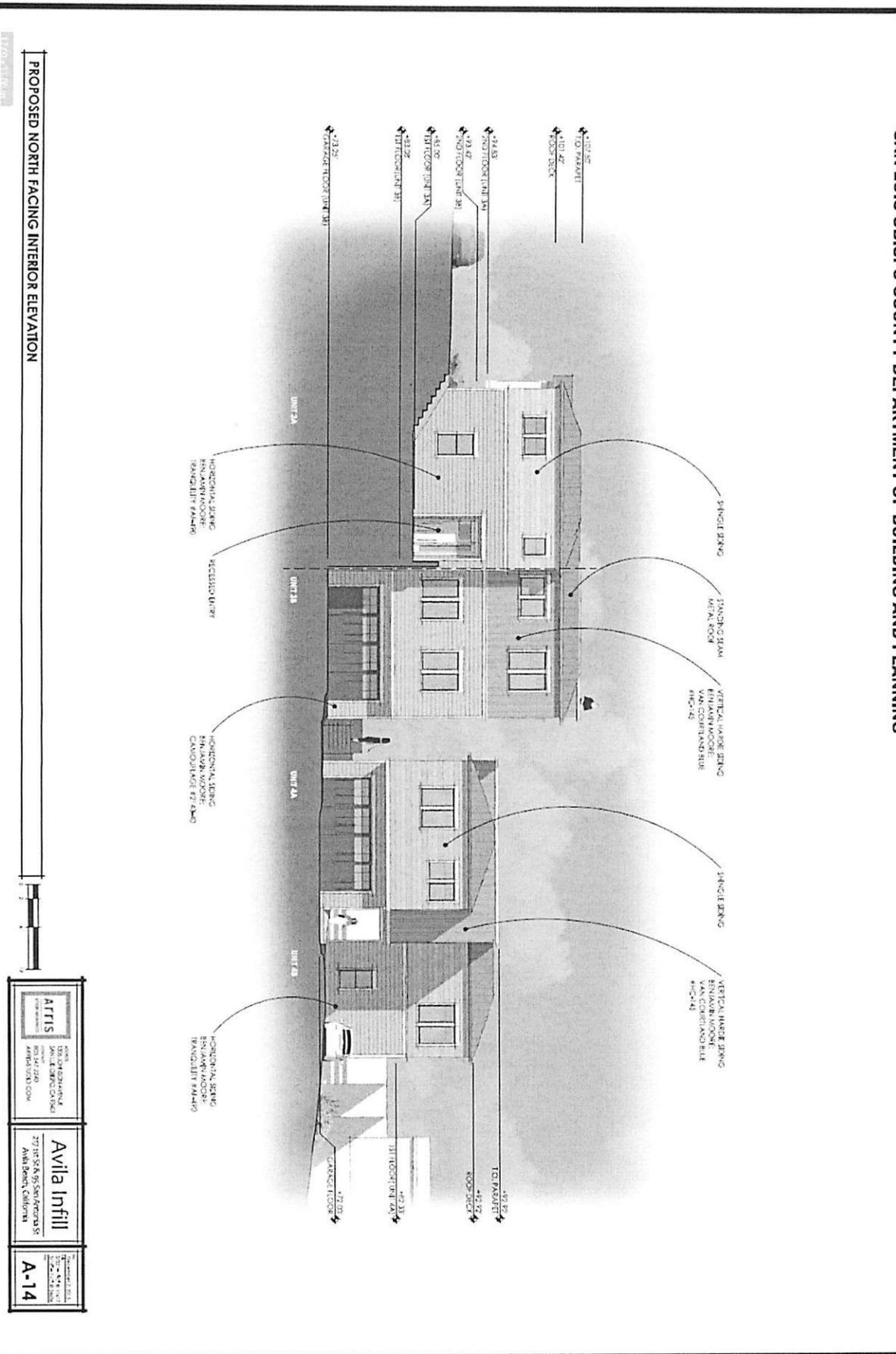
EXHIBIT
 South Elevations



Interior Elevations
EXHIBIT

PROJECT HDFT Investments
SUB2015-00026 (Tract 3091)

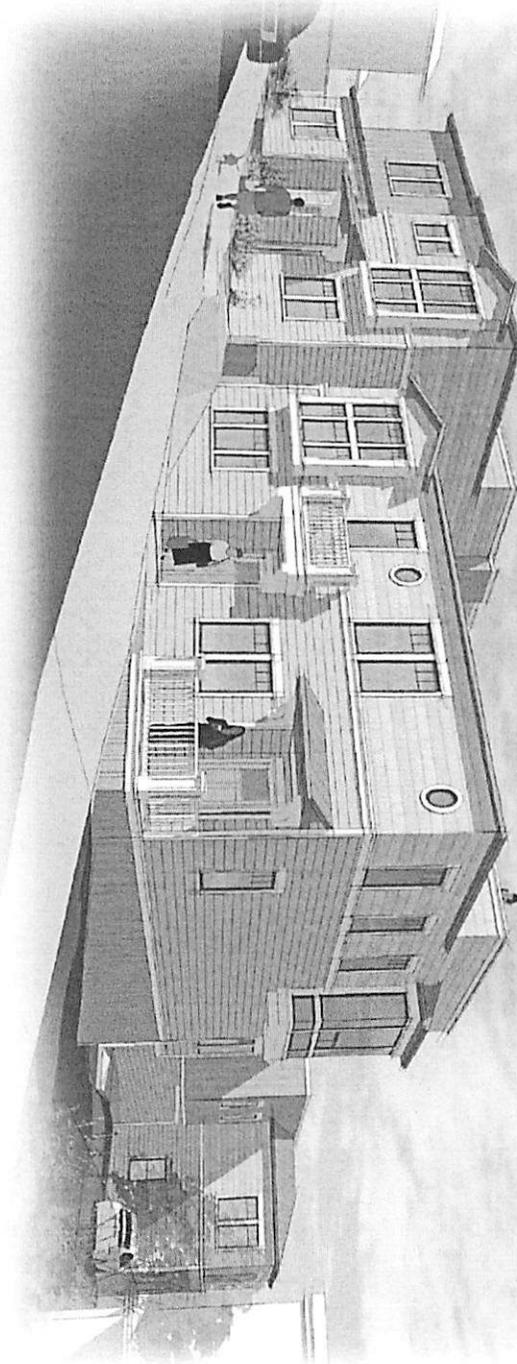




PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 North Interior Elevations



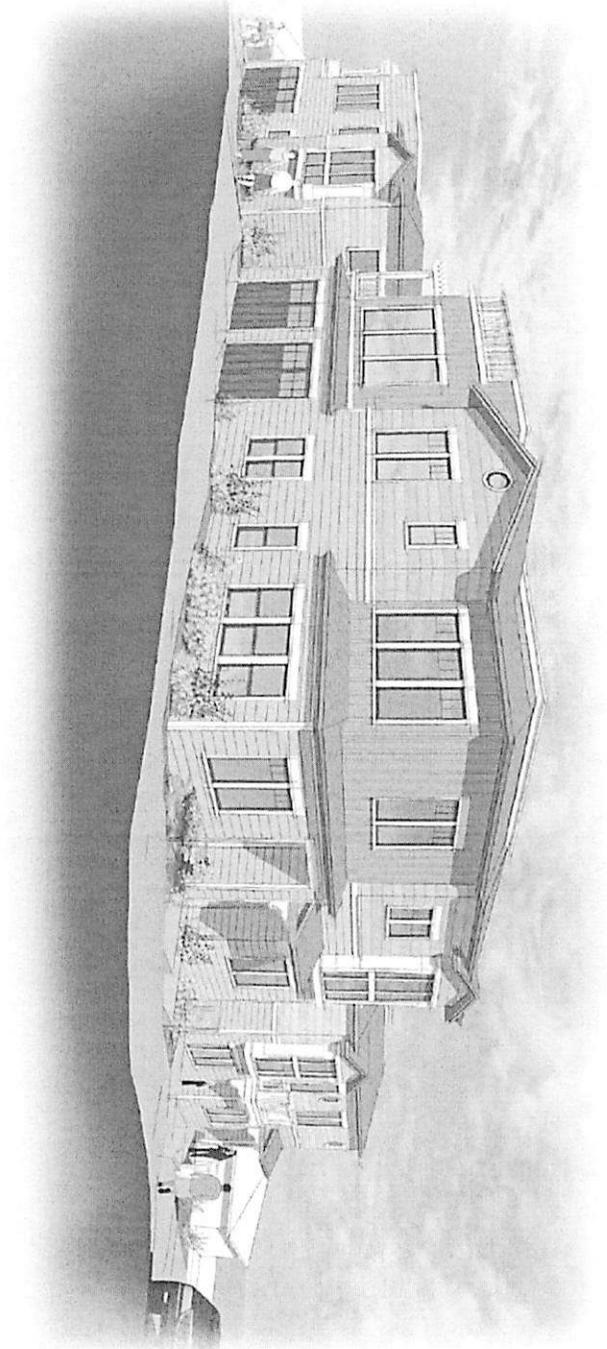
FIRST STREET PERSPECTIVE VIEW

<p>ARTIS <small>ARTIS COMMUNITY DEVELOPMENT</small> 184 COLUMBIANA SAN LUIS OBISPO, CA 95060 (805) 438-1234</p>	<p>Avila Infill 2775 S.A. 95, SAN LUIS OBISPO, CA 95060</p>	<p>A-15 <small>APPLICABLE ZONING</small></p>
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PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 First Street Perspective



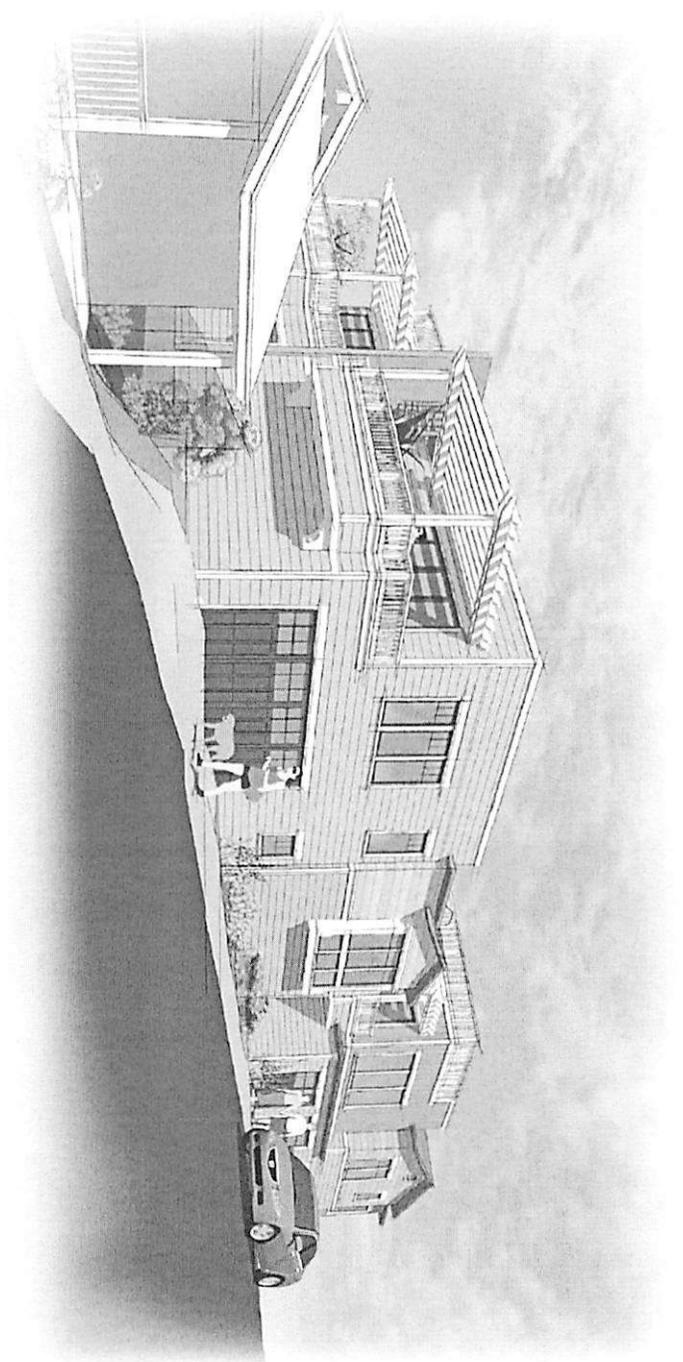
STREET CORNER PERSPECTIVE VIEW

<p>AFTIS ARCHITECTURAL FIRM</p>	<p>DESIGN ARCHITECT 3001 ST. JAMES SAN LUIS OBISPO, CA 95061 AFTISARCHITECT.COM</p>	<p>Avila Infill 377 1st St. S. San Antonio St. Avila Beach, California</p>	<p>PROJECT NO. A-16</p>
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PROJECT
HDF T Investments
SUB2015-00026 (Tract 3091)



EXHIBIT
Corner Perspective



SAN ANTONIO STREET PERSPECTIVE VIEW

<p>  ATFIS ARCHITECTURAL TECHNOLOGICAL FIRM, INC. 801 W. ZANE ANIMASIDE.COM </p>	<p> DESIGNER AVILA INFILL 217 W. SAN ANTONIO ST. ANAHEIM, CALIFORNIA </p>	<p> PROJECT NO. A-17 </p>
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PROJECT

HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT

San Antonia Street Perspective



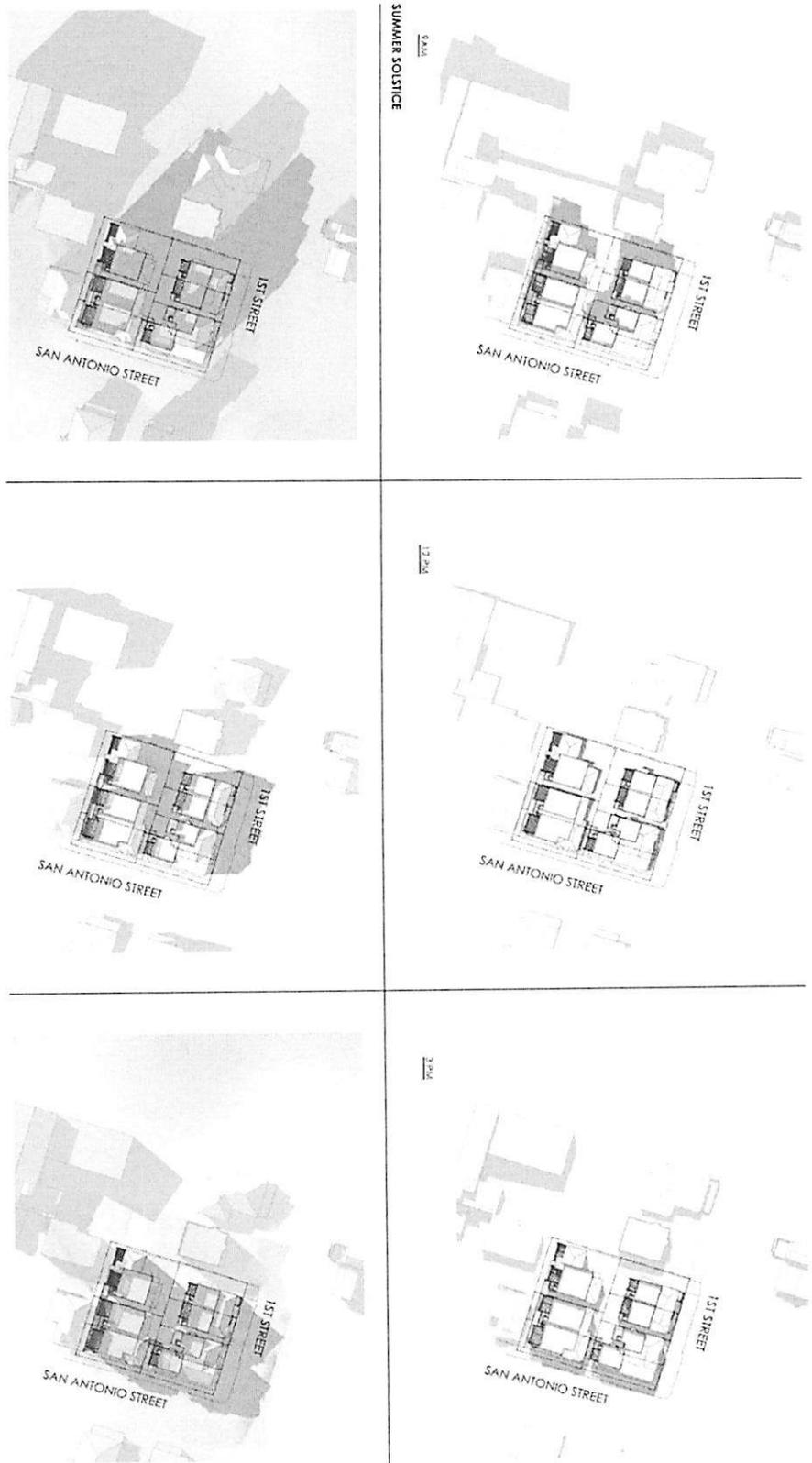
BUILDING 4 PERSPECTIVE VIEW

ARCHITECT ATTIS 1000 W. BROADWAY SAN LUIS OBISPO, CA 95061 (805) 477-1000	CIVIL ENGINEER Avila Infill 277 WEST 54th STREET AVILA INFLILL COMPANY	COUNTY OF SAN LUIS OBISPO A-18 1000 W. BROADWAY SAN LUIS OBISPO, CA 95061 (805) 477-1000
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PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 Building 4 Perspective

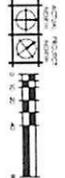


WINTER SOLSTICE

SUMMER SOLSTICE

SHADING STUDY

LEGEND	
	EXISTING SHADOWS
	NO WIND SHADOWS
	LIGHTER DANGER
	DARKER DANGER



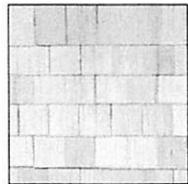
<p>ATFTS ARCHITECTURAL TECHNOLOGICAL & FINANCIAL SERVICES</p>	<p>ARCHITECT SERGIO RIVERA 303 S. 1ST ST. #200 SANTA ANITA, CA 95050</p>	<p>Avila Infill 217 1ST ST. S. SAN ANTONIO, TX Avila Infill, California</p>	<p>A-19</p>
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PROJECT
HDFI Investments
SUB2015-00026 (Tract 3091)

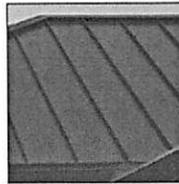
EXHIBIT
Shading Study



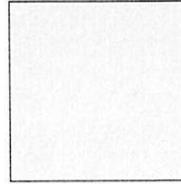
SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING



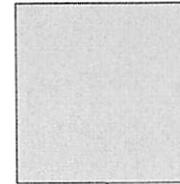
S1: SHINGLE SIDING
CEDAR SHINGLE SIDING



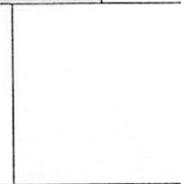
R1: STANDING SEAM ROOF
DUTCH STANDING SEAM
COLOR: CLASSIC BRONZE



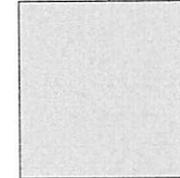
P6: ACCENT (TRIM, DOORS, RAILING & TRELIS)
BENJAMIN MOORE
SWISS COFFEE #OC-45



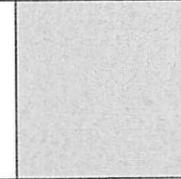
P1: SIDING
BENJAMIN MOORE
CAMOUFLAGE #2143-40



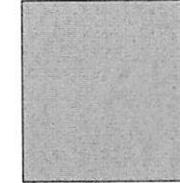
P2: SIDING
BENJAMIN MOORE
LEMON SORBET #2019-60



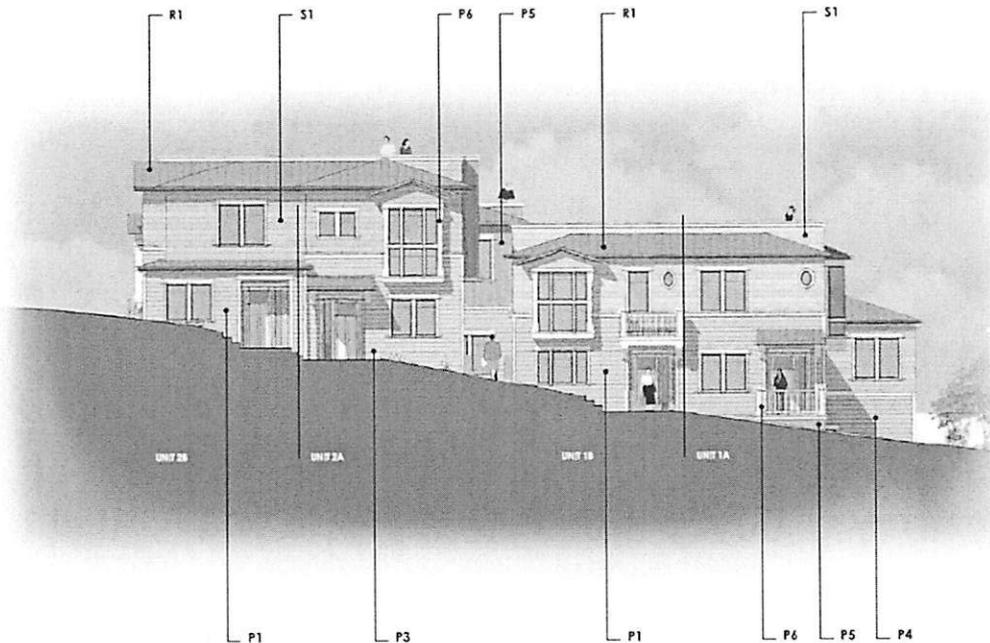
P3: SIDING
BENJAMIN MOORE
PITTSFIELD BUFF #HC-24



P4: SIDING
BENJAMIN MOORE
TRANQUILITY #AF-490



P5: SIDING/SMOOTH STUCCO
BENJAMIN MOORE
VAN COURTLAND BLUE #HC-145



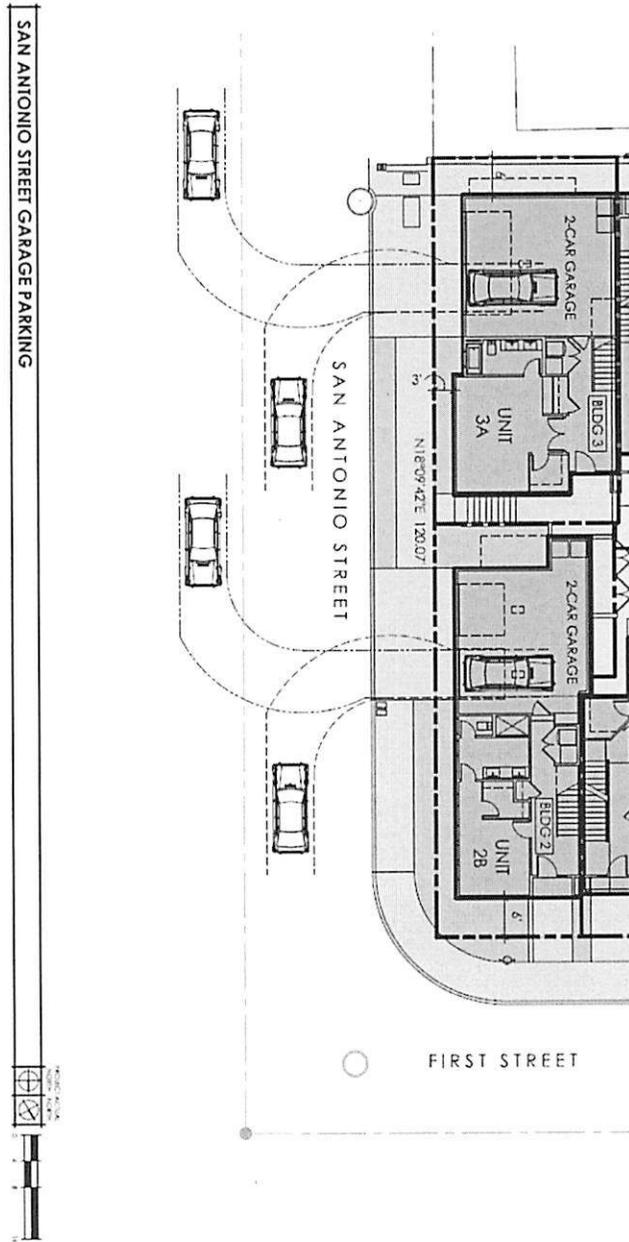
PROPOSED COLORS & MATERIALS - FIRST STREET ELEVATION

	ADDRESS: 12831 104th AVENUE SAN LUIS OBISPO, CA 93421 PHONE: 805.343.2240 ADDRESS@ARRIS.COM	Avila Infill 217 1st St & 95 San Antonio St Avila Beach, California	Date: 08/26/2015 Scale: NOT TO SCALE A-20
	PROJECT: HDFT Investments SUB2015-00026 (Tract 3091)		

PROJECT
HDFT Investments
SUB2015-00026 (Tract 3091)



EXHIBIT
Colors and Materials



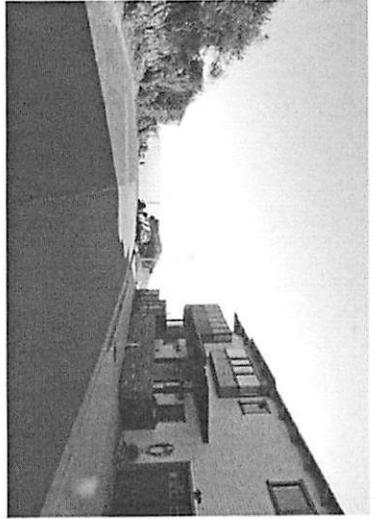
PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



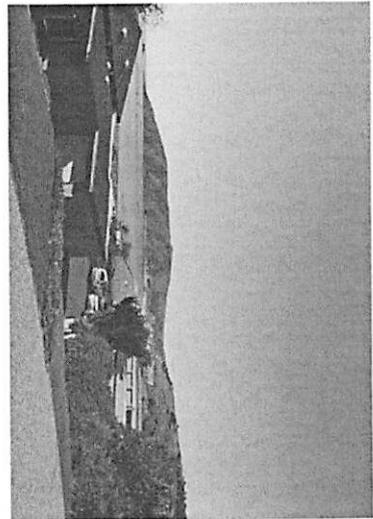
EXHIBIT
 San Antonia Street Garages

<p>ATTIS ARCHITECTURAL DESIGN & CONSTRUCTION 1001 N. STANISLAUS ST. SAN LUIS OBISPO, CA 93401 (805) 741-2140 ATTISARCHITECT.COM</p>	<p>Avila Infill 2717 ST. ANTONIA, SAN ANTONIA ST AVILA STREET, CALIFORNIA</p>	<p>A-21</p>
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SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING



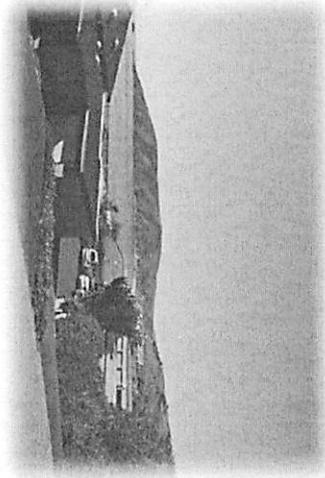
PHOTOGRAPH - VIEW #1 (SAN ANTONIO)



PHOTOGRAPH - VIEW #2 (SAN RAFAEL)



PHOTOGRAPHIC SIMULATION - VIEW #1 (SAN ANTONIO)



THE PROPOSED PROJECT CAN NOT BE SEEN FROM SAN RAFAEL STREET
PHOTOGRAPHIC SIMULATION - VIEW #2 (SAN RAFAEL)



PHOTOGRAPHIC REFERENCE MAP

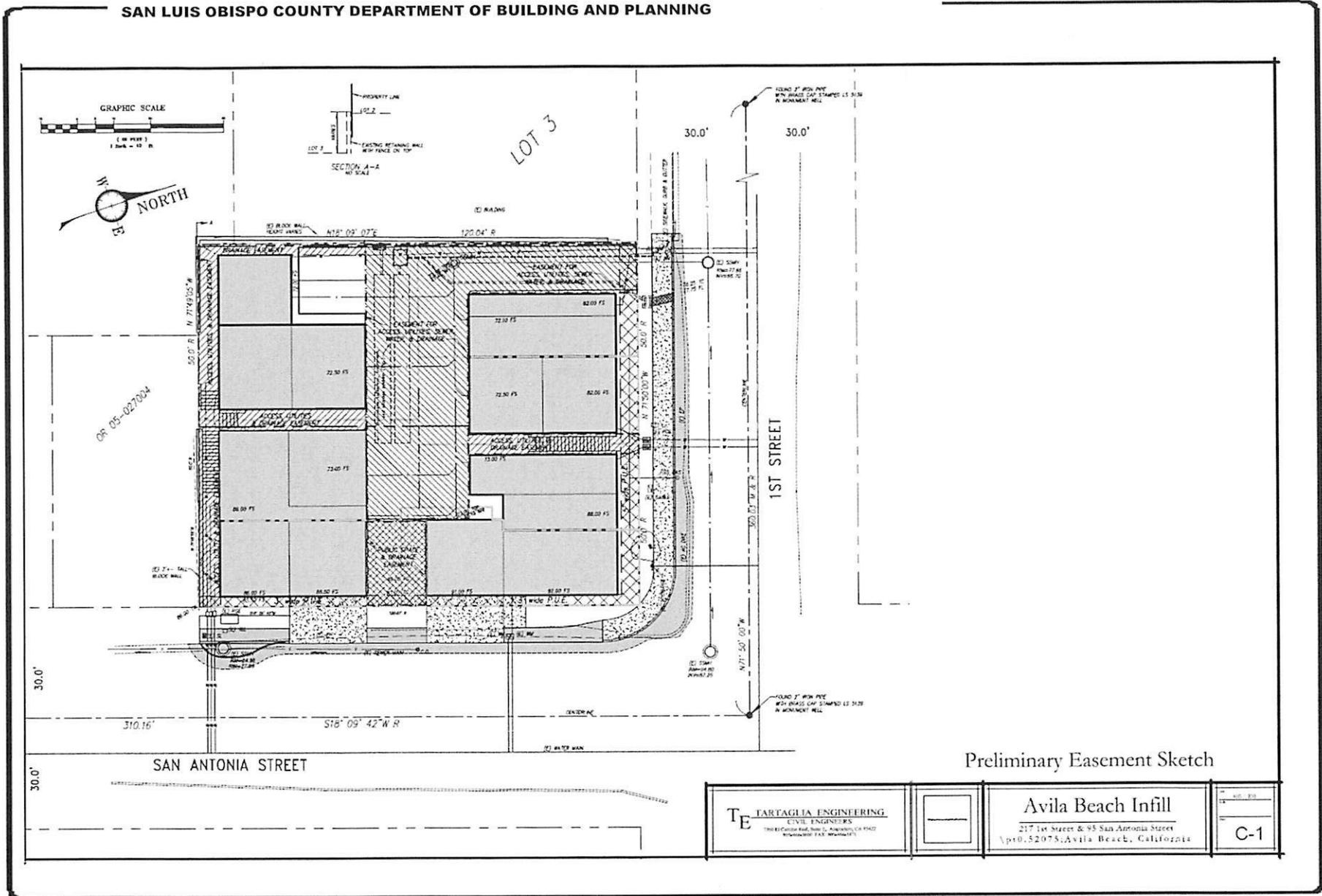
PROJECT 25 VIEW #1 VIEW #2 NORTH SOUTH	ATTIS 1000 S. MARSHALL SUITE 200 SAN LUIS OBISPO CA 95070	Avila Infill 27715 S. S. SAN ANTONIO ST AVILA INFILL, CALIFORNIA	A-22 SCALE: 1" = 100' DATE: 11/11/15
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PROJECT
HDFT Investments
SUB2015-00026 (Tract 3091)



EXHIBIT
Simulations

SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING



Preliminary Easement Sketch

<p>TARTAGLIA ENGINEERING CIVIL ENGINEERS 3700 E. CALIFORNIA ROAD, SUITE 100, AVILA BEACH, CA 93427 (805) 461-1111</p>		<p>Avila Beach Infill 217 1st Street & 95 San Antonio Street Apt. 52075, Avila Beach, California</p>	<p>NO. 100 C-1</p>
		<p>DATE: 05-02-2004</p>	

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



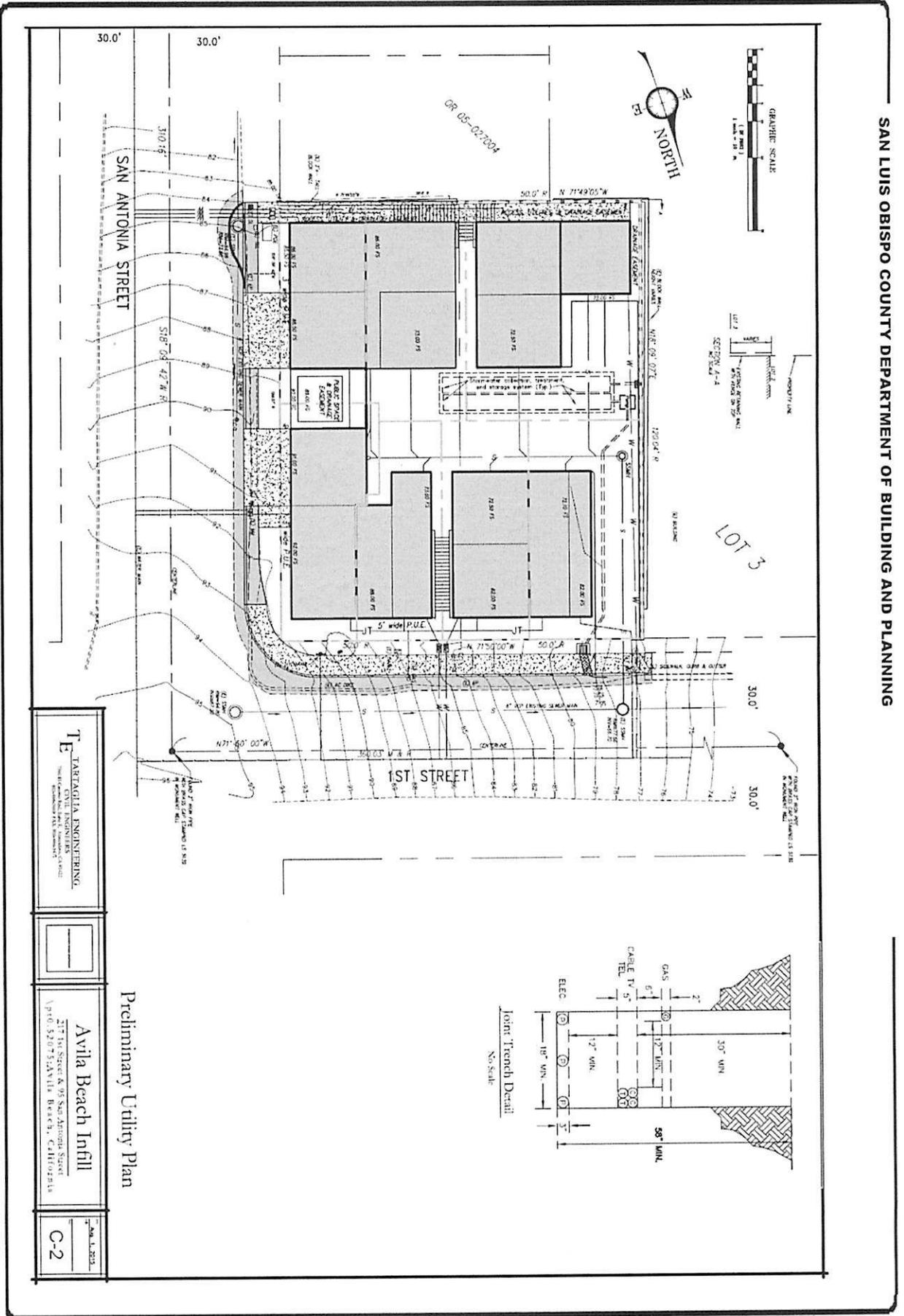
EXHIBIT
 Easement Sketch

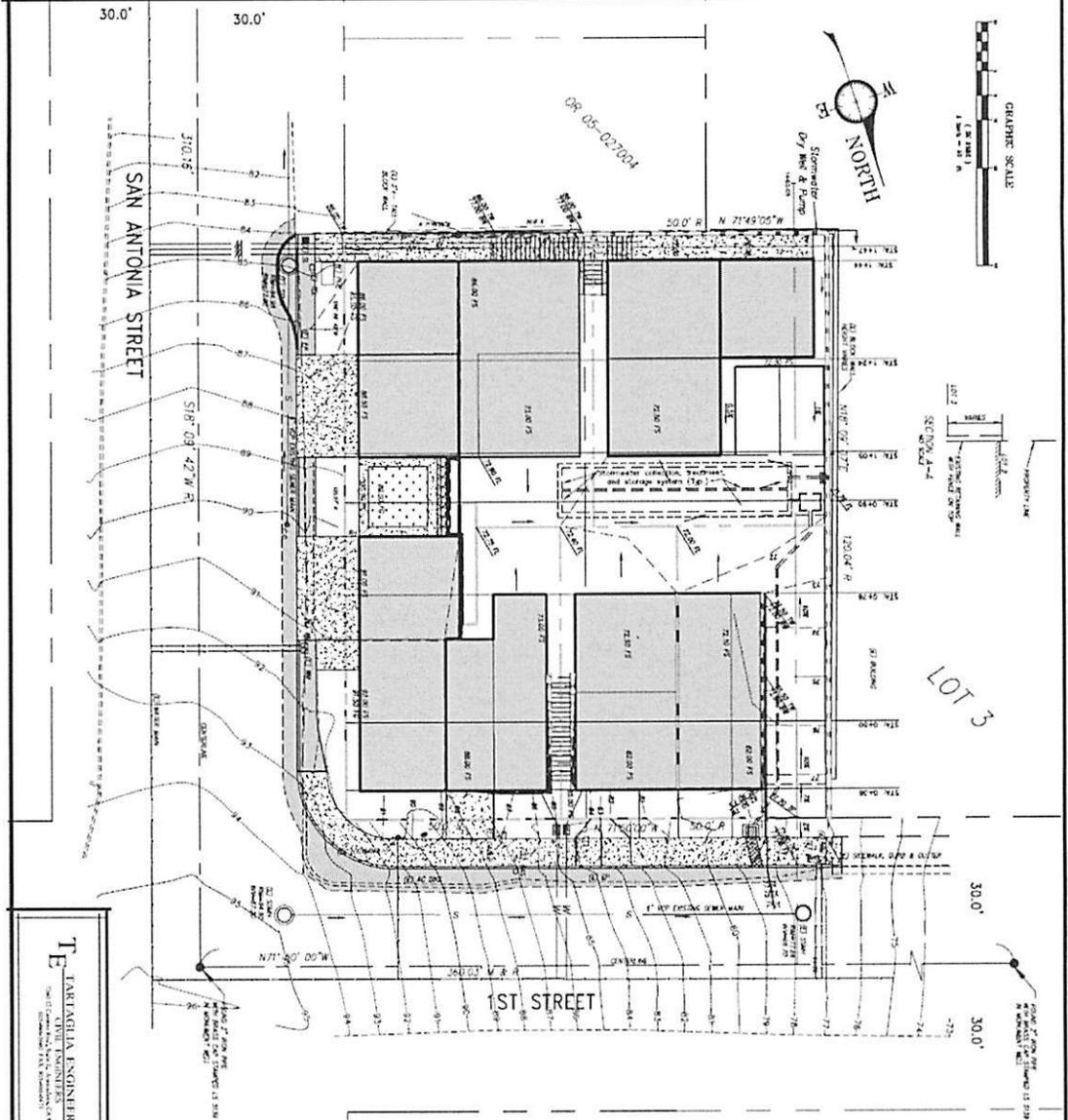
PROJECT
HDFT Investments
SUB2015-00026 (Tract 3091)



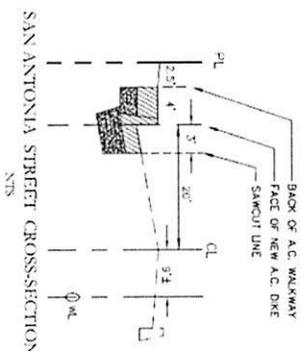
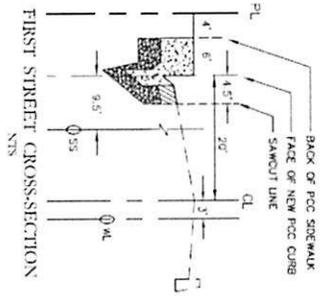
EXHIBIT

Utility Plan





LOT 3



ESTIMATED EARTH WORK QUANTITIES:
 2,000 CY EXCAVATION
 2,000 CY FILL FOR STORMWATER STORAGE SYSTEM
 2,000 CY EMBANKMENT

**Preliminary Grading
& Drainage Plan**

T E TARTAGLIA ENGINEERING
 CIVIL ENGINEERS
 217 1st Street & 95 San Antonio Street
 Avila Beach, California 93426
 Phone: 805.461.1111

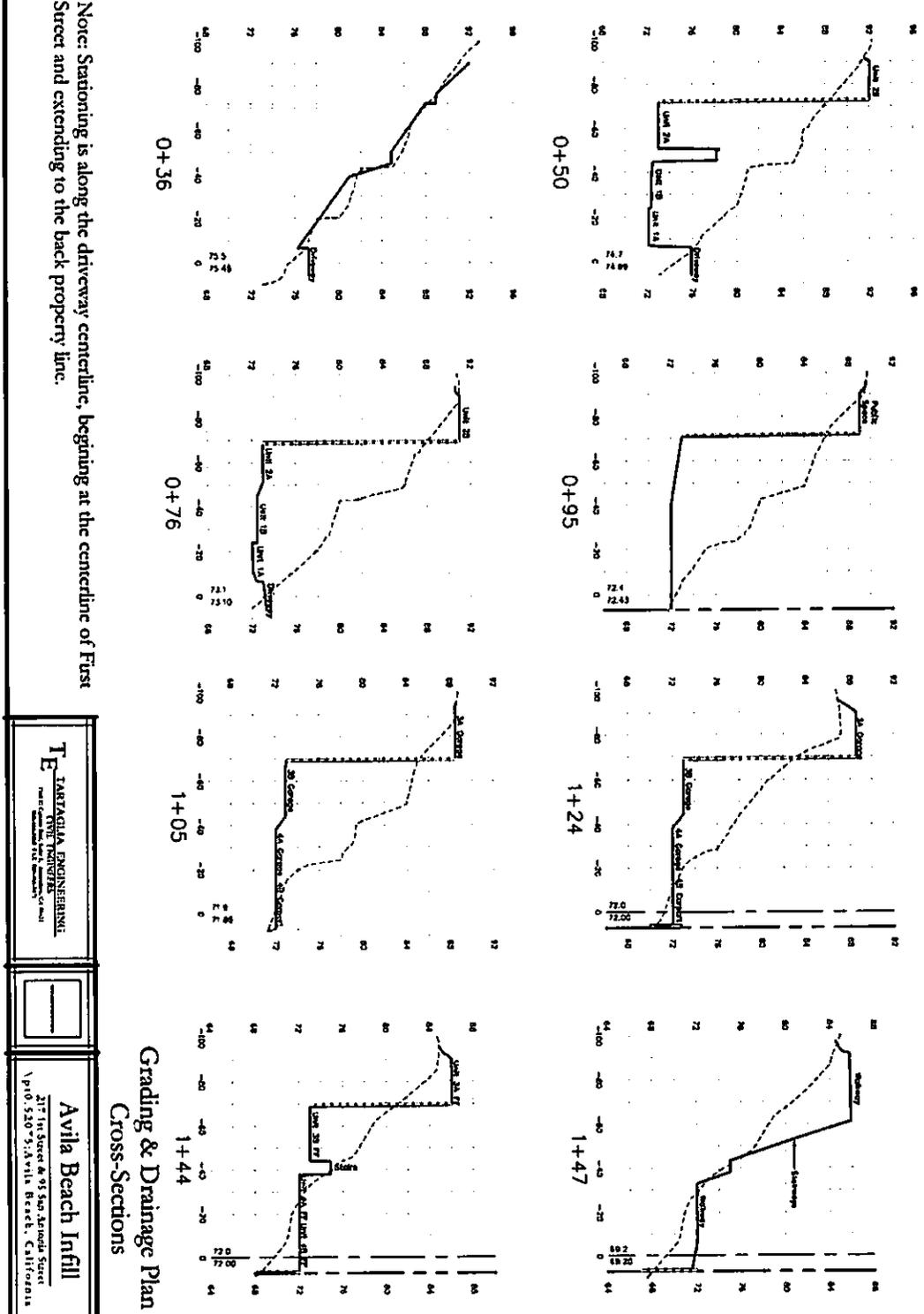
Avila Beach Infill
 217 1st Street & 95 San Antonio Street
 Avila Beach, California 93426
 Phone: 805.461.1111

DATE: 01.11.2011
 SHEET: C-3

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 Grading and Drainage Plan



Note: Stationing is along the driveway centerline, beginning at the centerline of First Street and extending to the back property line.

T TARRANTIA ENGINEERING CIVIL ENGINEERS <small>1000 S. G Street, Suite 100, San Luis Obispo, CA 93401</small>	Avila Beach Infill <small>217 1/2 Street # of San Luis Obispo, CA 93401</small> <small>P.O. 520, San Luis Obispo, California</small>	C-4
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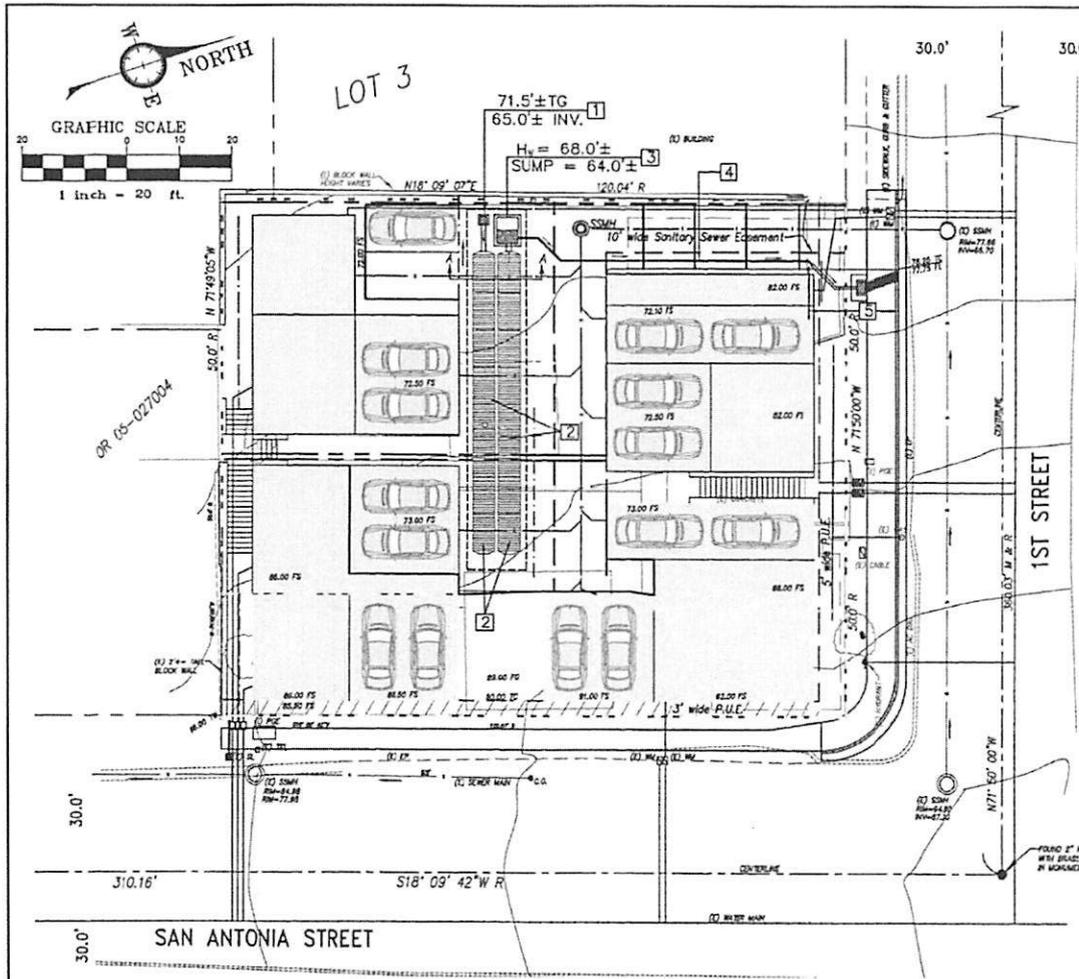
Grading & Drainage Plan
Cross-Sections

PROJECT
 HDFT Investments
 SUB2015-00026 (Tract 3091)



EXHIBIT
 Cross-Sections

SAN LUIS OBISPO COUNTY DEPARTMENT OF BUILDING AND PLANNING

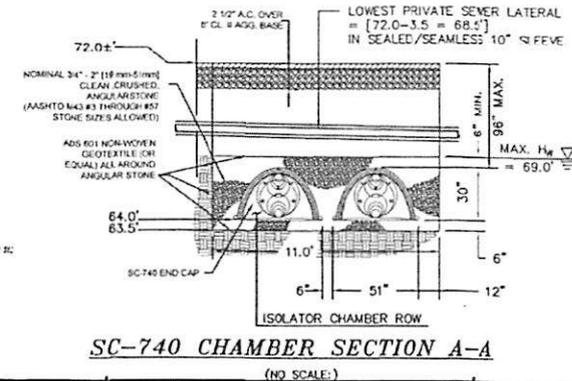
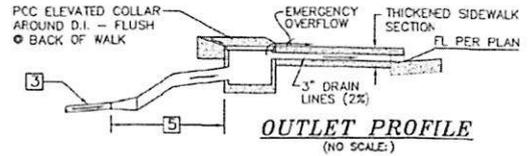


SITE HYDROLOGY

- PROJECT WATERSHED AREA = 14,900 S.F. = 0.34 ACRES
- ASSUMED FULL BUILD-OUT [95% IMPERVIOUS]
CURVE NUMBER 93.0 USED
- PRE-DEVELOPED VS. POST-DEVELOPED DETENTION
 $D_{100} = 1,500$ C.F.

STORM WATER DETENTION NOTES (PRELIMINARY)

- PRECAST DRAIN INLET
- STORMTECH U.G. CHAMBER SYSTEM (16 CHAMBERS) - STORED VOLUME ~ 1,500 C.F. [INCLUDING ROCK VOIDS]
- 5'x4' PCC PUMP VAULT (W/ACCESS HATCH), DUPLEX PUMP SYSTEM RATED @ 200 GPM, 20'± HEAD PRESSURE. HIGH WATER ON = 68.0' - SUMP EL. = 64.0'
- 3" SCH-40 PVC FORCE MAIN - MAX. VEL. ~ 5.1 FT/S.
- TRANSITION TO 6" SCH-40 DISCHARGE INTO PCC GRATED BOX @ BACK OF SIDEWALK. SPILL TO CURB FACE FL VIA 3" DRAIN PPES @ 2.0% - SEE OUTLET PROFILE - MAX. VEL. ~ 2.8 FT/S.



PRELIMINARY UNDERGROUND
STORMWATER DETENTION PLAN

<p>Avila Beach Infill</p> <p>217 1st Street & 95 San Antonio Street Avila Beach, California</p>		<p>AUGUST 24, 2015</p> <p>AS SHOWN</p> <p>EXHIBIT D-1</p>
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PROJECT
HDFT Investments
SUB2015-00026 (Tract 3091)



EXHIBIT
Underground Stormwater Detention Plan

