City of Pismo Beach
Community Development Department
760 Mattie Road
Pismo Beach, CA 93449
(805) 773-4658 Fax (805) 773-4684

Initial Study of Environmental Impact

I. ENVIRONMENTAL DETERMINATION FORM

1a. Project No. P19-000053

1b. Project Title:

Pismo Beach General Plan Housing Element Update

2a. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

Brian Schwartz, Project Manager, 805-773-7043

4. Project Location:

The project location includes the incorporated City of Pismo Beach (also referred to as the study area) in San Luis Obispo County, California (refer to Figures 1, 2, and 3).

5. Project Sponsor's Name and Address:

City of Pismo Beach
Community Development Department, Planning Division
760 Mattie Road
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6. General Plan Designation – Various

7. Project Description (describe the whole action involved, including, but not limited to, later phases of the project, and any secondary, support, or off-site features that are necessary for its implementation).

The Project evaluated in this Initial Study includes four components: 1) adoption of the 2014-2019 Housing Element; 2) adoption of revisions to the General Plan (GP) Land Use Element text and General Plan Map; and 3) adoption of revisions to the Zoning Ordinance text and Zoning Map. 4) Adoption of a Very High Density Residential Overlay Zone. Each of these components is described in greater detail below.

1. 2014-2019 City of Pismo Beach General Plan Housing Element

The Housing Element establishes housing objectives, policies and programs in response to community housing conditions and needs, in particular the Regional Housing Needs Allocation (RHNA) as required by the California Department of Housing

and Community Development (HCD). The Housing Element is one of seven required elements of the General Plan. The State of California requires that all local governments (both cities and counties) prepare and maintain housing elements to identify strategies to conserve, rehabilitate, and provide housing to meet the existing and projected needs of the community. The update to the City of Pismo Beach Housing Element is considered to be a project pursuant to the California Environmental Quality Act (CEQA).

The Housing Element Update is a comprehensive statement by the City of Pismo Beach of its current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs. The proposed Housing Element is a policy level document. It provides policy direction for the implementation of various programs to accommodate the housing needs of projected population growth, and to encourage the production of housing units in a range of prices affordable to all income groups. The proposed Housing Element contains policies and programs and a vision for a community with a diversity of housing types for residents of all ages and all income levels.

The Housing Element consists of the following major components:

1) Introduction to the Housing Element, including the planning context in Pismo Beach, General Plan consistency, and the public participation process (Chapter 1).

2) An analysis of the city's population and housing characteristics and trends, including special housing needs (Chapter 2).

3) A review of potential governmental, market, and environmental constraints which impact the City's ability to address housing needs in Pismo Beach (Chapter 3).

4) An evaluation of land and financial resources available to address Pismo Beach's housing goals (Chapter 4).

5) An evaluation of the previous 2010 Housing Element, its effectiveness, progress in implementation, and appropriateness of goals, objectives, and policies (Chapter 5).

6) Housing goals, policies, and programs to address the city's identified housing needs (Chapter 6).

The housing element must address the City's fair share of the regional housing need and specific State statutory requirements, but it ultimately should reflect the vision and priorities of the local community. The Regional Housing Needs Allocation (RHNA) planning period is from June 30, 2014 to June 30, 2019. The 2014-2019 RHNA, prepared by SLOCOG, assigns Pismo Beach a need for 153 housing units, including 19 extremely low, 19 very low-income units, 24 low-income units, 27 moderate-income units, and 64 above moderate-income units. The City is mandated by State Housing Element Law to demonstrate it has adequate sites available through appropriate zoning and development standards and with the required infrastructure for a variety of housing

types and income levels. The City must demonstrate it has building capacity in the form of adequate sites to accommodate the projected need for housing through the 2014-2019 RHNA planning period.

The City does have capacity to accommodate these units as demonstrated by the site inventory found in Appendix C of the Housing Element along with the opportunity sites listed. The properties located in the vacant land inventory are within the 'study area'. The majority of the parcels located in the study area consist of individual vacant parcels within developed residential neighborhoods and are largely devoid of environmental constraints. There have been 222 new above moderate housing units constructed during the planning period that will count towards meeting the City's RHNA in the 2014-2019 period. Vacant and underutilized sites can accommodate an additional 359 units. After accounting for potential sites in the vacant land inventory, Pismo Beach has a potential for 26 moderate, and 333 above moderate-income units, for a total of 359 total units. A total of 59 unit shortfall (19 extremely low, 19 very low, and 21 low-income) remains. The city will rezone property in order to accommodate the 2014-2019 shortfall RHNA. Additionally, because the City did not rezone an adequate amount of land during the 4th Cycle 2010-2014 Housing Element, a total of 26 units (13 very low, 13 low) remain. Therefore, the total RHNA needed to accommodate both the 4th and 5th Cycle remaining RHNA is 85 units. HCD does not require jurisdictions to rezone property in order to accommodate moderate or above moderate-income units.

Opportunity Sites

Two sites have been listed in the housing element to accommodate the remaining shortfall RHNA of 85 units. Opportunity site #1 (005-242-019) is 1.2 acres in size and is located on 4th Street, just west and downhill of 5 Cities Drive. Opportunity site #2 (005-242-027) is also located on 4th Street, generally adjacent to Opportunity site #1. Opportunity site #2 is a vacant parcel approximately one acre in size, and is owned by the City of Pismo Beach. An aerial view of the sites with parcel information is provided in **Figure 3** below. 5 Cities Drive is the major commercial thoroughfare for the northeastern side of Pismo Beach and is parallel to U.S. Highway 101, the regional highway through San Luis Obispo County. 4th street is a major thoroughfare connecting US Highway 101 to the City of Grover Beach. Both sites are located near a multitude of amenities, including major regional shopping areas such as the Pismo Outlets, California Fresh market, restaurants, and medical services. The properties are located in the Coastal Zone, with Commercial General Plan land use designations and a Retail Commercial (C-1) zoning designations. Opportunity site #1 contains an existing medical building and parking.

2. General Plan Zoning Text and Map Amendment

   In order to implement the Housing Element programs commensurate with the RHNA, the City will revise the General Plan land use map to change the land use designations from Commercial to High Density Residential (HDR).

3. Zoning Text and Map Amendments

In addition to the General Plan revision described above, the zoning map will be revised to change the zoning designations from Retail Commercial to High Density Residential (HDR).

4. Overlay Zone
   A Very High Density Residential overlay zone allowing up to 50 units per acre and with a minimum density of 20 units per acre will be established.

Future development on the opportunity sites will require Coastal development permits, however development that meets the standards outlined in the proposed overlay zone, as well as other applicable City standards, will be considered 'by-right', meaning that only building permits will be required. All new development under the proposed Housing Element is proposed in areas already designated for residential or commercial development. Development of the housing units identified in the Housing Element to meet the Regional Housing Needs Allocation would not increase the number of dwelling units and the population beyond the assumptions used in the General Plan.

This Initial Study/Mitigated Negative Declaration analyzes the potential environmental impacts that would be expected to result from the adoption of the Housing Element and the proposed changes to General Plan land use and zoning designations for the designated parcel. Subsequent review of the specific/precise development of housing projects for these sites will be required to ensure compliance with all applicable policies, standards, regulations and mitigation measures at such time as building permit applications are submitted for review.

Supporting background material is included in the following appendices:

- Appendix A: Sites Inventory
- Appendix B: Draft Very High Density Residential Overlay Zone

5. **Surrounding Land Uses and Setting:** Almost all of the land in the City of Pismo Beach is developed with established residential neighborhoods, commercial corridors, mixed-use districts, light industrial and office uses, parks, schools and other community-serving facilities, public services, and utilities. The surrounding uses for opportunity site #1 are Commercial to the north, south and east, and open space to the west. The surrounding uses for opportunity site #2 include retail commercial and the Pismo Lakes Ecological Reserve to the north. The Pismo Lakes ecological area is located to the south and west. Commercial and Open Space is located across 4th street to the east.

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Figure 1. Vicinity Map

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Figure 2. Location Map

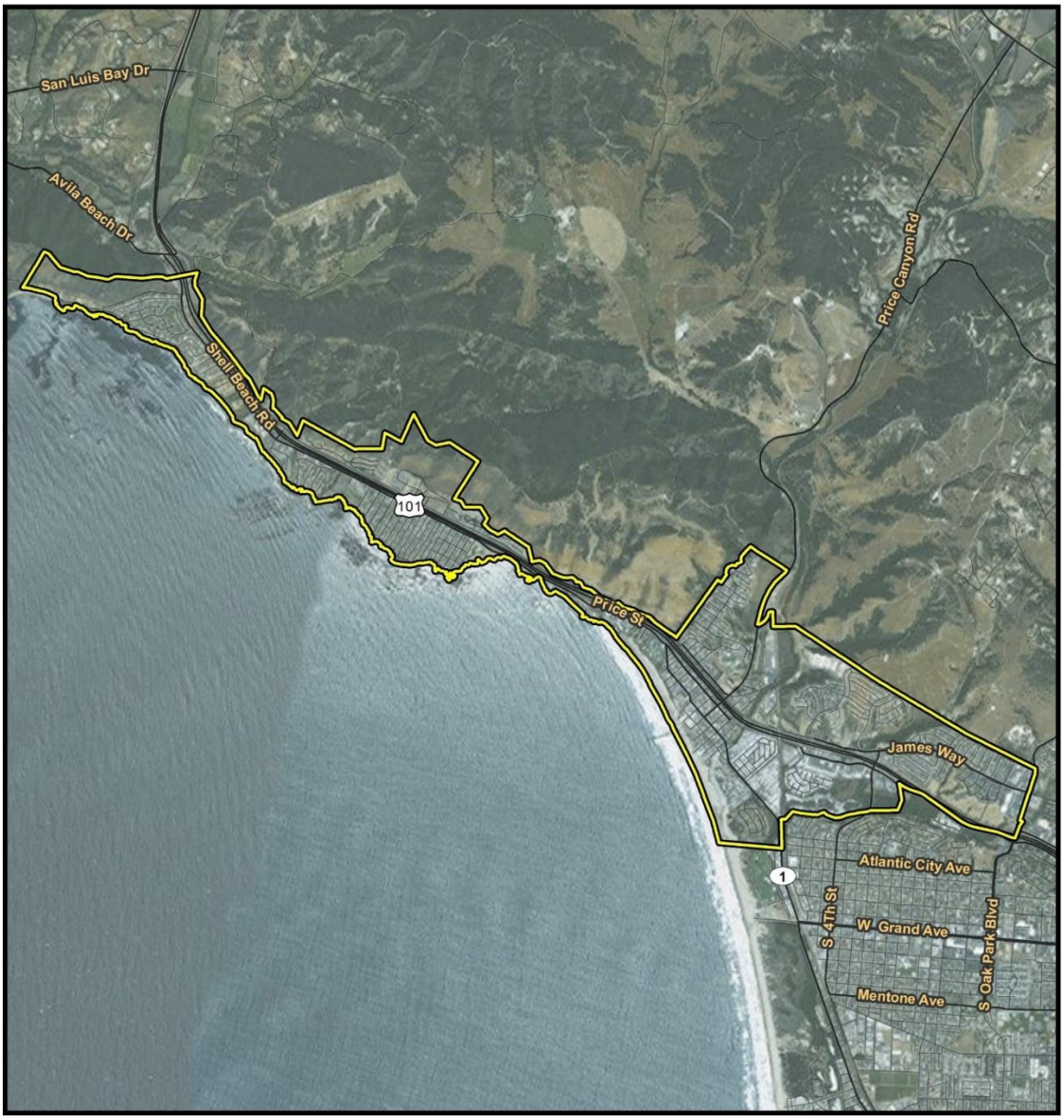
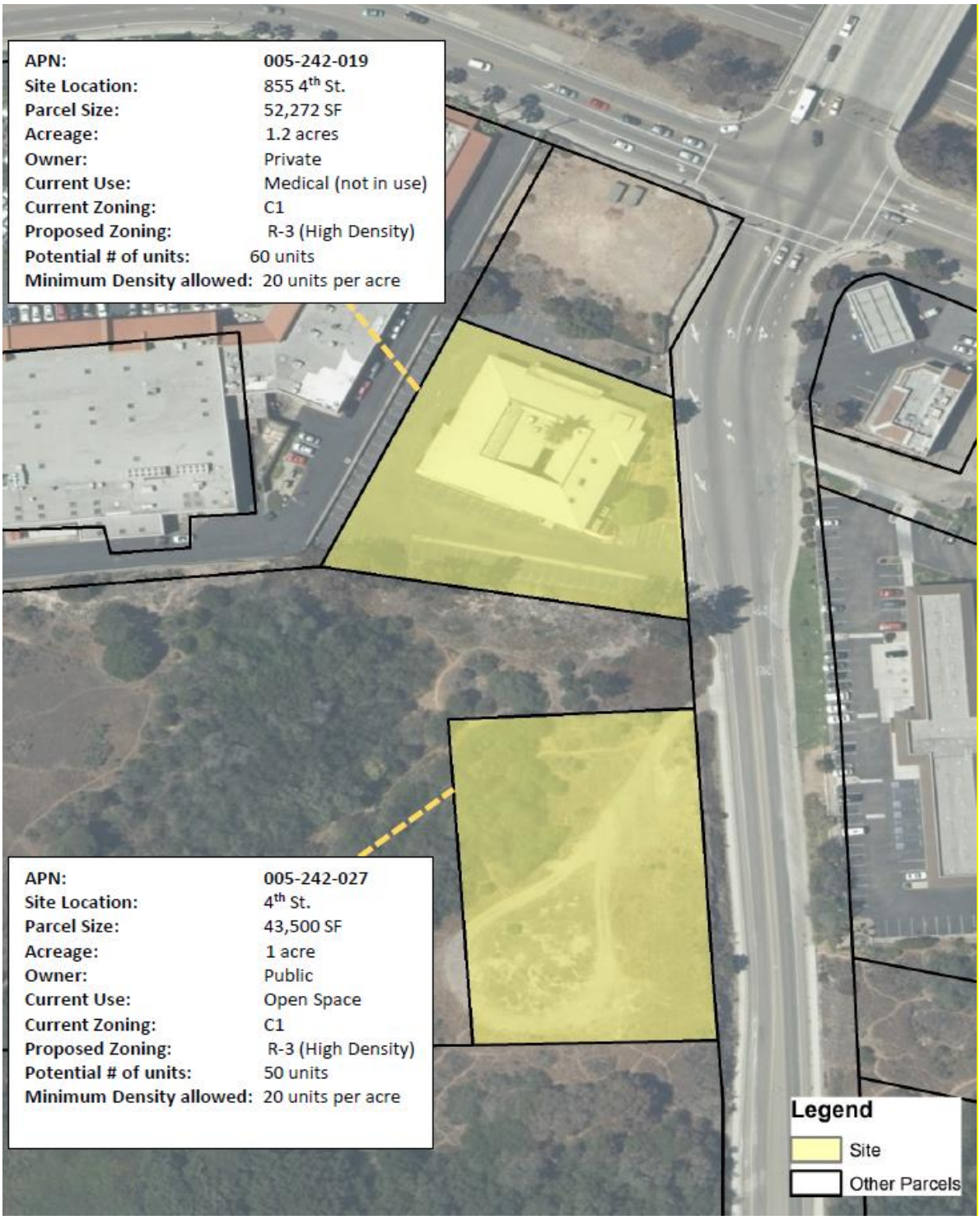


Figure 3. Opportunity Sites



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9. Other Public Agencies Whose Approval is Required:

There are no other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement) for the proposed Housing Element. The California Department of Housing and Community Development (HCD) reviews and determines whether the proposed Housing Element complies with state law; however, HCD approval is not required for the City's adoption of the Housing Element.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology /Soils
☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☒ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☒ Tribal Cultural Resources	☐ Utilities / Service Systems
☒ Mandatory Findings of Significance		

DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

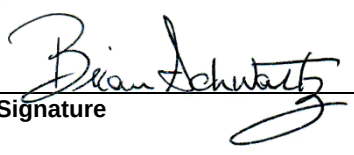
On the basis of this initial evaluation:

☐ I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions have been made by or agreed to by the project applicant in the form of a MITIGATED NEGATIVE DECLARATION.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that 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 has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.



Signature July 12, 2019 **Date**

Brian Schwartz, City of Pismo Beach Contract Planner
Printed Name

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EVALUATION OF ENVIRONMENTAL IMPACTS:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS**				
Would the project:					
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
(c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Setting

Pismo Beach stretches along the Pacific shoreline for approximately seven miles. Most of the city lies within the California Coastal Zone, although recent development in the southeastern sector now extends into the foothills beyond the Coastal Zone boundary. The northwestern half of the city is confined on the northeast by steep hillsides that rise to 1,000 feet above sea level in some areas and forms a scenic open space backdrop to the land and beaches below.

The State of California controls about a mile of sandy beach within the City limits, as well as many of the public beach areas that stretch up to 20 miles to the south.

Mobile home parks, RV parks, and camping areas extend along these beaches. North of the downtown, the shore is lined with steep cliffs to 100 feet above the water's edge. Much of this area is developed with large hotels and restaurants. The remainder of the City is residential neighborhoods: smaller beach oriented cottages and apartments in Shell Beach and the downtown; larger, newer homes and condos east of the freeway and in the extreme northwest sector.

1a-c. For CEQA purposes, a scenic vista is generally defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. A substantial adverse effect on a scenic vista would occur if the proposed project would significantly degrade the scenic landscape as viewed from public roads or other public areas.

US 101 in the study area is designated as an "Eligible State Scenic Highway–Not Officially Listed" by the California Scenic Highway Mapping System. Visual quality of the study area is dominated by extensive urban development and road and highway infrastructure. There are

no historic buildings in the vicinity that would be damaged as a result of the proposed 2019 GPHEU.

Proposed improvements would generally be built within and adjacent to existing developed areas within the City and are not expected to result in significant adverse impacts to a scenic vista, scenic resources, or the visual character of the area. Housing would be built in compliance with General Plan goals and policies intended to protect scenic and visual resources, including design standards included in the Design Element in the City's General Plan, site planning and grading, varied building design and architecture, wall articulation, colors and finish materials, project entry design treatment, parking lot lay-out and design, garage, garage doors, and carport design, equipment screening, requirements for open space, landscaping, and would not significantly block views, consistent with the goals and policies of the General Plan regarding view protection. Opportunity site #1 - Due to the topography, existing structures, and vegetation, no scenic or coastal views are present to the public from either Hwy 101 or 4th street. Opportunity site #2 is generally situated 4 to 12' above 4th street. Due to the elevated topography and existing vegetation, no significant ocean or coastal views are available to the public. Views of the Pismo Ecological reserve are present from the public right of way along minimal portions of the parcel frontage. Development of either of the opportunity sites would not substantially diminish coastal views or degrade the character of the site or its surroundings. Therefore, impacts would be less than significant.

1d. Implementation of the programs contained in the Housing Element could result in new housing that addresses the City's RHNA allocation and furthers the City's policies supporting affordable and workforce housing. The rezoning of the opportunity sites would accommodate high density, infill, and mixed-use development located in an urbanized area that contains sources of existing light and glare, including standard traffic and pedestrian signals, safety lighting, and outdoor lighting. Implementation of the proposed improvements would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The lighting proposed in relation to the project would not substantially differ from existing conditions in terms of the intensity of light and the areas illuminated. In addition, compliance with applicable Municipal Code standards in Section 17.14.040, including shielding of outdoor lighting and measures to minimize light trespass onto adjacent properties and glare, would further reduce the potential for significant impacts. Therefore, impacts would be less than significant.

Recommended Mitigation

No significant impacts to aesthetics were identified; therefore, no mitigation measures are necessary.

Sources

City of Pismo Beach. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed in February 2019.

———. 2015. *City of Pismo Beach Municipal Code of Ordinances*. Available online at: http://www.pismobeach.org/DocumentCenter/Home/View/3192. Accessed in February 2019.

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURE AND FORESTRY RESOURCES**				
Would the project:					
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Potentially Significant Impact Less Than Significant with Mitigation Incorporated Less Than Significant Impact No Impact Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Setting

The California Department of Conservation (CDOC) and U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) classify agricultural lands into five categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Farmland of Local Potential. Non-farmlands are classified as Grazing Land, Urban and Built-Up Land, Other Land, or Water. No portion of the project area is currently designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. The study area is primarily designated as Urban and Built-Up Land, with some areas in the northwestern, northern, and southeastern portions of the study area designated as Grazing Land, Farmland of Local Potential, and Other Land by the CDOC Farmland Mapping and Monitoring Program (FMMP) (CDOC 2014).

The Williamson Act of 1965 is the state's principal policy for the preservation of agricultural land, open space, and rangeland. The program encourages landowners to work with local governments to protect important farmland and open space in exchange for tax benefits. As land is restricted to agricultural and compatible open space uses under the Williamson Act, it is assessed for property taxes at a rate consistent with its actual use, rather than the potential value of the land. No portion of the project area is currently subject to a Williamson Act contract.

Although the greater San Luis Obispo County is located within a large agricultural region, the City of Pismo Beach is located within the urban boundary of coastal communities, which do not support agricultural uses. Agricultural zones do, however, surround the City, consisting of wine grape production to the east and broccoli and strawberry production 2 miles south (City of Pismo Beach 2014). The study area is not located within or immediately adjacent to a designated agricultural zone or agricultural uses.

There is no forest land or timberland within or in the vicinity of the study area.

Explanation

(a – e) All of the improvements proposed under the GPHEU would be located within land that is designated as Urban and Built-Up Land by the CDOC's FMMP (CDOC 2014). Therefore, implementation of the proposed GPHEU would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, no portion of the study area is currently subject to a Williamson Act contract or a local agricultural land use or zoning designation; therefore, the project would not result in the cancellation of a Williamson Act contract or conflict with agricultural zoning. As discussed previously, there is no forestland or timberland within or in the vicinity of the study area; therefore, no impacts to these resources would occur as a result of the proposed GPHEU.

Recommended Mitigation

No significant impacts to agriculture and forestry resources were identified; therefore, no mitigation measures are necessary.

Sources

California Department of Conservation (CDOC). 2014. San Luis Obispo County Important Farmland Map. Available at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/slo14.pdf. Accessed in April 2019.

City of Pismo Beach. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed in April 2019.

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY**				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
(d)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Setting

The City of Pismo Beach is located in the coastal plateau area of San Luis Obispo County and within the South Central Coast Air Basin (SCCAB). The SCCAB is under the jurisdiction of the San Luis Obispo County Air Pollution Control District (SLOAPCD). The SCCAB is bordered by Monterey County to the north, Santa Barbara County to the south, and Kern County to the east, with the Pacific Ocean as the western border. From a geographical and meteorological standpoint, the County can be divided into three general regions: the Coastal Plateau, the Upper Salinas River Valley, and the East County Plain. Air quality in each of these regions is characteristically different, although the physical features which divide them provide only limited barriers to transport of pollutants between regions.

In general, a majority of San Luis Obispo County typically experiences low levels of ozone pollution, with occasional exceedances of state and federal ozone and particulate matter standards There are currently no ambient air quality monitoring stations located in the Pismo Beach area. The nearest monitoring stations are located in San Luis Obispo and Nipomo. Based on historical monitoring data obtained from these stations, ambient air quality within the central portion of the County typically experience relatively good air quality with few exceedances of national or state ambient air quality standards (AMBIENT Air Quality and Noise Consulting 2019; California Air Resources Board [CARB] 2018).

The County is currently designated as a nonattainment area with respect to the state ozone and particulate matter under 10 microns (PM_{10}) standards. In addition, the eastern portion of the County is designated nonattainment for the national ozone standards. The County is designated attainment or unclassified for the remaining state and national standards (AMBIENT Air Quality and Noise Consulting 2018).

Explanation

(a-b) As part of the California Clean Air Act, the SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. The SLOAPCD's 2001 Clean Air Plan (CAP) addresses the attainment and maintenance of state and federal ambient air quality standards. The CAP was adopted by SLOAPCD on March 26, 2002.

The CAP outlines the SLOAPCD's strategies to reduce ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NOx]) from a wide variety of sources. The CAP includes a stationary-source control program, which includes control measures for permitted stationary sources; as well as transportation and land use management strategies to reduce motor vehicle emissions and use. The stationary-source control program is administered by the SLOAPCD. Transportation and land use control measures are implemented at the local or regional level by promoting and facilitating the use of alternative transportation options, increased pedestrian access and accessibility to community services and local destinations, reductions in vehicle miles traveled (VMT), and promotion of congestion management efforts. In addition, local jurisdictions also prepare population forecasts, which are used by SLOAPCD to forecast population-related emissions and air quality attainment, including those contained in the CAP.

In July 2005, SLOAPCD also adopted the Particulate Matter Report (PM Report). The PM Report identifies various measures and strategies to reduce public exposure to PM emitted from a wide variety of sources, including emissions from permitted stationary sources and fugitive sources, such as construction activities.

Development of the housing units identified in the Housing Element to meet the Regional Housing Needs Allocation would not increase the number of dwelling units and the population beyond the assumptions used in the General Plan. Therefore, the 2014–2019 Housing Element would be consistent with the growth projections established in the General Plan and used by the APCD for the Clean Air Plan. In addition, all future development would be required to be in accordance with local regulations, including the General Plan

The GPHEU is not considered a project that would have the potential to result in a substantial increase in population, or employment. Furthermore, based on the traffic analysis in the City's General Plan Circulation Element, the GPHEU is anticipated to result in an overall reduction in VMT (refer to Table 1). It is also important to note that policies and circulation network improvements listed in the 2018 Circulation Element would be anticipated to improve system-wide circulation, and result in increased opportunities for multi-modal transportation and reductions in vehicle congestion and delay. In summary, the proposed GPHEU would not result in a significant increase in population or employment. Therefore, this impact is considered less than significant.

Table 1. Daily Vehicle Miles Traveled

Scenario	Daily Vehicle Miles Traveled (VMT)
Year 2035 – No Build	552,494

Table 1. Daily Vehicle Miles Traveled

Scenario	Daily Vehicle Miles Traveled (VMT)
Year 2035 – Proposed General Plan Circulation Element Update	552,048
Change	**-445**

Source: AMBIENT Air Quality and Noise Consulting 2018.

(c) Short-term Construction Emissions

Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur. While short in duration, the type of equipment possess the potential to represent a significant air quality impact. Construction activities that typically result in short-term emissions may include, but are not limited to, demolition, site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities.

The specific construction-related requirements associated with future development of the proposed improvements are not known at this time. As a result, no modeling of potential construction emissions was performed. However, future development would be anticipated to result in an increase in short-term construction-generated emissions. Depending on the activities conducted, emissions associated with individual construction projects may exceed the SLOAPCD's significance thresholds. As a result, construction of housing to meet the RHNA would be considered to have a potentially significant short-term air quality impact. Implementation of mitigation measures provided below would reduce potential impacts to be less than significant.

For development applications other than the opportunity sites, air quality impacts associated with proposed construction-related projects would be analyzed in more detail in subsequent project-specific CEQA and NEPA (if applicable) environmental impact assessments. Mitigation measures would be recommended as needed to reduce significant construction-related air quality impacts. The level of mitigation would be project- and site-specific and would include measures normally required by the City of Pismo Beach. All future applications including those for the opportunity sites would be required to demonstrate compliance with SLOAPCD construction permit requirements. With implementation of emission-reduction measures and compliance with applicable SLOAPCD rules and regulations, this impact would be considered less than significant.

Long-term Operational Emissions

The General Plan includes numerous policies that would support alternative means of transportation, including improvements to transit, pedestrian, and bicycling networks. Additional policies are included to support reductions in VMT, including traffic-flow improvements and improved pedestrian and bicyclist safety. Construction of future transportation improvements are proposed for purposes of improving overall circulation

system performance, and reducing vehicle hours traveled, congestion, and idling. As a result, implementation of the proposed GPCEU is anticipated to result in overall reductions in mobile-source emissions. This impact is considered less than significant.

Excepting the opportunity sites, the proposed Housing Element does not include any specific development designs or development proposals, nor does it grant any entitlements for development. All future development would be required to be in accordance with local regulations. Environmental impacts and/or applicable mitigation measures applied to subsequent development projects would also be considered, pursuant to CEQA, on a case-by-case basis following submittal of a specific development proposal. General Plan Land Use Element Policy LU-27.10 states that the City will use the CEQA process to identify and avoid or mitigate potentially significant air quality impacts of new development. The CEQA process is to be used to ensure early consultation with the APCD concerning air quality issues associated with specific development proposals. Therefore, implementation of the proposed Housing Element would have no impact associated with contributing substantially to an existing or projected air quality violation and increasing criteria pollutants during both construction and operational activities.

Future development of housing sites could result in short-term increases in emissions, including emissions of fugitive dust and diesel-exhaust PM. Depending on the activities conducted, emissions associated with individual construction projects may exceed the SLOAPCD's significance thresholds. As a result, construction of sites and associated improvements would be considered to have a potentially significant short-term air quality impact. Refer to Impact III(c) for additional discussion of air quality impacts. Impacts related to the implementation of the GPHEU and associated short-term air quality impacts are considered to be less than significant with mitigation.

As previously discussed, construction of future transportation improvements as a result of additional housing may result in a redistribution of local vehicle traffic. However, these improvements are proposed for purposes of improving overall circulation system performance, reducing vehicle hours traveled, congestion, and idling. As a result, implementation of the proposed GPCEU would not result in a worsening of existing or projected future intersection or roadway levels of service. It is also important to note that implementation of the proposed GPCEU would not result in changes to existing designated truck routes. Based on the traffic analysis conducted for the GPCEU, transportation improvements will result in an overall reduction in VMT. For these reasons, implementation of the proposed GPCEU is anticipated to result in overall reductions in long-term exposure of sensitive land uses to localized concentrations of mobile-source pollutants. This impact is considered less than significant. Refer to Impacts III(a) and III(c) for additional discussion of long-term air quality impacts and consistency with applicable air quality plans.

(d) The occurrence and severity of odor impacts depends on numerous factors, including: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to

frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

The proposed GPHEU would not result in the development of odorous emission sources. Odorous emissions associated with construction project would be short-term, limited to the duration of the construction activity, and would dissipate rapidly at increased distance from the source. As a result, the construction of proposed future transportation improvements would not result in odors that would affect a substantial number of people. This impact is considered less than significant.

Recommended Mitigation

Future projects would be evaluated on a case-by-case basis for appropriate CEQA review and would include project-specific mitigation measures as determined appropriate; however, implementation of the following measures to the maximum extent feasible is recommended to avoid potential impacts.

AQ/MM-1 Future development projects shall incorporate measures to ensure that the project impacts will be below SLOAPCD-recommended thresholds of significance and shall incorporate emission-reduction measures sufficient to reduce potentially significant short-term air quality impacts to a less-than-significant level. Examples of such measures may include, but are not necessarily limited to, the following:

a. Implementation of SLOAPCD-recommended measures to reduce construction-related emissions, including emissions from construction vehicles, off-road equipment, and fugitive dust.

b. Use of low- or zero-emission construction equipment and use of existing electrical power, to the extent locally available.

c. Increased diversion of demolition and construction-generated waste for recycling/reuse.

d. Use of low- or zero-volatile organic compound (VOC) content architectural coatings.

f. If hydrocarbon-contaminated soil is encountered during any project, the SLOAPCD should be notified as soon as possible.

With the incorporation of these measures, residual impacts related to air quality would be less than significant.

Sources

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http://www.slocleanair.org/images/cms/upload/files/CEQA_Handbook_2012_v1.pdf. Accessed April 2019.

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES**				
Would the project:					
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Setting

Pismo Beach is located in a special environmental setting on a narrow marine terrace bordered by the beach and ocean on one side and the hills on the other. It is the only community in central California where US 101, the ocean, and the community converge in close proximity. The major physical factors

and resources affecting the community's development include soil and landforms, such as the sandy beaches, coastal bluffs and surrounding hills, the surface and ground water resources, climate, air quality, unique biological habitats, and the Pacific Ocean. The City is situated along the interface of the coastal range and the gently sloping coastal terrace, which extends to the shoreline. The terrace is cut by several small ephemeral drainages. Prior to development, the area was likely vegetated with coastal sage scrub and scattered oak trees, with riparian zones within the drainages. However, due to extensive urban development, substantial native habitat and wildlife corridors are no longer present in this area.

All of the housing located in vacant sites inventory would be located in urbanized, developed areas typically in areas zoned for development. Opportunity site #1 is fully developed with an existing medical facility. As such, no impacts to biological resources are anticipated. However, due to the proximity of the Pismo Marsh Natural Area, mitigation measures have been included to deter wildlife from potentially entering the site during construction activities.

Opportunity site #2 is a previously disturbed site directly adjacent to the Pismo Lake Ecological Reserve. The site has been disturbed through grading and generally contains ruderal vegetation. Purple needle grass is present. Oak trees are also present onsite, generally confined to the northwest corner. The perimeter of the site contains a variety of shrub and tree species, including oak Trees. Due to the onsite oak trees and adjacency to natural areas, mitigation measures for tree preservation, construction site fencing, and pre-construction surveys have been included. Additionally, several policies exist in the General Plan regarding buffers, marsh protection from erosion and storm water run-off, and consultation with California Fish and Wildlife.

Based on the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB), the U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) mapping database, and the California Native Plant Society's (CNPS) rare plant inventory online mapping service, 110 special-status plant species, 59 special-status animal species, and nine sensitive habitats were considered for potential to occur in the region. All of the special-status species lists are included in Appendix C.

Based on documented CNDDB occurrences, the following special-status plant species have documented occurrences within the City:

- Hoover's bent grass (*Agrostis hooveri*)
- marsh sandwort (*Arenaria paludicola*)
- sand mesa manzanita (*Arctostaphylos rudis*)
- San Luis Obispo owl's-clover (*Castilleja densiflora* var. *obispoensis*)
- straight-awned spineflower (*Chorizanthe rectispina*)
- surf thistle (*Cirsium rhothophilum*)
- La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*)
- Pismo clarkia (*Clarkia speciosa ssp. immaculate)*
- beach spectaclepod (*Dithyrea maritima*)
- mesa horkelia (*Horkelia cuneate* var. *puberula*)
- Kellogg's horkelia (*Horkelia cuneate* var. *sericea*)
- southern curly-leaved monardella (*Monardella sinuate* ssp. *sinuate*)
- black-flowered figwort (*Scrophularia atrata*)

Based on documented CNDDB occurrences, the following special-status animal species have documented occurrences within the City:

- obscure bumblebee (*Bombus caliginosus*)
- western bumble bee (*Bombus occidentalis*)
- monarch – California overwintering population (*Danaus plexippus* pop. 1)
- south-central California coast DPS steelhead (*Oncorhynchus mykiss* pop. 9)
- California red-legged frog (*Rana draytonii*)
- Critical Habitat for South-Central California Coast DPS steelhead (*Oncorhynchus mykiss* pop. 9)
- northern California legless lizard (*Anniella pulchra*)
- western pond turtle (*Emys marmorata*)
- western snowy plover (*Charadrius alexandrines nivosus*)
- western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- Townsend's big-eared bat (*Corynorhinus townsendii*)
- American badger (*Taxidea taxus*)

Explanation

(a) Plant Species

The study area consists of properties primarily zoned for residential development and are largely adjacent to areas entirely built-up, paved over, and landscaped, with little-to-no natural habitat remaining. Vegetative communities present within the study area are primarily limited to ruderal (disturbed) and landscaped areas primarily consisting of ornamental groundcover and planted trees. However, riparian and beach areas are also present within the City, to a limited extent. As discussed above, the electronic database searches yielded 110 special-status plants with the potential to occur in the region of the study area, and 13 special-status plants have documented occurrences within the City.

If special-status plants are present within the study area, implementation of construction activities could result in direct and indirect impacts. Direct impacts could include destruction or removal of special-status plants as a result of the movement or use of construction equipment, materials, and workers within the undeveloped project impact areas. Indirect impacts to special-status plants could occur through habitat modification, ground disturbance, and erosion. Mitigation has been provided to avoid and/or minimize potential adverse impacts to special-status plants, if present, through botanical surveys, avoidance, preservation, and relocation. Therefore, impacts to special-status plants are expected to be less than significant with mitigation.

Animal Species

While electronic database searches yielded 59 special-status animal species with the potential to occur in the region, due to developed conditions and lack of suitable habitat within the developed areas of the City, only roosting bats and nesting birds are considered to have the potential to occur within landscaped areas and developed areas in the City. Proposed improvements located within existing developed areas would generally not require building demolition or tree or vegetation removal; therefore, impacts to special-status animal species in these areas are not anticipated.

Implementation of the avoidance and minimization measures such as appropriate timing of vegetation removal and preconstruction surveys would reduce the potential for adverse effects to special-status animal species. Therefore, potential impacts to sensitive species would be less than significant with mitigation.

(b)–(d) As discussed previously, riparian habitat, sensitive habitats, designated critical habitat, wetlands, and jurisdictional features are present within the City. However, implementation of the GPHEU would generally be located within existing developed and disturbed areas. Mitigation has been provided to ensure potential impacts to sensitive biological resources are avoided and/or minimized. Therefore, potential impacts to sensitive species would be less than significant with mitigation.

(e) Tree removal is not anticipated to be necessary for the majority of sites; however, if tree removal is required, mitigation has been provided that would require all tree removal, protection, and construction activities to be conducted in compliance with the Conservation and Open Space Element of the City's General Plan. The GPHEU would not conflict with any applicable policies protecting biological resources or environmentally sensitive habitats. Therefore, potential impacts would be less than significant with mitigation.

(f) The City is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan. Therefore, no impact would occur.

Recommended Mitigation

Future projects would be evaluated on a case-by-case basis for appropriate CEQA review and would include project-specific mitigation measures as determined appropriate based on site characteristics.

BIO/MM-1: Prior to commencement of construction activities within undeveloped areas that could contain special-status plants, the applicant shall retain a qualified biologist to conduct an appropriately-timed botanical survey. If special-status plants are observed within the project impact area, the following measures shall be implemented:

a. An environmental training program shall be developed to educate construction personnel about special-status plant species with potential to be encountered during construction, and the avoidance and minimization measures being employed to prevent or reduce impacts to these species.

b. If federally listed plant species are determined to occur within the project area and cannot be avoided, the project must obtain incidental take authorization from USFWS through a Federal Endangered Species Act Section 7 Biological Opinion and Incidental Take Statement.

c. If feasible, avoid disturbance in areas with special-status plant species. Areas with special-status plant species to be avoided shall be marked on project plans and marked in the field with flagging and/or brightly colored fencing to facilitate plant recognition and avoidance.

d. If plant species listed by the state as endangered or threatened are determined to occur within the project area and cannot be avoided, the project must obtain incidental take authorization from CDFW through a California Endangered Species Act (CESA) Section 2081 Incidental Take Permit. Species that are considered State Rare by CDFW must be completely avoided since CDFW currently does not have a legal mechanism to allow for "take."

e. Plants listed as rare by the CNPS that have no state or federal status are not protected under CESA. During CEQA project analysis, CDFW may require implementation of specific mitigation measures for impacts to rare plants found within the project area.

BIO/MM-2: During construction, the following measures shall be implemented as appropriate to avoid the spread of invasive species:

a. To avoid the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil within the excavated trenches after

construction of the new project component is complete, or transport topsoil to a certified landfill for disposal.

b. During construction, the project contractor will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species; or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar.

c. Any landscape and/or restoration planting plans, if proposed, must emphasize the use of native species expected to occur in the area. Project plans must avoid the use of plant species that the California Invasive Plant Council (Cal-IPC), California Exotic Pest Plant Council (Cal-EPPC), CDFW, or other resource organizations considers to be invasive or potentially invasive. Prior to issuance of grading permits, all project landscape and restoration plans shall be verified to ensure that the plans do not include the use of any species considered invasive by the Cal-IPC, Cal-EPPC, or CDFW.

d. Use of rodenticides and herbicides shall be prohibited.

BIO/MM-3: Prior to construction in any undeveloped area that contains a potential wetland, seep, drainage, or other surface water feature, the applicant shall retain a qualified biologist or wetland delineation specialist to conduct a biological survey and/or wetland delineation within the project impact area and shall implement the following measures:

a. Prior to project implementation, the project area shall be clearly flagged or fenced so that the contractor is aware of the limits of allowable site access and disturbance. Areas within the designated project site that do not require regular access shall be clearly flagged as off-limit areas to avoid unnecessary damage to sensitive habitats or existing vegetation within the project area.

b. Prior to project implementation, a project Erosion Control Plan shall be prepared. During project activities, erosion control measures shall be implemented. Silt fencing, fiber rolls, and barriers (e.g., hay bales) shall be installed to establish a minimum 25-foot setback distance between the project impact areas and adjacent wetlands and other waters. At a minimum, silt fencing shall be checked and maintained on a daily basis throughout the construction period. The contractor shall also apply adequate dust control techniques, such as site watering, during construction.

c. Prior to construction, the applicant shall prepare and submit to the Regional Water Quality Control Board (RWQCB) or State Water Resources Control

Board (SWRCB) a Notice of Intent (NOI) and prepare a Storm water Pollution Prevention Plan (SWPPP) in accordance with the requirements of the State General Order related to construction projects. The SWPPP shall identify the selected storm water management procedures, pollution control technologies; spill response procedures, and other means that will be used to minimize erosion and sediment production and the release of pollutants to surface water during construction. The applicant shall ensure that sedimentation and erosion control measures are installed prior to any ground disturbing activities.

d. Prior to the commencement of site preparation, ground-disturbing, or construction activities, Best Management Practices shall be identified on all construction plans. These practices will be implemented prior to, during, and following construction activities as necessary to ensure their intended efficacy. Measures may include, but not necessarily be limited to, the placement of silt fencing along the down-slope side of the construction zone, onsite storage of a spill and clean-up kit at all times, and employment of both temporary and permanent erosion and sedimentation control measures (e.g., silt fencing, hay bales, straw wattles).

e. During project activities, if work occurring within stream channels is necessary, it shall be conducted during the dry season if possible (April 15–October 15).

f. Prior to construction within 50 feet of any stream or other surface water resource, the applicant shall coordinate with CDFW, U.S. Army Corps of Engineers (USACE), and RWQCB to obtain the appropriate permits for direct impacts to the jurisdictional features.

g. Prior to construction within 50 feet of any stream or other surface water resource, the applicant shall ensure preparation and implementation of a Spill Prevention and Contingency Plan that includes provisions for avoiding and/or minimizing impacts to sensitive habitat areas, including wetland and riparian areas and water bodies due to equipment-related spills during project implementation. The applicant shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the City shall ensure that the plan allows a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measure to take should a spill occur. The plan shall include the following provisions:

    1. All equipment fueling shall be conducted within the designated staging areas of the project site. Such areas shall consist of roadway or ruderal habitat. At no time shall any equipment fueling be conducted within 100 feet of any wetland and riparian habitat area, or water body;

2. An overview of the containment measures to appropriately store and contain all fuels and associated petroleum products during the project shall be included in the plan. This shall include provisions for equipment staging areas, such as the need for drip pans underneath parked equipment and designated storage areas for fuel dispensing equipment with visqueen lining or similar and secondary containment; and,

3. A description of the response equipment that would be on-site during construction and exact procedures for responding to any inadvertent spills including miscellaneous fuel and/or lubricant spills from construction equipment and vehicles during operations. Final specifications of the Spill Prevention and Contingency Plan shall be reviewed and approved by the City prior to project implementation.

h. If impacts to wetlands or other surface water resources would occur as a result of proposed project activities and are unavoidable, a mitigation, monitoring, and reporting plan shall be prepared by the applicant and approved by the City and other jurisdictional agencies, as appropriate (i.e., CDFW, USACE, and RWQCB). Wetland mitigation will increase the aerial extent of wetland habitat on site at a 2:1 ratio (created wetland area to impacted wetland area), or other ratio determined by the permitting agency. Mitigation implementation and success will be monitored for a minimum of three years, depending on the jurisdictional agencies' requirements.

BIO/MM-4: Consistent with the Conservation and Open Space Element of the City's General Plan, native species of oak (e.g. *Quercus agrifolia*, *Quercus lobata*, *Quercus chrysolepis*) should be preserved within the City of Pismo Beach, both as an aesthetic resource benefiting the entire community and for their ecological value. Should removal of oak trees be required, the City shall prepare a Management Plan and implement removal, construction, and protection activities consistent with Policy CO-13 in the Conservation and Open Space Element and City tree protection ordinances and standards.

BIO/MM-6: Prior to the commencement of site preparation, ground-disturbing, or construction activities, the applicant will retain a biologist to prepare and deliver a worker orientation and training program for all construction staff. The training shall include any applicable regulatory policies and provisions regarding species protection and minimization measures to be implemented. The point of contact appointed by the City will be identified. Any employee or contractor who might detect the presence of or inadvertently injure or kill a special-status species or who finds a dead, injured, or entrapped animal will report their observation to this point of contact.

BIO/MM-7: Prior to the commencement of site preparation, ground-disturbing, or construction activities, an applicant will obtain all necessary permits, approvals, and authorizations from regulatory agencies.

BIO/MM-8: A preconstruction survey by the qualified biologist shall be conducted no more than 30 days and no less than 14 days prior to the commencement of any site preparation and/or construction activities in previously undisturbed areas. If any evidence of occupation of that portion of the project site by listed or other special-status plant or animal species is observed, the following measures shall be implemented:

a. A buffer shall be established by a qualified biologist that results in sufficient avoidance to comply with applicable regulations. If sufficient avoidance cannot be established, the USFWS and CDFW shall be contacted for further guidance and consultation on additional measures.

b. The applicant shall obtain any required permits from the appropriate wildlife agency. Copies of the preconstruction survey and results, as well as all permits and evidence of compliance with applicable regulations, shall be maintained by the City.

BIO/MM-9: Prior to the commencement of construction activities, a qualified biologist shall be retained to conduct a pre-construction nesting bird survey. Within 1 week (7 days) prior to construction activities taking place during the avian breeding season (February 1–August 31) the approved qualified biologist shall conduct a nesting bird survey within the project disturbance areas and a 500-foot buffer surrounding all project disturbance areas (wherever legal access is available). At a minimum, nesting surveys shall be conducted prior to construction occurring between February 1 and August 31. A qualified biologist will determine if nesting activity is occurring either prior to or after this February–August period and nesting surveys will be performed accordingly.

If an active nest is found, an avoidance buffer shall be established around the nest in which no construction work is permitted. The size of the buffer will be adequate to ensure that the nest, nesting birds, and chicks (including fledglings and precocial chicks) are not disturbed. For nests of raptors and special-status bird species, the size of the buffer will be determined based on a project-specific nesting bird management plan approved by the appropriate resource agencies or consultation with the appropriate resource agencies. For all other nests, the size of the buffer will be determined by a qualified biologist. Construction monitors will ensure that work crews are aware of the buffer and related work restrictions. The buffer zone will remain in place until the young have fledged and are no longer dependent on the nest or the nest is no longer active, as determined by a qualified biologist.

An active nest is defined as a nest with eggs or chicks, or as otherwise defined by the CDFW. If an active nest must be moved during the nesting season, the applicant shall coordinate with CDFW and USFWS to obtain approval prior to moving the nest. Prior to the start of construction, a draft Nesting Bird Management Plan shall be prepared, in consultation with CDFW, describing measures to detect birds that may nest on and adjacent to the project corridor or facilities and to avoid impacts to or take of those birds or their nests during project construction. The draft

Nesting Bird Management Plan shall be submitted to the City for review and approval in consultation with USFWS and CDFW. The Nesting Bird Management Plan will be finalized prior to issuance of CDFW's Notification to Proceed. The Nesting Bird Management Plan will describe avoidance measures, such as buffer distances from active nests, based on the specific nature of project activities, noise, or other disturbance of those activities, the bird species and conservation status, and other pertinent factors. The Plan will specify species' (or groups of species) appropriate buffer distances based on tolerance of human activities. Standard nest buffers shall be 300 feet, and 500 feet for raptor species, or as specified in the CDFW-approved Nesting Bird Management Plan.

BIO/MM-10: Prior to the commencement of site preparation, ground-disturbing, or construction activities, the perimeter of these activity areas will be delineated with construction fencing to avoid inadvertent egress into habitat intended to remain undisturbed. Verification that this fencing has been installed will be conveyed to the City by the applicant. The applicant will be responsible for fence maintenance throughout the entire construction process.

With the incorporation of these measures, residual impacts to biological resources would be less than significant.

Sources

California Department of Fish and Wildlife (CDFW). 2018. California Natural Diversity Database (CNDDB) RareFind Species List: Pismo Beach U.S. Geologic Survey 7.5 Minute Quadrangle and eight surrounding quadrangles. Available at: https://www.dfg.ca.gov/biogeodata/cnddb/rarefind.asp. Accessed in April 2019.

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES**				
Would the project:					
(a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
(c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Setting

Archaeological sites resulting from thousands of years of human settlement along the coast are among the most fragile of resources. Protection of these resources is established in CEQA, the California Public Resources Code, and the California Health and Safety Code. The Central Coast area, including Pismo Beach, was the home of the Chumash people at the time of early explorations and settlements by Europeans. Evidence of the culture and occupations by the Chumash may be found at numerous sites in the vicinity of Pismo Beach. Most of the City's archaeological data comes from studies conducted as part of the CEQA process (City of Pismo Beach 2014).

The City is underlain by Pleistocene marine and marine terrace deposits, Middle Miocene marine deposits, Miocene volcanic deposits, and Upper Miocene marine deposits. Museum collection records maintained by the University of California Museum of Paleontology (UCMP) indicate that 2,003 paleontological specimens have been recorded within San Luis Obispo County, from the Tertiary period and the Oligocenen and Miocenen epochs (UCMP 2018).

The City's Zoning Code includes an Archaeological Overlay Zone that encompasses the majority of the City and identifies archaeologically sensitive areas. The Archaeological Resources Section in the Conservation and Open Space Element of the City's General Plan requires that specific recommendations prepared by an archaeologist be incorporated into project approval, including avoiding portions of sites containing resources, minimizing the impacts of the development on the archaeological resources, preserving a full archaeological record and/or partial site dedication, and providing a native American monitor onsite to observe excavations in locations where there is a possibility of discovery of human remains.

For previously disturbed sites, including the opportunity sites, it is unlikely for paleontological resources to be present in the 2- to 3-foot-thick layer from the surface; however, it is possible that paleontological resources may be present in native soils at depths below this layer.

Explanation

(a) Construction activities have the potential to affect historical resources. Mitigation in the form of avoidance measures has been proposed to ensure impacts to known California Register of Historical Resources (CRHR)-eligible properties and historic and archaeologically sensitive areas would be minimized. Therefore, potential impacts would be less than significant with mitigation.

(b) Given the abundance of historic and prehistoric archaeological resources in the City of Pismo Beach, and comments expressed by interested Native American parties, the study area is considered sensitive for the presence of known and previously unidentified historic-era and Chumash affiliated archaeological sites. As such, it is possible that intact archaeological deposits may be present within undeveloped and developed portions of the study area. Previous development may have served as a means of "capping" any resources that may have been present in the currently obscured portions of the project study area. While these paved areas are planned to be subject to varying levels of potential disturbance, any excavations into native soils below prior disturbance would have a heightened potential for discovery of previously undiscovered, subsurface archaeological resources. Avoidance is the most effective mitigation; early, meaningful consultation with locally affiliated Native American representatives will assist in the avoidance of sacred sites and significant resources.

Although the uppermost 2–3 feet of developed areas have largely been disturbed by excavation from grading, installation of building foundations, and the placement infrastructure, it is possible that intact native soils remain capped at greater depth. Where excavations for the proposed improvements occur in unpaved areas or exceed 2 to 3 feet in paved areas, there is increased potential to encounter buried archaeological deposits. Mitigation is provided to ensure impacts to any unknown resources that may be encountered during project development would be minimized. Therefore, potential impacts would be less than significant with mitigation.

(c) Due to the prevalence of cultural resources within the City limits, the discovery of unknown human remains is a possibility during ground disturbance. Protocol for properly responding to the inadvertent discovery of human remains is identified in the State of California Health and Safety Code Section 7050.5. This code section states that no further disturbance shall occur until the County of San Luis Obispo (County) Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the California Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant. Compliance with existing state law requirements minimizes adverse impacts. Potential impacts associated with the disturbance of human remains would be less than significant with mitigation.

Recommended Mitigation

Future projects would be evaluated on a case-by-case basis for appropriate CEQA review, would be required to comply with the Archaeological Resources policies in the City's General Plan, and would include project-specific mitigation measures as determined appropriate. Future development of the opportunity site shall be subject to implementation of the following measures to avoid potential impacts.

CUL/MM-1 Prior to commencement of construction activities that will require ground disturbance, including activities within paved areas and landscaped areas below 2-3 feet, the applicant shall retain a City-approved archaeologist to conduct a review of existing records search data to determine if the site of new improvements has been previously subject to archaeological study, and whether the study adequately addresses the potential for archaeological resources to occur within the disturbance area associated with construction. The City and/or the approved archaeologist shall coordinate with locally affiliated Native American representative(s) in determining archaeological sensitivity for proposed projects.

If it is determined a study has not been conducted or existing research is inadequate, a City-approved archaeologist shall prepare a Phase I Archaeological Survey Report of the project area. The study shall identify cultural resources that have the potential to be impacted by future development and provide mitigation measures to avoid and/or minimize potential impacts.

If the City determines that the construction of a proposed improvement has the potential to result in direct or indirect impacts to a significant historic resource, the applicant shall retain a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards to evaluate the resource(s) and provide recommendations for avoidance or mitigation measure to reduce impacts.

To the extent feasible, sensitive resources shall be avoided during all ground-disturbing site preparation and construction activities. If impacts to sensitive archaeological areas are unavoidable, additional tasks such as additional Native American coordination, Phase II archaeological testing, Phase III data recovery, and historic research shall also be conducted as necessary. Archaeological and Native American monitoring may also be required during project construction in sensitive areas.

CUL/MM-2 Where areas of sensitive cultural resources have been identified**,** project contractors and their staff shall have cultural resources sensitivity training and be made aware of the potential for cultural resources being unearthed, the process for such discoveries, and proper treatment of significant cultural resources. This information may be presented to contractors and their staff through the use of "tail-gate" meetings or other mechanisms (e.g., handouts).

CUL/MM-3 If a potentially significant cultural resource is encountered during subsurface earthwork activities, and an archaeological and/or Native American monitor is not present, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. A standard inadvertent discovery clause shall be included in every grading and construction contract to inform contractors of this requirement. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR)

forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites.

If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, with input from locally affiliated Native American representative(s) as necessary that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the CCIC, located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

CUL/MM-4 All project-related ground disturbance that may disturb geologic units that are considered to have a high paleontological sensitivity (i.e., previously undisturbed native soils) will be monitored by a qualified paleontological monitor on a full-time basis. However, the frequency of monitoring may be reduced at the discretion of the qualified paleontologist if the disturbed geologic units are determined to have a low potential to yield significant fossils resources upon further examination of the geologic units during grading operations. Where excavations for the project exceed 2–3 feet, monitoring by a qualified paleontological monitor shall be required.

CUL/MM-5 Paleontological resource monitoring will include inspection of exposed rock units during active excavations within sensitive geologic deposits. The monitor will have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules will be made. Monitors will be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data to prevent construction delays. This equipment will include handheld global positioning system receivers, digital cameras, and cellular phones, as well as a tool kit containing specimen containers and matrix sampling bags, field labels, field tools (e.g., awls, hammers, chisels, shovels, etc.), and plaster kits.

CUL/MM-6 In the event that a subsurface fossil is discovered within the project corridor, field data forms will be used to record pertinent geologic data, stratigraphic sections will be measured at the fossil locality, and appropriate sediment samples will be collected and submitted for analysis.

CUL/MM-7 Any recovered fossils will be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The qualified paleontologist will prepare a paleontological mitigation and monitoring report to be filed with the City, as lead agency, and the repository. The report will include, but will not be limited to, a discussion of the results of the mitigation and monitoring program, an evaluation and analysis of the fossils collected (including an assessment of their significance, age and geologic context), an itemized inventory of fossils collected,

a confidential appendix of locality and specimen data with locality maps and photographs, an appendix of curation agreements and other appropriate communications, and a copy of the project-specific paleontological mitigation plan.

CUL/MM-8 If human remains are encountered during earth-disturbing activities, State Health and Safety Code Section 7050.5 requires that all work in the adjacent area shall stop immediately and that the County Coroner shall be notified immediately. Work shall not continue until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will designate and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

With the incorporation of these measures, residual impacts related to cultural resources would be less than significant.

Sources

City of Pismo Beach. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed in April 2019.

National Parks Service (NPS). 1983. Secretary of the Interior's Standards and Guidelines. Available at: https://www.nps.gov/history/local-law/arch_stnds_0.htm. Accessed in April 2019.

University of California Museum of Paleontology (UCMP). 2018. Specimen Record Search: San Luis Obispo County. Available at: https://ucmpdb.berkeley.edu/cgi/ucmp_query2. Accessed in April 2019.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**ENERGY**				
Would the project:					
(a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Explanation

(a,b) Private electrical and natural gas utility companies provide service to customers in Central and Southern California, including the City of Pismo Beach. Implementation of the programs contained in the Housing Element could result in new housing that addresses the City's RHNA allocation and the City's policies supporting affordable and workforce housing. The rezoning of the opportunity sites would accommodate high density, infill, and mixed use development located in an urbanized area. The power exists to these sites due to previous use and/or surrounding urban development. However, the project's contribution to the regionally significant demand for energy is not considerable, and is therefore less than significant.

Recommended Mitigation

No significant impacts to energy resources were identified; therefore, no mitigation measures are necessary.

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Pismo Beach, CA 93449
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS				
Would the project:				
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☒	☐
(b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				

Setting

According to the City Safety Element of the General Plan, Pismo Beach is located in a seismically active area. However, no active faults are known to be present within or in the near vicinity of Pismo Beach and surface rupture resulting from fault movement is not considered a significant problem within the city. Additionally, the potential for landslides is considered to be negligible in rocks that underlie most of the city and its surrounding hills.

Ground shaking could occur in Pismo Beach, primarily from the San Andreas Fault, which runs generally north- south from the Bay Area to southern California, the closest portion of which is roughly 60 miles to the east of the city. The Nacimiento Fault is considered a secondary source of strong ground shaking but would have a negligible effect on Pismo Beach.

An earthquake of Richter Magnitude 8.0 to 8.5 can be expected from a rupture along the San Andreas Fault in the future, which would cause considerable ground shaking and potential structural damage in Pismo Beach. Secondary seismic hazards could result from the interaction of ground shaking with existing soil and bedrock conditions, and include liquefaction, settlement, landslides and tsunamis or "tidal waves".

The City is largely within the area of the Pismo Formation geologic unit with the Edna and Miguelito members comprising much of the non-alluvial areas. The geology of these members is characterized by steep terrain and rock outcrops with bedded and inclined sandstone and shale layers. These formations are not highly prone to landslides or assumed to be subject to liquefaction and expansive soils.

The NRCS Web Soil Survey was used to estimate the erodibility of the project corridor. The erosion factor within the project area was in the lower third of the range for erodibility (low potential for erosion) (NRCS 2018).

Explanation

(a – d) Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults. However, the potential for ground rupture also exists along potentially active faults. The project site is not located within an Earthquake Fault Zone as established in accordance with the Alquist-Priolo Earthquake Fault Zoning Act of 1972. The nearest fault line, the Wilmar Avenue fault, does not cross the project site. The potential for surface rupture to occur on the site is determined to be very low, and impacts are considered less than significant.

Small to moderate earthquakes (with magnitudes less than 5.0 on the Richter Scale) are common in San Luis Obispo County. The project site is located in general proximity to active or potentially active faults and is approximately 35 miles west of the San Andreas Fault. As such, strong shaking should be expected during the lifetime of the proposed project. Impacts are considered less than significant.

Liquefaction is the loss of strength in saturated granular soils produced by seismic shaking. For this to occur, the soils must be saturated at a relatively shallow depth, of a granular (non-cohesive) nature, and be relatively loose. The opportunity site soil has been graded, compacted, and paved and as result of previous development. Redevelopment of the opportunity site is envisioned to keep much of the

existing paving in place. With implementation of standard California Building Code requirements, impacts from liquefaction are considered less than significant.

Implementation of the requirements for dust abatement and air quality that require watering of loose soils and various erosion and dust control measures would ensure that any earthmoving activities would Plan be properly mitigated for soil erosion. In addition, development of the opportunity site will require an approved Storm Water Pollution Prevention Plan including Best Management Practices (BMPs) to mitigate storm water runoff and soil erosion. Implementation of the SWPPP and BMPs would preclude the potential to result in erosion or sedimentation impacts related to the nearby Pismo Lake Ecological Reserve. Therefore, with implementation of an approved SWPPP where applicable and standard construction BMPs, the impacts related to soil erosion or the loss of topsoil are considered to be less than significant.

(e) The 2019 GPHEU improvements do not include the installation of any septic disposal system. Therefore, no impact would occur.

(f) Opportunity site #1 is located on a previously developed site adjacent to developed properties with no unique paleontological resources or unique geologic features. Opportunity site #2 is located on a previously distributed parcel with no unique geologic features. Impacts related to geology from the construction of housing and associated improvements to implement the GPHEU will be analyzed on a case by case basis.

Recommended Mitigation

No significant impacts related to geology or soils were identified; however, as detailed in Section IX, Hydrology and Water Quality, below, proposed improvements would require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to mitigate the potential for surface water runoff and erosion. Therefore, implementation of mitigation measures referenced in Section IX would be sufficient to mitigate the potential for impacts to geology and soils associated with runoff and erosion. Mitigation measures included in Section V would be sufficient to mitigate the potential for impacts to paleontological resources. No additional mitigation measures are necessary.

Sources

City of Pismo Beach. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed in February 2018.

U.S. Department of Agriculture Natural Resource Conservation Service (NRCS). 2018. Web Soil Survey. Available at: http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed in April 2019.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**GREENHOUSE GAS EMISSIONS**				
Would the project:					
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Setting

Greenhouse gases (GHGs) are any gases that absorb infrared radiation in the atmosphere, and are different from the criteria pollutants discussed in Section III, Air Quality, above. The primary GHGs that are emitted into the atmosphere as a result of human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. These are most commonly emitted through the burning of fossil fuels (oil, natural gas, and coal), agricultural practices, decay of organic waste in landfills, and a variety of other chemical reactions and industrial processes (i.e., the manufacturing of cement).

CO_2 is the most abundant GHG and is estimated to represent approximately 80–90% of the principal GHGs that are currently affecting the earth's climate. According to the CARB, transportation (vehicle exhaust) and electricity generation are the main sources of GHG in the state.

The passage of Assembly Bill 32 (AB 32), the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the GHG 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 GHG emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (i.e., Senate Bill 97 [SB 97], Greenhouse Gas Emissions bill) directed the CARB to develop statewide thresholds.

In March 2012, the SLOAPCD approved thresholds for GHG emission impacts, and these thresholds have been incorporated into the SLOAPCD's CEQA Air Quality Handbook (SLOAPCD 2012). The SLOAPCD determined that a tiered process for land use development 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 (i.e., 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.

San Luis Obispo County Regional Transportation Plan/Sustainable Communities Strategy

San Luis Obispo County's *2014 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) was adopted by the San Luis Obispo Council of Governments (SLOCOG) in 2015. The GHG-reduction targets designated for this region are 8% per capita by 2020 (compared to 2005) and 8% per capita by 2035. Implementation of the strategies identified in the 2014 RTP/SCS are anticipated to achieve a projected 8% per capita GHG-reduction by 2020 and a 10% per capita GHG-reduction by 2035. Mobile-source related GHG-reduction strategies contained in the SCS include the following:

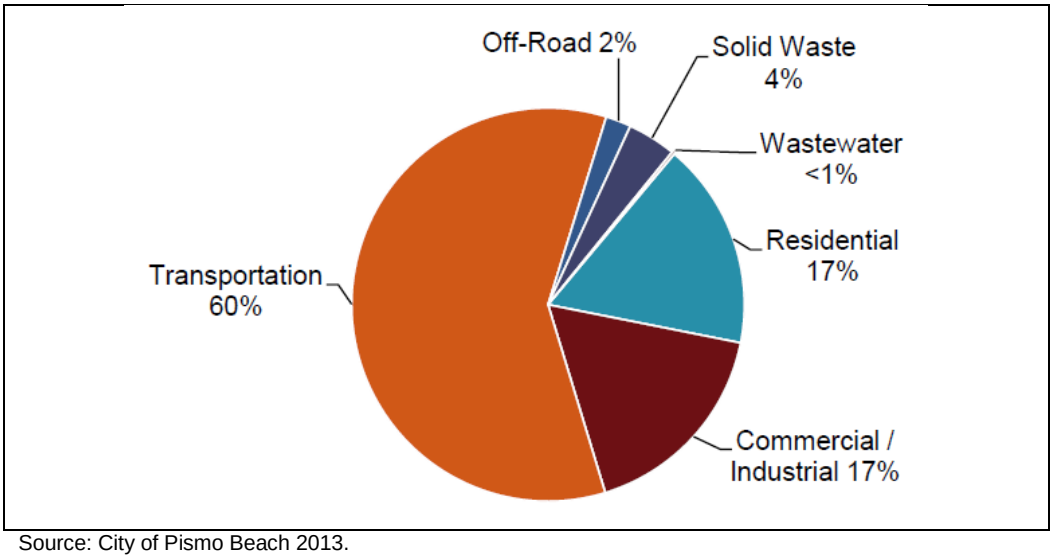
- Provide a variety of transportation options
- Improve accessibility: bring people closer to products & services
- Encourage mixed land uses
- Encourage more compact building design
- Strengthen and direct development towards existing communities
- Prioritize funding to improve connectivity & Target Development Areas
- Encourage preservation of agricultural lands
- Encourage preservation of open space and critical environmental areas

The 2014 SCS includes numerous policies intended to achieve the above-noted strategies. The proposed 2019 GPHEU is consistent with applicable GHG-reduction measures identified in the 2014 RTP/SCS.

City of Pismo Beach Draft Climate Action Plan

The City of Pismo Beach Draft Climate Action Plan (CAP) included an inventory of community-wide GHG emissions. The inventory was prepared for purposes of identifying major sources and quantities of GHG emissions produced in Pismo Beach in 2005 and to forecast how these emissions may change over time. Based on the GHG emissions inventory prepared, in 2005, the City emitted approximately 87,077 metric tons of carbon dioxide equivalent ($MTCO_2e$). As shown in Figure 9, the largest contributors of community-wide GHG emissions were the transportation (60%), commercial/industrial energy use (17%), and residential energy use (17%) sectors. The remainder of GHG emissions were from the solid waste (4%), off-road (2%) and wastewater (less than 1%) sectors.

Figure 9. City of Pismo Beach 2005 GHG Emissions Inventory by Sector



Source: City of Pismo Beach 2013.

With implementation of GHG-reduction efforts implemented by the State, including Pavley fuel efficiency regulations, low-carbon fuel standards, Title 24 energy efficiency standards, and renewable portfolio standards for energy production, the City's community-wide GHG emissions inventory is projected to decrease by 24,777 $MTCO_2e$ by year 2020. Overall, community-wide GHG emissions are projected to decrease to 95,782 $MTCO_2e$ (approximately 21% below the projected business-as-usual scenario of 120,801 $MTCO_2e$).

City of Pismo Beach General Plan Circulation Element

The 2018 GPCEU guiding policies include numerous implementing policies and measures designed to facilitate transportation improvements of all types that would reduce vehicle miles travelled (VMT). This includes improvements to promote walking, bicycle riding, and public transportation for all types of commuting needs. The Circulation Element contains policies relating to the City's Complete Streets. Complete streets enable safe, comfortable, and attractive access for all users: pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, in a form that is compatible with and complementary to adjacent land uses and promotes connectivity between uses and areas. Implementation of the General Plan Circulation will result in reductions to VMT and a corresponding reduction in GHG emissions.

Explanation

(a) The proposed 2019 GPHEU includes numerous policies that would support alternative means of transportation, including improvements to transit, pedestrian and bicycling networks. Additional policies are included to support reductions in VMT, including traffic-flow improvements and improved pedestrian and bicyclist safety. Although construction of future transportation improvements may result in a redistribution of local vehicle traffic, these improvements are proposed for purposes of improving overall circulation system performance, reducing vehicle hours traveled, congestion, and idling. As previously noted in Table 3, the proposed 2019 GPHEU would result in overall reductions in VMT, which would result in overall reductions in mobile-source GHG emissions. Because the proposed 2019 GPHEU would not result in increased population, these anticipated reductions in mobile-source GHG emissions would result in overall reductions in GHG emissions on a per capita basis. This impact would be considered less than significant.

(b) AB 32 Scoping Plan and SB 375

In October 2008, CARB published its *Climate Change Proposed Scoping Plan*, which is the state's plan to achieve GHG reductions in California required by AB 32. This initial scoping plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32. The scoping plan states that land use planning and urban growth decisions will play important roles in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions.

With regard to land use planning, the scoping plan expects approximately 5.0 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) will be achieved associated with implementation of SB 375. SB 375 supports the state's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of developing more sustainable communities. Under SB 375, ARB sets regional targets for GHG emissions reductions associated with passenger vehicle use. Each of California's metropolitan planning organizations must prepare an SCS as an integral part of its RTP. The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the identified GHG-reduction strategies.

As stated in the Setting discussion, implementation of the strategies identified in the 2014 RTP/SCS are anticipated to achieve a projected 8% per capita GHG-reduction by 2020 and a 10% per capita GHG-reduction by 2035. Table 6 provides a summary of the proposed 2019 GPHEU consistency with the applicable policies identified in the 2014 SCS. As depicted, the proposed 2019 GPHEU is consistent with applicable GHG-reduction measures identified in the 2014 RTP/SCS; therefore, impacts would be less than significant.

City of Pismo Beach Climate Action Plan

The transportation sector constituted roughly 60% of the City's baseline GHG emissions. Factors affecting transportation emissions include fuel economy, the type of fuel used, and VMT. The City's CAP included various GHG-reduction measures, which were projected to result in overall reductions in VMT and associated mobile-source GHG emissions. In total, these GHG-reduction measures were projected to reduce community-wide GHG emissions by approximately 14,244 $MTCO_2e$ in 2020. Table 6 provides a summary of the proposed 2019 GPHEU consistency with applicable GHG-reduction measures identified in the City's CAP. As depicted, the proposed 2019 GPHEU is consistent with applicable GHG-reduction measures identified in the City's CAP; therefore, impacts would be less than significant.

Recommended Mitigation

No significant impacts related to GHGs were identified; therefore, no mitigation measures are necessary.

Sources

City of Pismo Beach. 2018. *City of Pismo Beach General Plan Circulation Element update*. Available at: http://www.pismobeach.org/DocumentCenter/View/42721. Accessed in April 2019.

City of Pismo Beach. 2013. *City of Pismo Beach Draft Climate Action Plan*. Available at: http://www.pismobeach.org/DocumentCenter/View/43549/Climate-Action-Plan-May-2014?bidId= Accessed in April 2019.

San Luis Obispo County Air Pollution Control District (SLOAPCD). 2012. *CEQA Air Quality Handbook*. Available at: http://www.slocleanair.org/images/cms/upload/files/CEQA_Handbook_2012_v1.pdf. Accessed in April 2019

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**HAZARDS AND HAZARDOUS MATERIALS**				
Would the project:					
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
(g)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Setting

Based on a search of the California Department of Toxic Substance Control's (DTSC) EnviroStor database and the SWRCB Geotracker system, there are several closed leaking underground storage tank (LUST) cleanup sites in the City. None of the LUST sites are located on the opportunity sites, however one of the LUST sites is located adjacent to opportunity site #1.

Explanation

(a – c) During project construction, there are potential pollutants that are generated from construction-related equipment and fluids from washing construction equipment and vehicles before they leave the project site. The San Luis Obispo Air Pollution Control District regulates pollution from construction equipment. Construction water impact is regulated through the National Pollution Discharge Elimination System (NPDES) and State Water Pollution and Prevention Program as part of grading plan requirements. In the long-term, housing developments typically use cleaning and solvent products for household cleaners, swimming pools, landscape maintenance, and washing of automobiles. Use of these products are

governed by the manufacturer's materials safety and data sheet which will not create hazards to people, environment, schools, and airport. One of the opportunity sites is adjacent to a previous gas station. Another gas station is within close proximity to the sites. A Phase I and Phase 2 report will be generated for opportunity site 1. A Phase 1 Environmental Site Assessment will be required for opportunity site 2. Based on the findings and recommendations of the Phase 1, a Phase 2 and/or additional studies and testing may be required. With compliance of applicable mitigation measures, impacts would be less than significant.

(d) There are no active/open hazardous material sites within the study area. Therefore, impacts would be less than significant.

(e) The City is not located within an airport land use plan or within 2 miles of any public airport or private airstrip. The 2019 GPHEU would not substantially change existing uses and would not result in increased hazards related to air traffic. Therefore, no impact would occur.

(f) All housing development is required to meet the fire department and emergency personnel access and route for emergency response and therefore will not interfere with the emergency response and evacuation plan. The City's Accessory Dwelling Unit ordinance prohibits ADU's above Stratford Street in the Pismo Heights planning area due to limited secondary access in this area. No mitigation is required as impacts would be less than significant.

(g) Future housing within the study area would be located in an urban area and would not expose people or structures to a substantial risk of wildfires. The Pismo Beach Fire Department is located within the City and response times would be within acceptable levels. Therefore, impacts would be less than significant.

Recommended Mitigation

Excepting the opportunity sites, future projects would be evaluated on a case-by-case basis for appropriate CEQA review and would include project-specific mitigation measures as determined appropriate; however, implementation of the following measures to the maximum extent feasible is recommended to avoid potential impacts. In addition to Mitigation Measure BIO/MM-3, implementation of the following measure would reduce potential impacts to be less than significant.

HAZ/MM-1 Prior to construction, the applicant shall prepare a Phase I Environmental Site Assessment (ESA) to identify areas of existing hazardous materials. Based on the findings of the Phase I ESA, recommended sampling or testing shall be implemented to avoid inadvertent disturbance and/or release of hazardous materials.

HAZ/MM-2 Soil Sampling and Remediation. Prior to issuance of any grading permits, a contaminated soil assessment shall be completed. Soil samples shall be collected under the supervision of a professional geologist or environmental professional to determine the presence or absence of contaminated soil in these areas. The

sampling density shall be in accordance with guidance from San Luis Obispo County Environmental Health Services, so as to define the volume of soil that may require remediation.

If concentrations of contaminants exceed required levels and therefore warrant remediation, contaminated materials shall be remediated prior to construction and an Environmental Site Assessment (ESA) shall be prepared. Cleanup may include excavation, disposal, bio-remediation, or any other treatment of conditions subject to regulatory action. All necessary reports, regulations and permits shall be followed to achieve cleanup of the site. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the San Luis Obispo County Environmental Health Services, the Regional Water Quality Control Board (RWQCB), and/or DTSC. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests. The contaminated soils assessment and remediation program, if necessary, shall be submitted and approved by the City's Community Development Department and applicable regulatory oversight agency prior to the issuance of project grading permits.

With the incorporation of this measure, residual impacts related to hazards and hazardous materials would be less than significant.

Sources

California Department of Toxic Substance Control (DTSC). 2018. EnviroStor Database. Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. Accessed in April 2019.

State Water Resources Control Board (SWRCB). 2018. Geotracker Database. Available at: https://geotracker.waterboards.ca.gov/. Accessed in April 2019.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**HYDROLOGY AND WATER QUALITY**				
Would the project:					
(a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	project may impede sustainable groundwater management of the basin?				
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
	i) result in a substantial erosion or siltation on- or off-site flooding on- or off-site?	☐	☒	☐	☐
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				
	iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☒	☐	☐
	iv) impede or redirect flood flows?	☐	☐	☒	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Setting

The project area is located in the Central Coast Watershed (Watershed number: 18060006), and in the Pismo Creek-Frontal Pacific Ocean Hydrologic Unit (Hydrologic Unit Code [HUC] 1806000607). The southern portion of the City is located in the Santa Maria Groundwater Basin (Groundwater Basin Number 3-12). The Santa Maria River Valley Groundwater Basin encompasses 288 square miles in Santa Barbara and San Luis Obispo Counties (California Department of Water Resources (DWR) 2018a, 2018b). In San Luis Obispo County, the Santa Maria Basin consists of the main basin (Santa Maria) and three sub basins: Arroyo Grande Valley, Pismo Creek Valley, and Nipomo Valley.

Hydrology within the study area has been significantly altered by development and road construction. The City is bordered to the west by the Pacific Ocean and is bisected by many jurisdictional streams and

drainages. The existing surface water runoff flows to the Pacific Ocean. There are no Wild and Scenic River System features located within the City

Explanation

(a – c) The vast majority of the parcels identified in the vacant land inventory are single parcels of less than half an acre. Residential projects on larger parcels (typically projects that disturb one or more acres of soil) may need to file a Storm Water Pollution Prevention Plan (SWPPP) and obtain a NPDES Stormwater Permit to ensure that all construction, design, and treatment BMPs are implemented and comply with RWQCB requirements. Implementation of the Housing Element could result in a minor increase in impervious surfaces, and could contribute to an increase in runoff. Any such stream crossing would require a streambed alternation agreement or other permit from the applicable regulatory agency.

The exhaust from construction equipment contains hydrocarbons, NOx, CO, suspended particulate matter, and odors, which could have an effect on adjacent waterways. Leaky construction equipment has the potential to drip or spill fuels, petroleum products, and hydraulic fluids among other hazardous substances. The use of asphalt, concrete, and other harmful chemicals during construction activities could increase the potential for these substances to be transported off-site via stormwater and possibly enter other waterbodies.

It is estimated that the largest percentage of construction pollutants would be sediment, construction debris from demolished structures, and dust generated during excavation, grading, hauling, demolition, and various other activities. The impacts of these activities would vary each day as construction progresses and onsite conditions change. Potential sources of temporary surface water impacts include construction materials, vehicle leaks, and illegal dumping. Temporary construction site stormwater BMPs would be implemented to minimize or eliminate chemical releases to ground and surface waters.

Any grading, encroachment, and improvement plans required by the City would be required to be prepared and designed to meet the City's grading, erosion and sediment control requirements. These standards require that erosion and sediment control be implemented into the design of the project. Project construction activities would be required to adhere to the City's erosion and sediment control requirements which would require that implementation of Best Management Practice (BMPs) to minimize degradation of water quality.

Future projects on the opportunity sites will be required to be consistent with the City's General Plan/LCP Policy LU-M2(f), which stipulates that a drainage plan shall be required for any new development along the Pismo Marsh to ensure that adequate protection to the marsh from runoff and sedimentation is provided (see also Conservation/Open Space Element Policy CO-26, Watershed Protection). The opportunity sites contain mild slopes and are not located within the 100-year flood zone, as mapped by FEMA.

The City zoning ordinance contains a Hazards and Protection Overlay zone which requires numerous items to prevent and control runoff, erosion, and protect hillside development. Of the many required items, a runoff control plan be submitted for review and approval prior to the issuance of a building permit for all construction on slopes of ten percent or greater.

Additionally, new development shall include storm drainage studies as part of their project application requirements. Finally, grading on slopes in excess of thirty percent is prohibited.

Standard temporary construction site and permanent design pollution prevention would be utilized during and after construction to control potential discharges of pollutants. BMPs shall be designed with the goal of controlling general gross pollutants and/or sedimentation/siltation, depending on location. Based on the area of disturbance, for larger sites a SWPPP would be required, which would include all the BMPs necessary to prevent water quality impacts during construction of the proposed improvements. Therefore, impacts would be less than significant with mitigation.

(b,e) The City of Pismo Beach currently has three sources of water to meet the water demands of the community. These sources include groundwater from water wells located in Grover Beach, Lopez Project water, and State Water from northern California [a result of the City participating in the State Water Project (SWP)]. Diversification of water resources allows the City to respond to temporary water shortages in one source with enhancements from another source.

The City's water supply sources include surface water from the SWP and Lopez Project, groundwater from the Tri-Cities Mesa Sub-basin of the Santa Maria Valley Groundwater Basin, and in the future, recycled water. The City's surface water supply is contractually allocated to the City through the County, from the SWP and the Lopez Project. Though there are other primary users of the SWP and Lopez Project supply sources, the amount of water available to these users is also limited by contract. Project development would not adversely impact City water resources.

Furthermore, the City's groundwater resources are fully adjudicated and managed through a court judgment. The Northern Cities Management Area (NCMA), of which the City is a member, implements ongoing monitoring and management activities to ensure the long-term integrity of the local groundwater resources. While the City's actual groundwater use may vary, it holds a quantified right to its local groundwater pumping.

The City is a water purveyor and evaluates the water supply needs every five (5) years through its water master plan. The demand included in the water master plan shows sufficient to accommodate the projected water demand for the proposed project. The City's Municipal Code requires that the project pay for its demand for water through water connection fees to reduce impact to water supply. Compliance with the Municipal Code ensures that the project impact is less than significant. Therefore, impacts would be less than significant.

(d) The vast majority of the City is located in FEMA Flood Zone X 'Area of Minimal Flood Hazard'. Select areas of the City generally located adjacent to Pismo Creek and Meadow Creek are located in a floodway (Zone AE). This includes the RV and Mobile Home parks south of Pismo Creek. Therefore, potential impacts would be less than significant.

As shown on the Tsunami Inundation Map for Emergency Planning, portions of the City are located within the tsunami inundation area (CDOC 2009). However, the City has adopted various building codes and development review procedures to reduce such hazards. In terms of mudflows, portions of Pismo Beach is characterized by fairly steep inclined slopes.

However, zoning code regulations require hydrology and geotechnical reports on slopes greater than 10 percent and prohibit development on slopes greater than 30%. Therefore, impacts would be less than significant.

Recommended Mitigation

Future projects would be evaluated on a case-by-case basis for appropriate CEQA review and would include project-specific mitigation measures as determined appropriate; however, implementation of the following measures to the maximum extent feasible is recommended to avoid potential impacts. Implementation of the following measure would reduce potential impacts to be less than significant.

HYD/MM-1 During construction activities, the City shall implement, at minimum, the following BMPs. The City and the designated construction manager shall ensure implementation.

Temporary Construction Measures

a. Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season.

b. Construction materials and soil piles shall be placed in designated areas where they could not enter storm drains due to spillage or erosion.

c. Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses and disposed of regularly.

d. During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Concrete washout area shall be isolated from storm drains; wash water and waste shall be removed from the construction areas. The location of the washout area shall be clearly noted at the construction site with signs.

e. All fueling of heavy equipment shall occur in a designated area removed from on-site drainages, such that any spillage would not enter surface waters. The designated refueling area shall include a drain pan or drop cloth and absorbent materials to clean up spills. The location of the fueling area shall be clearly noted at the construction site with signs.

f. Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant, and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.

g. Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose.

h. Temporary placement of fill shall be located outside of any drainage ways.

i. Adequate measures shall be applied to all disturbed portions of the construction areas to control dust, such as daily watering or hydro-mulching until vegetation cover is well established.

j. Any fill or stockpiling that is to be left more than 30 days shall be hydro-seeded or covered immediately upon completion of the fill or stockpiling work.

k. All fill material shall be "clean" and free of any potentially hazardous materials or hazardous waste.

l. Minimum soil stabilization measures for the proposed improvements shall include move-in/move-out erosion control, use of temporary hydraulic mulch on any exposed disturbed soils, temporary covers to protect disturbed soil areas, and temporary fencing to designate environmentally sensitive areas as outside of the work area limits. Analysis of additional soil stabilization measures will continue during the design phase.

m. Minimum sediment control measures shall include temporary fiber rolls to minimize sediment-laden sheet flows and concentrated flows from discharging offsite, and temporary drainage inlet protection to prevent sediment from entering current or proposed storm drains. Investigation into additional sediment control measures, including the use of sediment traps, will continue during the design phase.

n. To prevent the tracking of mud and dirt off-site, stabilized construction entrances and exits shall be placed at multiple points throughout the construction areas. Street sweeping shall be implemented to remove any tracked sediment.

o. Concrete washout bins shall be considered for all concrete-related work activities.

Permanent Design Measures

p. The proposed improvements shall be consistent with the standards included in the Design Element in the City's General Plan as well as Hazards and Protection overlay zone of the zoning ordinance.

With the incorporation of these measures, residual impacts related to hydrology and water quality would be less than significant.

Sources

California Department of Conservation (CDOC). 2009. Tsunami Inundation Map for Emergency Planning: Pismo Beach Quadrangle. Available at: http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanLuisObispo/Documents/Tsunami_Inundation_PismoBeach_Quad_SLO.pdf. Accessed in February 2018.

———. 2015b. *Santa Maria River Valley Groundwater Basin*. Available at: http://www.water.ca.gov/groundwater/bulletin118/basindescriptions/3-12.pdf. Accessed in February 2018.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**LAND USE AND PLANNING**				
Would the project:					
(a)	Physically divide an established community?	☐	☐	☐	☒
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Setting

The city stretches along the Pacific shoreline for approximately 7 miles. The city is both a residential community and a tourist destination dominated by hotels and visitor serving uses. The landscape is framed by the Pacific Ocean on one side and the foothills on another. The City is largely built out. Accordingly, new land uses are accommodated through infill development and redevelopment. The basis for land use planning in Grover Beach is the City's General Plan. The Land Use Element provides the primary guidance on issues related to land use and land use intensity. The Land Use Element provides designations for land in the city and outlines goals concerning development and use of that land. In concert with the General Plan, the Pismo Beach Development Code establishes zone districts in the city and specifies allowable uses and development standards for each district. There are also a variety of zoning overlay districts intended to address specific issues such as building heights, noise, and open space. Under state law, each jurisdiction's zoning ordinance must be consistent with its general plan. In addition to the City's General Plan and Development Code, the City has the Local Coastal Program and various Specific Plans.

(a) The housing projects will not divide an established community as the sites are located in an area within or adjacent to existing development.

(b) The proposed 2019 GPHEU is a policy level document that encourages the provision of a range of housing types and affordability levels. Future residential development projects will require compliance with General Plan policies related to land use and Development Code requirements associated with zoning districts, allowable uses, and development standards. Other than the proposed land use designation and zoning changes to the Opportunity sites, the Housing Element the does not alter existing land use designations or the existing development pattern for the remainder of the City. Future development of the opportunity sites will be required to meet the policies of the General Plan for High Density Residential and comply with applicable development standards of the zoning ordinance and proposed Very High Density overlay zone. The proposed overlay zone will contain development standards for parking, landscaping, open space, building heights, density, and building design criteria. Where standards are silent in the overlay zone, the standards in the base zone will apply. Development or redevelopment of the opportunity site to high density residential uses is subject to implementation of applicable mitigation measures contained in this document as well as recommendations from other studies as needed to comply with CEQA. The General Plan Amendment, Zone change, and Zone Text Amendment would make Zoning and Land Use Map and text internally consistent. With conformance with adopted land use and development standards, implementation of the Housing Element would have no impact related to land use or the potential to physically divide a community.

Recommended Mitigation

No significant impacts related to Land Use and Planning were identified; therefore, no mitigation measures are necessary.

Sources

City of Pismo Beach. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed in April 2019.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**MINERAL RESOURCES**				
Would the project:					
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Setting

There are no known mineral resources in the project area. The City of Pismo Beach Municipal Code prohibits mining of beach sand within City limits.

Explanation

(a – b) There are no known mineral resources in the City and future extraction of mineral resources is very unlikely due to the urbanized nature of the area. Therefore, no impacts related to mineral resources would occur as a result of the 2019 GPHEU.

Recommended Mitigation

No impacts to mineral resources were identified; therefore, no mitigation measures are necessary.

Sources

City of Pismo Beach. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed in February 2018.

———. 2015. *City of Pismo Beach Municipal Code of Ordinances*. Available online at: http://www.pismobeach.org/DocumentCenter/Home/View/3192. Accessed in February 2018.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.	**NOISE**				
Would the project:					
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	For a project located within the vicinity of an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Setting

The project sites contained in the vacant sites inventory are located in various areas of the City that are surrounded by existing development or are located adjacent to existing development. The City of Pismo Beach General Plan Noise Element requires that interior noise exposure from exterior noise sources (traffic) within residential dwellings not exceed 45 dB LDN (or CNEL), regardless of exterior noise exposure. The City of Pismo Beach has established an exterior noise level criterion of less than 60 dB LDN (or CNEL) within transient lodging, office commercial and residential land uses, including the yards and patios used by the residences. These are considered to be the "Normally Acceptable" levels, and may be adjusted upward to 70 dB LDN for transient lodging and residential uses based on compliance with the interior noise criterion and the City's discretion.

The Pismo Beach GP/LCP recognizes that noise sources for residential land use areas above 60 dBA but less than 70 dBA are conditionally acceptable and should be permitted only after careful study and inclusion of noise protective measures as needed to satisfy the policies of the Noise Element. Mitigation measures may be required to insure that interior spaces shall not exceed 45 dBA.

The Noise Element establishes maximum allowable noise exposure levels for transportation and non-transportation noise sources. The standards applied to transportation noise sources are based on average-daily noise exposure levels (in A-weighted decibels [dBA] Community Noise Equivalent Level/day-night equivalent level [CNEL/L_{dn}]). For noise-sensitive land uses exposed to non-transportation noise, the maximum allowable noise exposure standards vary depending on the duration of exposure and time of day. The City's noise standards for determining the compatibility for new development are summarized in Table 7. Maximum allowable noise exposure levels for non-transportation and transportation are summarized in Tables 8 and 9, respectively.

Table 7. General Plan Land Use Compatibility Guidelines for New Development

	Land Use Compatibility		
Land Use	**Acceptable**	**Conditionally Acceptable**	**Unacceptable**
Residential, Theaters, Auditoriums, Music Halls, Meeting Halls, Churches	<60	60–70	>70

Table 7. General Plan Land Use Compatibility Guidelines for New Development

Land Use	Land Use Compatibility		
	Acceptable	Conditionally Acceptable	Unacceptable
Transient Lodging: Hotels and Motels	<60	60–75	>75

Notes:
Acceptable: Specified land use is satisfactory. No noise mitigation measures are required.
Conditionally Acceptable: Use should be permitted only after careful study and inclusion of protective measures as needed to satisfy the policies of the Noise Element.
Unacceptable: Development is usually not feasible in accordance with the goals of the Noise Element.
Source: AMBIENT Air Quality and Noise Consulting 2018.

Table 8. City of Pismo Beach General Plan Maximum Allowable Noise Exposure Standards for Non-Transportation Noise Sources

	Daytime (7 a.m. to 10 p.m.)	Nighttime[2] (10 p.m. to 7 a.m.)
Hourly L_{eq}, dB[1]	50	45
Maximum level, dB[1]	70	65
Maximum level, dB-Impulsive Noise[1,3]	65	60

Notes:
Leq = equivalent sound level
1. As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.
2. Applies only where the receiving land use operates or is occupied during nighttime hours.
3. Sound level measurements shall be made with fast meter response.
Source: AMBIENT Air Quality and Noise Consulting 2018.

Table 9. City of Pismo Beach General Plan Maximum Allowable Noise Exposure Standards for Transportation Noise Sources

Land Use	Outdoor Activity Areas[1] (dBA CNEL/L_{dn})	Interior Spaces (dBA CNEL/L_{dn})	Interior Spaces[2] (dBA L_{eq})
Residential (except temporary dwellings and residential accessory uses)	60[3]	45	--

Notes:
1. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use.
2. As determined for a typical worst-case hour during periods of use.
3. Where it is not possible to reduce noise in outdoor activity areas to 60 dB CNEL/L_{dn} or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB CNEL/L_{dn} may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be made as the result of an acoustical study.
Source: AMBIENT Air Quality and Noise Consulting 2018.

Existing Groundborne Vibration Levels

The existing vibration environment at nearby land uses, similar to that of the noise environment, is dominated by vehicle traffic on area roadways. Groundborne vibration levels are largely associated with heavy truck passbys, which can vary depending various factors, including vehicle type, weight, and pavement conditions. However, heavy trucks traveling on roadways typically do not result in vibration levels that are perceptible beyond approximately 25 feet from the travel lane (Caltrans 2013).

Explanation

(a) The proposed Housing Element encourages the provision of a range of housing types and affordability levels. Housing is not considered a major source of noise in the city, but placing housing adjacent to major sources of noise could expose people to temporary or permanent noise levels in excess of standards established in the City's General Plan.

In 1992, the City adopted a Noise Element as a required element of the General Plan. State planning guidelines specify that the City must analyze and quantify noise levels and community noise exposure. Local data for various noise generators was collected to develop noise control policies that minimize community exposure to excessive noise. The Noise Element contains maps depicting noise contours, which help to guide land use decisions.

The City's municipal code contains a Noise Problems Overlay Zone (code section 17.084.020) which outlines criteria and standards for properties in the overlay zone. These include requiring an acoustical engineering report be submitted at the time of application for all noise sensitive residential uses proposed within the overlay zone.

Opportunity site #1 is located adjacent to an existing retail center. The back of the center includes loading docks, parking, storage and trash compactor. A six feet tall block wall is located between the uses. The site is shown in the City's Noise Element to have estimated noise levels of 60-65dBA. Opportunity site #2 is approximately 300' from the nearby retail center.

Project construction activities will create a temporary increase in noise and groundbourne vibration. Construction activities would result in substantial, short-term increases in existing ambient noise levels over 65 dBA CNEL within the project vicinity during the following activities:

- construction vehicles entering and leaving the site, including workers, building materials, or

- construction equipment;
- activities in the construction staging areas;
- operation of temporary on-site generators and compressors;
- grading and/or earth-moving activities; and
- facility construction.

Impacts related to construction noise generation are considered temporary in nature, but given the level of proposed development, they have the potential to result in significant impacts unless mitigated.

(b) Short-term (i.e., construction) and long-term (i.e., operational) exposure to groundborne vibration levels resulting from implementation of the proposed 2019 GPHEU are discussed in more detail, as follows:

US 101 traverses through the center of the City, along its length, in a general north-south direction. As a result, ambient noise levels within Pismo Beach are largely influenced by traffic related noise along US 101.

Residential uses are considered sensitive land uses and are not considered significant noise generators. Implementation of the proposed Housing Element is not anticipated to result in a substantial increase in permanent ambient noise levels. Additionally, the opportunity sites have the potential to accommodate 110 additional residential units, which would not generate a significant increase in ambient levels.

Short-term noise measurement surveys were conducted in 2018, for purposes of documenting ambient noise levels along the US 101 corridor as part of the City Circulation Element update. Based on the measurements conducted, average-hourly daytime noise levels along the US 101 corridor at a distance of 250 feet from the US 101 centerline range from 56 to 62 dBA equivalent sound level (Leq). To a lesser extent, other sources such as occasional aircraft over flights also contribute to the existing noise environment. Nighttime noise levels are generally 5–10 dBA lower than daytime noise levels. Opportunity site #1 is located approximately 350' from the US 101 centerline. Opportunity site #2 is located further from from US 101. Based on the distance from US 101, noise levels are expected to be within maximum allowable standards. However, with the proposed mitigation measures, impacts from freeway traffic would be less than significant.

(c) The City is not located within 2 miles of any public airport or private airstrip. The nearest airport is the Oceano County Airport, located approximately 2.5 miles south of the southern City limits. Therefore, no impacts would occur.

Recommended Mitigation

Future projects would be evaluated on a case-by-case basis for appropriate CEQA review and would include project-specific mitigation measures as determined appropriate; however, implementation of the following measures to the maximum extent feasible is recommended to avoid potential impacts.

Noise/MM-1 To mitigate impacts related to construction noise, construction activity for site preparation and for future development shall be limited to the hours of 7 AM to 7 PM, Monday through Saturday. No construction shall occur on Sundays or State and Federal Holidays. Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities without mechanical equipment (e.g., hand painting, landscaping with hand tools, etc.) are not subject to these restrictions.

Noise/MM-2 Stationary construction equipment that generates noise that exceeds 65 dBA at the project boundaries shall be shielded with the most modern and effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures to City's satisfaction). Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, is generated. Stockpiling and vehicle staging areas shall be located as far as practical from sensitive noise receptors. Every effort shall be made to create the greatest distance between noise sources and sensitive receptors during construction activities.

Noise/MM-3 (applies to Opportunity sites only)
Due to the close proximity to 4th Street and the existing commercial center, including the potential for significant noise generated from the 'back of house' operations, an acoustical analysis shall be performed prior to issuance of grading permits or land use clearance. Recommendations from the acoustical analysis shall be incorporated into the design of the project.

Noise/MM-4 (applies to Opportunity sites only)
Air conditioning or mechanical ventilation should be installed in the residential units so that it will be possible for windows and doors to remain closed for sound insulation purposes.

With the incorporation of these measures, residual impacts related to noise would be less than significant.

Sources

AMBIENT Air Quality and Noise Consulting. 2018. *Noise & Groundborne Vibration Impact Assessment for the Pismo Beach General Plan Circulation Element Update*. February 2018.

City of Pismo Beach. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed April, 2019.

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV.	**POPULATION AND HOUSING**				
Would the project:					
(a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
(b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Setting

Pismo Beach is a coastal community of approximately 7,700 persons located in San Luis Obispo County, midway between San Francisco and Los Angeles. The City's population has grown from 7,655 in 2010 to an estimated 7,717 in 2013, based on the 2010 Census. According to the 2010 Census, the City's population is 91.1% White, 9.3% Hispanic and Latino, 2.7% Asian, 0.7% Black or African American, 0.5% American Indian or Alaska Native, and 0.1% Native Hawaiian or other Pacific Islander (U.S. Census Bureau 2010). Approximately 26% of the population is aged 65 years and older, approximately 13.3% of the population is aged 18 years and under, and approximately 3.2% of the population is aged 5 years and under (U.S. Census Bureau 2010).

At the time of the 2010 Census, there were 5,585 housing units in the City of Pismo Beach. The vast majority, 75%, are single-family units. The overall average household size in Pismo Beach is 2.03, with an approximate 54.8% rate of homeownership (U.S. Census Bureau 2010). According to City records, approximately 140 housing units were constructed between 2007 and 2013 and another 225 units were permitted or constructed since the beginning of 2014.

Explanation

(a) The purpose of the 2019 GPHEU is to meet the current and future housing needs of all economic segments of the City by identifying adequate sites for a range of housing options, providing guidance for developing adequate and affordable housing, and defining approaches to conserve and improve housing conditions. In accordance with state statutory requirements, the 2019 GPHEU demonstrates that the City has capacity and adequate sites to accommodate the housing needs of the projected population growth. The Regional Housing Needs Allocation (RHNA) for the 2014–2019 Housing Element planning period is 153 units. Based on the average household size in the city of 2.97 persons per household (California DOF 2019) and the RHNA of 153 units, implementation of the proposed Housing Element has the potential to increase the city's population by 454, which is consistent with the projected growth anticipated by the City General Plan. The GPHEU includes two opportunity sites that

could yield an additional 110 units. The anticipated number of units is equal to or below population estimates and forecasts in the General Plan. Therefore, implementation of the GPHEU and associated improvements would not induce significant impacts to population growth by creating additional housing units in the City. Impacts would be less than significant.

(b) The GPHEU includes a vacant land inventory that identifies vacant parcels with the potential for new housing. Development within these areas would not displace substantial numbers of existing housing and people. Therefore, no impacts would occur as a result of the GPHEU.

Recommended Mitigation

No significant impacts to population or housing resources were identified; therefore, no mitigation measures are necessary.

Sources

U.S. Census Bureau. 2010. Census Bureau Quickfacts: City of Pismo Beach. Available at: http://quickfacts.census.gov/qfd/states/06/0657414.html. Accessed in April 2019.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
Would the project:				
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☒	☐	☐
Parks?	☐	☒	☐	☐
Other public facilities?	☐	☒	☐	☐

Setting

Fire Protection Services

The Pismo Beach Fire Department (PBFD) and the San Luis Obispo County Fire Department/California Department of Forestry and Fire Protection (CAL FIRE) Shell Beach Fire Station (Station 63) are responsible for providing fire prevention and protection services in the City. Station 63 is located at 2555 Shell Beach Road. Station 63 serves north Pismo Beach through cooperative fire protection between CAL FIRE and the City of Pismo Beach. The PBFD is located at 760 Mattie Road and, in a cooperative fire protection agreement with CAL FIRE, employs a full-time staff include a Battalion Chief, three fire captains, three fire apparatus engineers, and an administrative assistant. The PBFD also employs 20 reserve/paid call firefighters and 20 seasonal lifeguards and junior lifeguard program instructors (PBFD 2018). CAL FIRE has four substations in the area, at the following locations: 2391 Willow Road, Arroyo Grande; 450 Pioneer Road, Nipomo; 990 Bello Street, Pismo Beach; and, 140 Traffic Way, Arroyo Grande.

Police Protection Services

The City of Pismo Beach Police Department (PBPD) provides public safety services for the City of Pismo Beach, with its service area bordered by the Cities of Arroyo Grande and Grover Beach to the south and the community of Avila Beach to the north. The PBPD is located at 1000 Bello Street in Pismo Beach and consists of 34 full-time employees, 23 of which are sworn police personnel (PBPD 2018). The California Highway Patrol (CHP) office, located at 4115 Broad Street in San Luis Obispo, serves the South County, including the City of Pismo Beach. The response times of both the PBPD and CHP can be delayed due to the large coverage area.

Schools

Pismo Beach school students in grades K-12 are served by two school districts: San Luis Obispo Coastal Unified School District and Lucia Mar Unified School District (LMUSD). LMUSD covers 550 square miles and serves the adjoining communities of Arroyo Grande, Grover Beach, Nipomo, Oceano, Pismo Beach, and Shell Beach.

Parks

Pismo Beach has 13 City parks, beach volleyball courts, and a 5.5-acre sports complex. The City has a Parks and Recreation Element that contains goals to provide a wide range of recreational opportunities for all ages. The California Department of Parks and Recreation manages the recreational facilities within Pismo State Beach.

Libraries

The City of Pismo Beach does not provide library services to City residents. This service is provided by the San Luis Obispo City-County Library system, which presently maintains a small neighborhood library in the Shell Beach area. More extensive services are provided Pismo Beach residents at the South County Regional Library, located in Arroyo Grande, approximately 5 miles from Pismo Beach.

Explanation

(a) The proposed Housing Element includes policies and programs designed to facilitate the construction and conservation of housing to meet Pismo Beach's affordable housing needs. Subsequent residential development projects could result in an increase in demand for public services. However, the Housing Element is a policy-level document, and includes only two small opportunity sites identified for affordable housing. Future development is required to pay development impact fees to off-set their contribution to any impacts to public services. The proposed Housing Element does not include and would not result in the provision of new or physically altered governmental facilities. With implementation of mitigation measure PS-1, impacts would be less than significant.

Recommended Mitigation

PS/MM- 1 Future development is required to pay development impact fees to off-set their contribution to impacts to public services.

Sources

City of Pismo Beach Fire Department (PBFD). 2018. *The City of Pismo Beach Fire Department: Overview*. Available at: http://pismobeach.org/67/Fire. Accessed in April 2019.

City of Pismo Beach Police Department (PBPD). 2016. *2016 Annual Report*. Available at: http://www.pismobeach.org/DocumentCenter/View/49355. Accessed in April 2019.

San Luis Obispo County Fire Department/California Department of Forestry and Fire Protection (CAL FIRE). 2018. Station 63, Shell Beach Fire Station. Available at: http://www.calfireslo.org/Station63.html. Accessed in February 2018.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION					
Would the project:					
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Setting

The City of Pismo Beach relies primarily on the Pacific Ocean and the beach as its primary recreational resources; however, the City also contains both state and local parks and recreational areas, comprising a total of 106 acres dedicated to open space, with another 229 acres proposed (City of Pismo Beach 2014). Pismo Beach has 13 City parks, beach volleyball courts, and a 5.5-acre sports complex. The City has a Parks and Recreation Element that contains goals to provide a wide range of recreational opportunities for all ages and includes policies for improvement of existing parks and development of future parks. As Pismo Beach continues to develop and its resident population grows, the city intends to support the preservation and development of parks, recreation programs, and coastal access facilities (City of Pismo Beach 2014).

Explanation

(a-b) Future residential development consistent with the 2014–2019 Housing Element could increase the use of existing neighborhood and regional parks or other recreational facilities and require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. However, the proposed GPHEU does not result in growth already anticipated in the General Plan. The proposed GPHEU includes the potential for residential projects on the opportunity site, which are underutilized parcels of land within the City. Development of the parcels would generate population growth and increase demand on existing recreational facilities; however, two recreational areas within a quarter-mile distance of the sites would be able to accommodate the additional growth. Chumash Park, a 38-acre park located to the north, includes a basketball court, play structures, wetlands, a walking trail, and other recreational opportunities. Pismo Lake Ecological Preserve, an 80-acre marsh located directly adjacent to the opportunity sites, includes an overlook for public viewing access. The proposed Residential High Density Overlay District requires a minimum of 60 square feet of common or private open amenity space per unit. Therefore, no construction or expansion of recreational facilities would be needed as a result of the 2019 GPHEU. Therefore, this impact would be considered less than significant.

Recommended Mitigation

No significant impacts to recreation were identified; therefore, no mitigation measures are necessary.

Sources

City of Pismo Beach. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed May 13, 2015.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII.	**TRANSPORTATION AND TRAFFIC**				
Would the project:					
(a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
(b)	Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☒	☐	☐
(c)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
(d)	Result in inadequate emergency access?	☐	☒	☐	☐

Setting

Pismo Beach is served by State Route 1, US Highway 101, and a series of arterial and secondary streets. Transit service is provided by Regional Transit Authority South County Area Transit (RTA/SCAT). The City has an approved Bicycle and Pedestrian Master Plan, Complete Streets plan, and a recently adopted Circulation Element which accounts for future residential buildout. The terrain and layout of Pismo Beach is favorable for bicycle and pedestrian circulation. Sidewalks exist on most streets. Most streets have sufficient width and low traffic volumes, permitting their safe use by bicyclists.

The City of Pismo Beach currently maintains a level “C” standard as the minimum acceptable Level of Service (LOS) for intersections. The majority of intersections in the City operate at LOS A through C, with a few intersections falling below this level during the peak season. In addition, the City’s 2018 Circulation Element Update contains policies and programs to provide adequate LOS and reductions in vehicle miles traveled (VMT) citywide.

Explanation

(a), (b) The goals, policies, implementing policies, and improvements proposed in the City’s 2019 GPHEU are intended to reduce VMT, enhance circulation, improve safety, and reduce congestion. It is intended to improve circulation infrastructure within the City and bring the circulation system capacity into consistency with the intensity of surrounding land uses, the Regional Transportation Plan (RTP), the Land Use Element of the City’s General Plan, and the City’s Bicycle and Pedestrian Master Plan. Additionally, the Circulation Element also includes policies that require coordination with the San Luis Obispo Regional Transit Authority (SLORTA or RTA) to promote local and regional public transit. Therefore, the 2019 GPHEU would not conflict with an applicable plan, ordinance or policy establishing

measures of effectiveness for the performance of the circulation system, or a congestion management plan. Additionally, other than development of the opportunity sites environmental impacts of subsequent development projects would be considered pursuant to CEQA on a case-by-case basis following submittal of a specific development proposal. Therefore, impacts would be less than significant with mitigation.

Implementation of the programs contained in the Housing Element could result in new housing that addresses the City's RHNA allocation and the City's policies supporting affordable and workforce housing. Project-specific traffic impacts that could result from future residential development in the City will be evaluated on case-by-case basis through an appropriate level of environmental review under CEQA as projects come forward.

Project Trip Generation from Opportunity Site

In order to assess the potential project transportation and traffic impacts resulting from development of the opportunity site, trip generation estimates were derived using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed). In particular, the ITE rates for Multi-Family Housing (Land Use #220) and Medical Office Building (Land Use #720) were applied in the trip generation calculations.

Project Trip Generation Comparison- Medical Office to Multi-family Residential

Opportunity Site #1

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Existing Use: Medical Office	25,747 SF	34.80	896	2.78	72 (56/16)	3.46	89 (25/64)
Proposed Use: Multi-family Residential	60 units	7.32	439	0.46	28 (6/22)	0.56	34 (21/13)
Net Traffic Generation			-457		-44 (-50/+6)		-55 (-4/-51)

Source: Trip Generation Manual, Institute of Transportation Engineers, 10th edition, 2017.

The data presented in the table above shows that the proposed project would result in a net reduction of 457 average daily trips, 44 A.M. peak hour trips and 55 P.M. peak hour trips when compared to the existing medical office building. Since the project would result in a net reduction of trips during the A.M. and P.M. peak hour periods, future development of Opportunity site #1 would not significantly impact the Five Cities Drive and North 4th Street intersection.

Project Trip Generation from Opportunity Site #2

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Existing Use: High Density Residential	50 units	7.32	366	0.46	23 (4/19)	0.56	28 (18/10)

Source: Trip Generation Manual, Institute of Transportation Engineers, 10th edition, 2017.

The data presented in the table above shows that development of Opportunity site #2 could result in an increase of 366 average daily trips, 23 A.M. peak hour trips and 28 P.M. peak hour trips. The net reduction of trips from adjacent Opportunity Site #1 would offset the increase in potential traffic generated from Opportunity site #2 and would not significantly impact the Five Cities Drive and North 4th Street intersection level of service.

(c,d) Street designs for future roads shall conform to the typical street widths and design elements. The roadway design standards for the City of Pismo Beach are based on engineering standards and on evolving policies and practices regarding the City's transportation infrastructure. The roadway design standards meet both state and nationally acceptable design criteria. All street improvements within the City will be subject to the approval of the City Engineer; furthermore, these improvements would be subject to the standards of the latest adopted edition of the Caltrans Highway Design Manual, where applicable. Therefore, none of the improvements would be designed to substantially increase hazards due to a design feature.

The majority of residential construction will not result in expansion of roadways or significant installation of infrastructure. Temporary traffic controls may be implemented for larger projects depending on findings of project level CEQA analysis. However, due the infill location of future housing, road closures are not anticipated. Long-term congestion relief resulting from implementation of the Circulation Element would improve emergency access throughout the City for police, fire, and emergency protection services. The proposed improvements would be subject to all applicable Caltrans road design and construction standards and City measures contained in the General Plan. Therefore, no dangerous design components or inadequate emergency access would occur.

Recommended Mitigation

Future projects would be evaluated on a case-by-case basis for appropriate CEQA review and would include project-specific mitigation measures as determined appropriate; however, depending on the size and intensity of the project, implementation of the following measures to the maximum extent feasible is recommended to avoid potential impacts.

TR/MM-1 Prior to the initiation of construction activities, the applicant shall prepare a Construction Timing, Access, and Circulation Plan, which shall include the following measures. This plan shall be approved by the City Public Works Director prior to the start of construction and made available for local residents to review and comment on prior to the onset of construction activities.

a. Hours of haulage (8:00 a.m. to 5:00 p.m.).

b. Methods of traffic control on adjacent streets within the project area.

c. Adequate safety signage regarding traffic control.

d. Designated construction staging areas for construction personnel vehicles, supplies, and equipment.

e. A telephone number for local residents to call if there are issues or complaints.

f. Measures to resolve potential conflicts between construction activities and adjacent businesses.

g. Business owners directly adjacent to the project area shall be directly notified of the availability of and allowed to comment on the plan.

With the incorporation of TR/MM-1 residual impacts associated with transportation and traffic would be less than significant.

Sources

California Department of Transportation (Caltrans). 2015. Standard Specifications for Construction. Available online at: http://www.dot.ca.gov/hq/esc/oe/construction_contract_standards/std_specs/2015_StdSpecs/2015_StdSpecs.pdf. Accessed in February 2018.

City of Pismo Beach. 2013. Pismo Beach Complete Street Plan. March 2013. Available online at: http://www.dot.ca.gov/dist05/planning/trans_pln_docs/cbtp/cityofpismo.pdf. Accessed May 27, 2015.

———. 2014. *City of Pismo Beach General Plan and Local Coastal Program*. Adopted November 1992, Amended April 2014. Available at: http://pismobeach.org/DocumentCenter/View/247. Accessed May 13, 2015.

———. 2018. *City of Pismo Beach Municipal Code of Ordinances*. Available online at: http://www.pismobeach.org/DocumentCenter/Home/View/3192. Accessed in February 2018.

San Luis Obispo Council of Governments (SLOCOG). 2014. *Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. Available at: http://www.slocog.org/programs/regional-planning/2014-rtpscs. Accessed in February 2018.

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

Setting

As discussed in Section V. Cultural Resources, the City is located within lands traditionally occupied by the Chumash. The General Plan contains policies to protect and preserve archaeological resources. Additionally, the City's zoning ordinance contains an Archaeology-Historic Sites overlay zone which serves to preserve and protect areas containing significant historical, archaeological, or cultural importance and provide for designation of areas which may be of unique value for scientific or educational purposes. Due to the extensive amount of resources in the area, the Archaeology-Historic Sites overlay zone applies to the majority of the City.

Explanation

(a, b) Given the abundance of prehistoric archaeological resources known to be located in the study area, the general study area is considered sensitive for the presence of buried (i.e., obscured) resources. The City has sent the notices required for consideration of tribal cultural resources consistent with AB 52 and SB2. The opportunity sites are not located within the Archaeology-Historic Sites overlay zone and has been previously developed. However, standard mitigation has been proposed to ensure impacts to any unknown resources that may be encountered during project development would be avoided and/or minimized. Therefore, potential impacts would be less than significant with mitigation.

Recommended Mitigation

Implement Mitigation Measures CUL/MM-1 through CUL/MM-3.

Sources

City of Pismo Beach. 2015. *City of Pismo Beach Municipal Code of Ordinances*. Available online at: http://www.pismobeach.org/DocumentCenter/Home/View/3192. Accessed in April 2019.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX.	**UTILITIES AND SERVICE SYSTEMS**				
Would the project:					
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
(c)	Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
(e)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Setting

In 2006, the City expanded and upgraded its Waste Water Treatment Facility (WWTP) to accommodate anticipated future wastewater treatment demand both within the City and its Sphere of Influence area. A memorandum titled "The 2001 Revised Population Projections for Use in Sewer Treatment Plant Expansion" (Pismo Beach Community Development Department) estimated the buildout population within the City limits at 9,414 persons, based on the then current population estimate and potential in-fill development. Buildout population for the City combined with the projected buildout of the then current SOI was estimated to be 11,122 persons. Improvements to the collection system and an upgrade to the wastewater treatment plant have occurred since the 2000 Wastewater Master Plan.

The Cold Canyon Landfill (CCL) facility located on 2268 Carpenter Canyon Road is the nearest site for solid waste disposal with an average daily capacity of 1,200 tons. The facility is currently a 121-acre permitted Class III solid waste disposal site (solid waste disposal permit no. 40-AA-0004). CCL is a sorting facility, which has historically recycled construction and demolition materials at a rate of 72.4%. CCL's solid waste disposal permit allows 1,200 tons of solid waste per day. CCL is expected to reach capacity in eight years and accepts an average of 180,000 tons of waste per year. CCL is actively pursuing expansion plans to increase the site to 209 acres according to the Draft EIR for the expansion project. The CCL Expansion Draft EIR indicates that with the expansion of CCL the site would potentially accommodate regional waste disposal needs until the year 2040.

Explanation

(a) The City has sufficient utility and infrastructure capacity to serve future residents based on the implementation of the GPHEU. No new construction or relocation of facilities would be required.

(b) The proposed project would require a short term water supply during construction and a long term water supply to service the new residences, which would result in a long term increase in water demand. However, the existing water supply for the project is expected to be capable of meeting the short and long term water demands for implementation of the proposed GPHEU. The City's 2015 Urban Water Management Plan shows the City has a Future Available water supply of 4,253 AFY and their water demand at buildout is 2,213 AFY. Additionally, a goal in their adopted 2015 Urban Water Management Plan Contingency Plan

is to use 10-15% less of total water usage. Based on the projected future water availability and future water demand, potential impacts would be less than significant.

(c) Based on the 2006 improvements to the WWTP, the City has sufficient wastewater treatment capacity to accommodate new residential development required to meet the required RHNA. Future housing developments, will be required to connect to the City's water and sewer system and pay their connection fees. Implementation of the proposed housing element will not require construction or expansion of new water or waste water treatment facilities off-site. Therefore, potential impacts would be less than significant.

(d, e) Construction activities would result in the generation of solid waste materials. The proposed project would be served by the Cold Canyon Landfill, which has adequate permitted capacity to serve the project. Therefore, impacts would be less than significant.

Recommended Mitigation

No mitigation is required.

Sources

California Department of Resources Recycling and Recovery (CalRecycle). 2018. Facility/Site Summary Details: Cold Canyon Landfill, Inc. (40-AA-0004). Available at: http://www.calrecycle.ca.gov/SWFacilities/Directory/40-AA-0004/Detail/. Accessed in April 2019.

City of Pismo Beach. 2015. *City of Pismo Beach Urban Water Management Plan, 2015.* http://www.pismobeach.org/DocumentCenter/View/3785/Urban-Water-Mgmt-Plan--2015?bidId= Available online at: Accessed in April 2019.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX.	**WILDFIRE**				
Would the project:					
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
(c)	Require the installation or maintenance of associated infrastructure that may exacerbate fire risk or may result in	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	temporary or ongoing impacts to environment.				
(d)	Expose people or structures to significant risks including downslope or downstream flooding or landslides, as a result of run-off, post-fire slope instability, or drainage changes.	☐	☐	☒	☐

Setting

Future housing within the study area would be located in an urban area and would not expose people or structures to a substantial risk of wildfires.

Explanation

(a) Future development will be accessed from existing public roads that have adequate emergency access and would not conflict with the City's emergency response plan or evacuation plan. Therefore, impacts would be less than significant.

(b) The City of Pismo Beach municipal code prohibits development on slopes greater than 30%. The prevailing wind direction is from the north-west, of which much of the city is partially sheltered, particularly the Shell Beach area. The shadowing is due to the surrounding coastal foothills. The opportunity sites are located on relatively flat sites and development of the sites would not exacerbate wildfire risks. Because future housing development will occur within urban areas, implementation of the GPHEU would not increase the likelihood of wildfire. Therefore, impacts would be less than significant.

(c) Housing development as a result of implementation of the GPHEU will be located in urbanized areas with existing infrastructure, including hydrants, water pressure, and irrigated landscape. There may portions of infrastructure that may need to be upgraded or extended to infill parcels, but would not result in exacerbating fire risks. Therefore, impacts would be less than significant.

(d) Development within the City on slopes greater than 30% is prohibited. For projects over 1 acre, a SWPPP (as discussed in Section X Hydrology and Water quality) is required to reduce storm water run-off. Most of the properties listed in the GPHEU vacant land inventory are less than 1 acre in size and as such are unlikely to cause downslope/downstream flooding, landslides, or changes to drainage patterns. The vast majority of the City is located in FEMA Flood Zone X 'Area of Minimal Flood Hazard'. Therefore, impacts would be less than significant.

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
Would the project:					
(a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☒	☐	☐
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

(a) The proposed project does not have the potential to substantially degrade the quality of the environment. Implementation of recommended mitigation measures would ensure that the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not contribute significantly to GHG emissions or significantly increase energy consumption, and would not eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation described within each issue area.

(b) The Project involves various actions that are necessary to implement the proposed housing element in order to meet RHNA requirement assigned to the City of Pismo Beach in order to receive certification from the State HCD. HCD is requiring that the City rezone two sites to accommodate the housing density of 20-50 dwelling units per acre. The project proposes an increase in residential uses that are consistent with the General Plan buildout projections. Development of the opportunity sites would, not have impacts that would be cumulatively considerable with implementation of identified mitigation. There are no

proposed or planned projects in the area that would create similar impacts, which, when considered together with the project-related impacts would be considerable, or which compound or increase other environmental impacts. Therefore, impacts would be less than significant with mitigation described within each issue area.

(c) The proposed project would not create environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The project would improve the City's housing stock providing beneficial impacts especially to lower income households. . Adverse project effects would generally be limited to the construction phase of the project and minimized through identified mitigation measures. Therefore, impacts would be less than significant with mitigation described within each issue area.

MITIGATION MEASURES

Incorporation of the mitigation measures provided in this IS/MND and included in the Mitigation Monitoring and Reporting Plan would be sufficient to reduce the potential impacts associated with the proposed project. No additional mitigation measures are required.

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MITIGATION MONITORING AND REPORTING PLAN

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
Air Quality				
AQ/MM-1	Future development projects that are subject to discretionary review shall be evaluated in comparison to SLOAPCD-recommended thresholds of significance and shall incorporate emission-reduction measures sufficient to reduce potentially significant short-term air quality impacts to a less-than-significant level. Examples of such measures may include, but are not necessarily limited to, the following: a. Implementation of SLOAPCD-recommended measures to reduce construction-related emissions, including emissions from construction vehicles, off-road equipment, and fugitive dust. b. Use of low- or zero-emission construction equipment and use of existing electrical power, to the extent locally available. c. Increased diversion of demolition and construction-generated waste for recycling/reuse. d. Use of low- or zero-volatile organic compound (VOC) content architectural coatings. Additionally, if hydrocarbon-contaminated soil is encountered during any project, the SLOAPCD should be notified as soon as possible.	Confirm inclusion of these measures on all applicable plans and inspect project site during construction activities to confirm implementation of construction control measures.	Prior to issuance of construction permits and during construction activities.	City of Pismo Beach Planning Department
Biological Resources				
BIO/MM-1	Prior to commencement of construction activities within undeveloped areas that could contain special-status plants, the City shall retain a qualified biologist to conduct an appropriately-timed botanical survey. If special-status plants are observed within the project impact area, the following measures shall be implemented: a. An environmental training program shall be developed to educate construction personnel about special-status plant species with potential to be encountered	Confirm appropriately-timed botanical surveys have been conducted. Confirm inclusion of these measures on all applicable plans and	Prior to issuance of construction permits and during construction activities.	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	during construction, and the avoidance and minimization measures being employed to prevent or reduce impacts to these species. b. If federally listed plant species are determined to occur within the project area and cannot be avoided, the project must obtain incidental take authorization from USFWS through a Federal Endangered Species Act Section 7 Biological Opinion and Incidental Take Statement. c. If feasible, avoid disturbance in areas with special-status plant species. Areas with special-status plant species to be avoided shall be marked on project plans and marked in the field with flagging and/or brightly colored fencing to facilitate plant recognition and avoidance. d. If plant species listed by the state as endangered or threatened are determined to occur within the project area and cannot be avoided, the project must obtain incidental take authorization from CDFW through a California Endangered Species Act (CESA) Section 2081 Incidental Take Permit. Species that are considered State Rare by CDFW must be completely avoided since CDFW currently does not have a legal mechanism to allow for "take." e. Plants listed as rare by the CNPS that have no state or federal status are not protected under CESA. During CEQA project analysis, CDFW may require implementation of specific mitigation measures for impacts to rare plants found within the project area. f. If it is determined by the City that impacts to special-status plant species exceed the levels that are authorized by the affected regulatory agency, they will notify the project contractor immediately. The project contractor will resolve the situation immediately by eliminating the cause of the identified effect to special-status species or require that all actions that are causing these effects be halted until coordination with the appropriate resource agency is completed. No work will resume until the issue is resolved.	inspect project site during construction activities to confirm implementation of construction control measures.		
BIO/MM-2	During construction, the project contractor shall implement the following measures, as appropriate to avoid the spread of invasive species: a. To avoid the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil within the excavated trenches after	Confirm inclusion of these measures on all applicable plans and inspect project	Prior to issuance of construction permits and during	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	construction of the new project component is complete, or transport topsoil to a certified landfill for disposal. b. During construction, the project contractor will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species; or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar. c. Any landscape and/or restoration planting plans, if proposed, must emphasize the use of native species expected to occur in the area. Project plans must avoid the use of plant species that the California Invasive Plant Council (Cal-IPC), California Exotic Pest Plant Council (Cal-EPPC), CDFW, or other resource organizations considers to be invasive or potentially invasive. Prior to issuance of grading permits, all project landscape and restoration plans shall be verified to ensure that the plans do not include the use of any species considered invasive by the Cal-IPC, Cal-EPPC, or CDFW. d. Use of rodenticides and herbicides shall be prohibited.	site during construction activities to confirm implementation of construction control measures.	construction activities.	
BIO/MM-3	Prior to construction in any undeveloped area that contains a potential wetland, seep, drainage, or other surface water feature, the City shall retain a qualified biologist or wetland delineation specialist to conduct a biological survey and/or wetland delineation within the project impact area and shall implement the following measures: a. Prior to project implementation, the project area shall be clearly flagged or fenced so that the contractor is aware of the limits of allowable site access and disturbance. Areas within the designated project site that do not require regular access shall be clearly flagged as off-limit areas to avoid unnecessary damage to sensitive habitats or existing vegetation within the project area. b. Prior to project implementation, a project Erosion Control Plan shall be prepared. During project activities, erosion control measures shall be implemented. Silt fencing, fiber rolls, and barriers (e.g., hay bales) shall be installed to establish a minimum 25-foot setback distance between the project impact areas and adjacent wetlands and other waters. At a minimum, silt	Final design plans shall be reviewed by the Director of the Public Works Department to ensure minimal disturbance to the greatest extent feasible. If potential wetlands are present within the project area, the City shall retain a qualified biologist or wetland delineation	Prior to commencement of construction activities.	City of Pismo Beach Planning Department City of Pismo Beach Division of Building

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	fencing shall be checked and maintained on a daily basis throughout the construction period. The contractor shall also apply adequate dust control techniques, such as site watering, during construction. c. Prior to construction, the City shall prepare and submit to the Regional Water Quality Control Board (RWQCB) or State Water Resources Control Board (SWRCB) a Notice of Intent (NOI) and prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the State General Order related to construction projects. The SWPPP shall identify the selected stormwater management procedures, pollution control technologies; spill response procedures, and other means that will be used to minimize erosion and sediment production and the release of pollutants to surface water during construction. The City shall ensure that sedimentation and erosion control measures are installed prior to any ground disturbing activities. d. Prior to the commencement of site preparation, ground-disturbing, or construction activities, the City will identify required Best Management Practices on all construction plans. These practices will be implemented prior to, during, and following construction activities as necessary to ensure their intended efficacy. Measures may include, but not necessarily be limited to, the placement of silt fencing along the down-slope side of the construction zone, onsite storage of a spill and clean-up kit at all times, and employment of both temporary and permanent erosion and sedimentation control measures (e.g., silt fencing, hay bales, straw wattles). e. During project activities, if work occurring within stream channels is necessary, it shall be conducted during the dry season if possible (April 15–October 15). f. Prior to construction within 50 feet of any stream or other surface water resource, the City shall prepare project-specific plans for crossings. If construction activities require any earthwork within the banks of the drainage (including beneath the bed of the channel), the City shall coordinate with CDFW, U.S. Army Corps of Engineers (USACE), and RWQCB to obtain the appropriate permits for direct impacts to the jurisdictional features. g. Prior to construction within 50 feet of any stream or other surface water resource, the City shall ensure preparation and implementation of a Spill Prevention and Contingency Plan that includes provisions for avoiding and/or	specialist to conduct a biological survey and/or wetland delineation Confirm inclusion of these measures on all applicable plans and inspect project site during construction activities to confirm implementation of construction control measures.		

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party

minimizing impacts to sensitive habitat areas, including wetland and riparian areas and water bodies due to equipment-related spills during project implementation. The City shall ensure contamination of habitat does not occur during such operations. Prior to the onset of work, the City shall ensure that the plan allows a prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measure to take should a spill occur. The plan shall include the following provisions:

1. All equipment fueling shall be conducted within the designated staging areas of the project site. Such areas shall consist of roadway or ruderal habitat. At no time shall any equipment fueling be conducted within 100 feet of any wetland and riparian habitat area, or water body;
2. An overview of the containment measures to appropriately store and contain all fuels and associated petroleum products during the project shall be included in the plan. This shall include provisions for equipment staging areas, such as the need for drip pans underneath parked equipment and designated storage areas for fuel dispensing equipment with visqueen lining or similar and secondary containment; and,
3. A description of the response equipment that would be on-site during construction and exact procedures for responding to any inadvertent spills including miscellaneous fuel and/or lubricant spills from construction equipment and vehicles during operations. Final specifications of the Spill Prevention and Contingency Plan shall be reviewed and approved by the City prior to project implementation.

h. If impacts to wetlands or other surface water resources would occur as a result of proposed project activities and are unavoidable, a mitigation, monitoring, and reporting plan shall be prepared and approved by the City and other jurisdictional agencies, as appropriate (i.e., CDFW, USACE, and RWQCB). Wetland mitigation will increase the aerial extent of wetland habitat on site at a 2:1 ratio (created wetland area to impacted wetland area), or other ratio determined by the permitting agency. Mitigation implementation and success

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	will be monitored for a minimum of three years, depending on the jurisdictional agencies' requirements.			
BIO/MM-4	Consistent with the Conservation and Open Space Element of the City's General Plan, native species of oak (e.g. *Quercus agrifolia*, *Quercus lobata*, *Quercus chrysolepis*) should be preserved within the City of Pismo Beach, both as an aesthetic resource benefiting the entire community and for their ecological value. Should removal of oak trees be required, the City shall prepare a Management Plan and implement removal, construction, and protection activities consistent with Policy CO-13 in the Conservation and Open Space Element and City tree protection ordinances and standards.	Final design plans shall be reviewed by the Director of the Public Works Department to ensure minimal disturbance to the greatest extent feasible. If oak tree removal is necessary, the City shall prepare a Management Plan and implement removal, construction, and protection activities consistent with Policy CO-13 in the Conservation and Open Space Element and City tree protection ordinances and standards.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department City of Pismo Beach Division of Building
BIO/MM-5	Prior to commencement of construction activities, the City shall retain a qualified biologist that is familiar with the special-status species that have documented occurrences within the City and that have the potential to occur within the City.	The City shall retain a qualified biologist	Prior to commencement of construction activities	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
BIO/MM-6	Prior to the commencement of site preparation, ground-disturbing, or construction activities, the City will retain a biologist to prepare and deliver a worker orientation and training program for all construction staff. This program will include information on the protection oak trees, riparian and wetland habitat, special-status plants, California tiger salamander, California red legged frog, western spadefoot, Coast Range newt, silvery legless lizard, western pond turtle, coast horned lizard, burrowing owl, nesting birds, Monterey dusky-footed woodrat, American badger, San Joaquin kit fox, and roosting bats. The training shall also include any applicable regulatory policies and provisions regarding species protection and minimization measures to be implemented. The point of contact appointed by the City will be identified. Any employee or contractor who might detect the presence of or inadvertently injure or kill a special-status species or who finds a dead, injured, or entrapped animal will report their observation to this point of contact.	Confirm that a worker orientation and training program has been held for all construction staff by a qualified biologist	Prior to commencement of site preparation, ground-disturbing, or construction activities	City of Pismo Beach Planning Department
BIO/MM-7	Prior to the commencement of site preparation, ground-disturbing, or construction activities, the City will obtain all necessary permits, approvals, and authorizations from regulatory agencies.	The City will obtain all necessary permits, approvals, and authorizations from regulatory agencies.	Prior to commencement of site preparation, ground-disturbing, or construction activities	City of Pismo Beach Planning Department
BIO/MM-8	A preconstruction survey by the qualified biologist shall be conducted no more than 30 days and no less than 14 days prior to the commencement of any site preparation and/or construction activities in previously undisturbed areas. If any evidence of occupation of that portion of the project site by listed or other special-status plant or animal species is observed, the following measures shall be implemented: a. A buffer shall be established by a qualified biologist that results in sufficient avoidance to comply with applicable regulations. If sufficient avoidance cannot be established, the USFWS and CDFW shall be contacted for further guidance and consultation on additional measures. b. The City shall obtain any required permits from the appropriate wildlife agency. Copies of the preconstruction survey and results, as well as all permits and	The City shall confirm that a preconstruction survey has been completed by the qualified biologist. Confirm inclusion of these measures on all applicable plans and inspect project site during construction activities to confirm	Prior to commencement of site preparation, ground-disturbing, or construction activities and during construction	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	evidence of compliance with applicable regulations, shall be maintained by the City.	implementation of construction control measures.		
BIO/MM-9	Prior to the commencement of construction activities, the City shall retain a qualified biologist to conduct a pre-construction nesting bird survey. Within 1 week (7 days) prior to construction activities taking place during the avian breeding season (February 1–August 31) the approved qualified biologist shall conduct a nesting bird survey within the project disturbance areas and a 500-foot buffer surrounding all project disturbance areas (wherever legal access is available). At a minimum, nesting surveys shall be conducted prior to construction occurring between February 1 and August 31. A qualified biologist will determine if nesting activity is occurring either prior to or after this February–August period and nesting surveys will be performed accordingly. If an active nest is found, an avoidance buffer shall be established around the nest in which no construction work is permitted. The size of the buffer will be adequate to ensure that the nest, nesting birds, and chicks (including fledglings and precocial chicks) are not disturbed. For nests of raptors and special-status bird species, the size of the buffer will be determined based on a project-specific nesting bird management plan approved by the appropriate resource agencies or consultation with the appropriate resource agencies. For all other nests, the size of the buffer will be determined by a qualified biologist. Construction monitors will ensure that work crews are aware of the buffer and related work restrictions. The buffer zone will remain in place until the young have fledged and are no longer dependent on the nest or the nest is no longer active, as determined by a qualified biologist. An active nest is defined as a nest with eggs or chicks, or as otherwise defined by the CDFW. If an active nest must be moved during the nesting season, the City shall coordinate with CDFW and USFWS to obtain approval prior to moving the nest. Prior to the start of construction, the City shall prepare a draft Nesting Bird Management Plan, in consultation with CDFW, describing measures to detect birds that may nest on and adjacent to the project corridor or facilities and to avoid impacts to or take of those birds or their nests during project construction. The draft Nesting Bird Management Plan shall be submitted to the City for review and approval in consultation with USFWS and CDFW. The Nesting Bird Management Plan will be finalized by the City prior to issuance of CDFW's Notification to Proceed. The Nesting Bird Management Plan will describe avoidance measures, such as buffer distances from active nests, based on the specific	Confirm inclusion of these measures on all applicable plans and inspect project site during construction activities to confirm implementation of construction control measures.	Prior to issuance of construction permits and during construction activities.	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	nature of project activities, noise, or other disturbance of those activities, the bird species and conservation status, and other pertinent factors. The Plan will specify species' (or groups of species) appropriate buffer distances based on tolerance of human activities. Standard nest buffers shall be 300 feet, and 500 feet for raptor species, or as specified in the CDFW-approved Nesting Bird Management Plan.			
BIO/MM-10	Prior to the commencement of site preparation, ground-disturbing, or construction activities, the perimeter of these activity areas will be delineated with construction fencing to avoid inadvertent egress into habitat intended to remain undisturbed. Verification that this fencing has been installed will be conveyed to the City by the contractor. The contractor will be responsible for fence maintenance throughout the entire construction process.	Confirm the perimeter of activity areas have been delineated with construction fencing.	Prior to issuance of construction permits and during construction activities.	City of Pismo Beach Planning Department
Cultural Resources				
CUL/MM-1	Prior to commencement of construction activities that will require ground disturbance, including activities within paved areas and landscaped areas, the City shall retain a City-approved archaeologist to conduct a review of existing records search data to determine if the site of new improvements has been previously subject to archaeological study, and whether the study adequately addresses the potential for archaeological resources to occur within the disturbance area associated with construction. The City and/or the approved archaeologist shall coordinate with locally affiliated Native American representative(s) in determining archaeological sensitivity for proposed projects. If it is determined a study has not been conducted or existing research is inadequate, a City-approved archaeologist shall prepare a Phase I Archaeological Survey Report of the project area. The study shall identify cultural resources that have the potential to be impacted by future development and provide mitigation measures to avoid and/or minimize potential impacts. If the City determines that the construction of a proposed improvement has the potential to result in direct or indirect impacts to a significant historic resource, the City shall retain a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards to evaluate the resource(s) and provide recommendations for avoidance or mitigation measure to reduce impacts.	Retain a qualified archaeologist who meets the Secretary of the Interior's Standards for archaeologists (National Parks Service 1983) to prepare a Phase I Archaeological Survey Report of the project area.	Prior to issuance of construction permits and during construction activities.	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	To the extent feasible, sensitive resources shall be avoided during all ground-disturbing site preparation and construction activities. If impacts to sensitive archaeological areas are unavoidable, additional tasks such as additional Native American coordination, Phase II archaeological testing, Phase III data recovery, and historic research shall also be conducted as necessary. Archaeological and Native American monitoring may also be required during project construction in sensitive areas.			
CUL/MM-2	Project contractors and their staff shall have cultural resources sensitivity training and be made aware of the potential for cultural resources being unearthed, the process for such discoveries, and proper treatment of significant cultural resources. This information may be presented to contractors and their staff through the use of "tail-gate" meetings or other mechanisms (e.g., handouts).	Confirm project contractors and their staff are informed of the potential to encounter cultural resources.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department
CUL/MM-3	If a potentially significant cultural resource is encountered during subsurface earthwork activities, and an archaeological and/or Native American monitor is not present, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires further study. A standard inadvertent discovery clause shall be included in every grading and construction contract to inform contractors of this requirement. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the CCIC, located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.	Confirm monitor is onsite prior to construction activities and appropriate protocol is understood and implemented.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
CUL/MM-4	All project-related ground disturbance that may disturb geologic units that are considered to have a high paleontological sensitivity (i.e., previously undisturbed native soils) will be monitored by a qualified paleontological monitor on a full-time basis. However, the frequency of monitoring may be reduced at the discretion of the qualified paleontologist if the disturbed geologic units are determined to have a low potential to yield significant fossils resources upon further examination of the geologic units during grading operations. Where excavations for the project exceed 2–3 feet, monitoring by a qualified paleontological monitor shall be required.	Confirm monitor is onsite prior to construction activities and appropriate protocol is understood and implemented.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department
CUL/MM-5	Paleontological resource monitoring will include inspection of exposed rock units during active excavations within sensitive geologic deposits. The monitor will have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules will be made. Monitors will be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data to prevent construction delays. This equipment will include handheld global positioning system receivers, digital cameras, and cellular phones, as well as a tool kit containing specimen containers and matrix sampling bags, field labels, field tools (e.g., awls, hammers, chisels, shovels, etc.), and plaster kits.	Confirm monitor is onsite prior to construction activities and appropriate protocol is understood and implemented.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department
CUL/MM-6	In the event that a subsurface fossil is discovered within the project corridor, field data forms will be used to record pertinent geologic data, stratigraphic sections will be measured at the fossil locality, and appropriate sediment samples will be collected and submitted for analysis.	Confirm monitor is onsite prior to construction activities and appropriate protocol is understood and implemented.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department
CUL/MM-7	Any recovered fossils will be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and reposited in a designated paleontological curation facility. The qualified paleontologist will prepare a paleontological mitigation and monitoring report to be filed with the City, as lead agency, and the repository. The report will include, but will not be limited to, a discussion of the results of the mitigation and monitoring program, an evaluation and analysis of the fossils collected (including an assessment of their significance, age and geologic	Confirm monitor is onsite prior to construction activities and appropriate protocol is understood and implemented.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	context), an itemized inventory of fossils collected, a confidential appendix of locality and specimen data with locality maps and photographs, an appendix of curation agreements and other appropriate communications, and a copy of the project-specific paleontological mitigation plan.			
CUL/MM-8	If human remains are encountered during earth-disturbing activities, State Health and Safety Code Section 7050.5 requires that all work in the adjacent area shall stop immediately and that the County Coroner shall be notified immediately. Work shall not continue until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will designate and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.	Confirm monitor is onsite prior to construction activities and appropriate protocol is understood and implemented.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department
Hazards and Hazardous Materials				
HAZ/MM-1	Prior to construction, the City shall prepare a Phase I Environmental Site Assessment (ESA) to identify areas of existing hazardous materials. Based on the findings of the Phase I ESA, recommended sampling or testing shall be implemented to avoid inadvertent disturbance and/or release of hazardous materials.	Confirm that a Phase I Environmental Site Assessment has been prepared for the proposed project and that any associated avoidance or treatment recommendations have been completed or included on all applicable plans and inspected prior to commencement of	Prior to issuance of construction permits. Inspect project site during construction activities to confirm implementation of hazardous materials control measures.	City of Pismo Beach Planning Department City of Pismo Beach Division of Building

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
HAZ/MM-2	Soil Sampling and Remediation. Prior to issuance of any grading permits, a contaminated soil assessment shall be completed. Soil samples shall be collected under the supervision of a professional geologist or environmental professional to determine the presence or absence of contaminated soil in these areas. The sampling density shall be in accordance with guidance from San Luis Obispo County Environmental Health Services, so as to define the volume of soil that may require remediation.	construction activities. Confirm that Soil Sampling and Remediation has been prepared for the proposed project and that any associated avoidance or treatment recommendations have been completed or included on all applicable plans and inspected prior to commencement of construction activities	Prior to issuance of construction permits. Inspect project site during construction activities to confirm implementation of hazardous materials control measures.	City of Pismo Beach Planning Department City of Pismo Beach Division of Building
Hydrology and Water Quality				
HYD/MM-1	During construction activities, the City shall implement, at minimum, the following BMPs. The City and the designated construction manager shall ensure implementation. <u>Temporary Construction Measures</u> a. To the greatest extent feasible, ground disturbance shall be limited to the dry season or periods when rainfall is not predicted, to minimize erosion and sediment transport to surface waters.	Confirm inclusion of these measures on all applicable plans and inspect project site during construction activities to confirm implementation of	Prior to issuance of construction permits and during construction activities.	City of Pismo Beach Planning Department

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	b. Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season. c. Construction materials and soil piles shall be placed in designated areas where they could not enter storm drains due to spillage or erosion. d. Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses and disposed of regularly. e. During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Concrete washout area shall be isolated from storm drains; wash water and waste shall be removed from the construction areas. The location of the washout area shall be clearly noted at the construction site with signs. f. All fueling of heavy equipment shall occur in a designated area removed from on-site drainages, such that any spillage would not enter surface waters. The designated refueling area shall include a drain pan or drop cloth and absorbent materials to clean up spills. The location of the fueling area shall be clearly noted at the construction site with signs. g. Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant, and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills. h. Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose. i. Temporary placement of fill shall be located outside of any drainage ways.	construction control measures.		

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	j. Adequate measures shall be applied to all disturbed portions of the construction areas to control dust, such as daily watering or hydro-mulching until vegetation cover is well established. k. Any fill or stockpiling that is to be left more than 30 days shall be hydro-seeded or covered immediately upon completion of the fill or stockpiling work. l. All fill material shall be "clean" and free of any potentially hazardous materials or hazardous waste. m. Risk Level 2 projects are required to prepare a Rain Event Action Plan, which will describe projected storm information and list specific actions required to be taken before predicted rain events. n. Minimum soil stabilization measures for the proposed improvements shall include move-in/move-out erosion control, use of temporary hydraulic mulch on any exposed disturbed soils, temporary covers to protect disturbed soil areas, and temporary fencing to designate environmentally sensitive areas as outside of the work area limits. Analysis of additional soil stabilization measures will continue during the design phase. o. Minimum sediment control measures for the proposed improvements shall include temporary fiber rolls to minimize sediment-laden sheet flows and concentrated flows from discharging offsite, and temporary drainage inlet protection to prevent sediment from entering current or proposed storm drains. Investigation into additional sediment control measures, including the use of sediment traps, will continue during the design phase. <u>Permanent Design Measures</u> p. The proposed improvements shall be consistent with the standards included in the Design Element in the City's General Plan and the City's zoning ordinance.			

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
Noise				
Noise/MM-1	To mitigate impacts related to construction noise, construction activity for site preparation and for future development shall be limited to the hours of 7 AM to 7 PM, Monday through Saturday. No construction shall occur on Sundays or State and Federal Holidays. Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities without mechanical equipment (e.g., hand painting, landscaping with hand tools, etc.) are not subject to these restrictions.	Confirm inclusion of these measures on all applicable plans and inspect project site during construction activities to confirm implementation of construction control measures.	Prior to issuance of construction permits and during construction activities.	City of Pismo Beach Planning Department
Noise/MM-2	Stationary construction equipment that generates noise that exceeds 65 dBA at the project boundaries shall be shielded with the most modern and effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures to City's satisfaction). Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. All equipment shall be properly maintained to ensure that no additional noise, due to worn or improperly maintained parts, is generated. Stockpiling and vehicle staging areas shall be located as far as practical from sensitive noise receptors. Every effort shall be made to create the greatest distance between noise sources and sensitive receptors during construction activities.	Confirm inclusion of these measures on all applicable plans and inspect project site during construction activities to confirm implementation of construction control measures.	Prior to issuance of construction permits and during construction activities.	City of Pismo Beach Planning Department
Noise/MM-3	Due to the close proximity to 4th Street and the existing commercial center, including the potential for significant noise generated from the 'back of house' operations, an acoustical analysis shall be performed prior to issuance of grading permits or land use clearance. Recommendations from the acoustical analysis shall be incorporated into the design of the project.	Confirm inclusion of sound study recommendations on all applicable plans and inspect project site during construction activities to confirm	Prior to commencement of construction activities.	City of Pismo Beach Planning Department City of Pismo Beach Division of Building

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
		implementation of noise control measures.		
Noise/MM-4	Air conditioning or mechanical ventilation should be installed in the residential units so that it will be possible for windows and doors to remain closed for sound insulation purposes.	Inspect project site during construction activities to confirm implementation of noise control measures.	Prior to commencement of construction activities and prior to issuance of occupancy permits.	City of Pismo Beach Planning Department City of Pismo Beach Division of Building
Traffic and Transportation				
TR/MM-1	Prior to the initiation of construction activities, an applicant shall prepare a Construction Timing, Access, and Circulation Plan, which shall include the following measures. This plan shall be approved by the City Public Works Director prior to the start of construction and made available for local residents to review and comment on prior to the onset of construction activities. a. Hours of haulage (8:00 a.m. to 5:00 p.m.). b. Methods of traffic control on adjacent streets within the project area. c. Adequate safety signage regarding traffic control. d. Designated construction staging areas for construction personnel vehicles, supplies, and equipment. e. A telephone number for local residents to call if there are issues or complaints.	Prepare Construction Timing, Access, and Circulation Plan and submit to the Director of the Public Works Department for approval.	Prior to commencement of construction activities.	City of Pismo Beach Planning Department City of Pismo Beach Division of Building

Mitigation Measure	Requirements of Measure[1]	Compliance Method	Verification Timing	Responsible Party
	f. Measures to resolve potential conflicts between construction activities and adjacent businesses. g. Business owners directly adjacent to the project area shall be directly notified of the availability of and allowed to comment on the plan.			

[1] Future projects would be evaluated on a case-by-case basis for appropriate CEQA review and would include project-specific mitigation measures as determined appropriat

Vacant Land Inventory

Housing Inventory Number	APN Number	Address	Street Name	General Plan	Zoning	Planning Area	Acres	Possible Units	Realistic Units
Low Density Vacant Parcels									
C-1									
1	010-335-008	301	SHELL BEACH	Commercial	C-1	Shell Beach	0.15	1.0	1.0
							0.15	**1.0**	**1.0**
CG									
2	005-398-042	0	OAK PARK	Medium Density Residential	CG	Toucan Terrace	2.47	2.5	2.0
3	005-398-043	0	OAK PARK	Medium Density Residential	CG	Toucan Terrace	1.06	1.1	1.0
							3.53	**3.5**	**3.0**
PR									
4	010-045-063	2121	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0
5	010-082-001	1996	MATTIE	Mattie Road Specfic Plan - LU-Q-6	PR	Freeway Foothills	7.47	14.0	14.0
6	010-141-034	168	SEARIDGE	Medium Density Residential	PR	South Palisades	0.14	1.0	1.0
7	010-141-037	148	SEARIDGE	Medium Density Residential	PR	South Palisades	0.14	1.0	1.0
8	010-141-038	130	SEARIDGE	Medium Density Residential	PR	South Palisades	0.13	1.0	1.0
9	010-141-039	120	SEARIDGE	Medium Density Residential	PR	South Palisades	0.12	1.0	1.0
10	010-142-020	121	SILVER SHOALS	Medium Density Residential	PR	South Palisades	0.23	1.0	1.0
11	010-152-007	2900	SHELL BEACH	Medium Density Residential	PR	South Palisades	3.67	52.0	32.0
12	010-152-036	0	FRONTAGE	Open Space	PR	South Palisades	0.57	0.0	0.0
13	010-152-009	2799	SHELL BEACH	Medium Density Residential	PR	South Palisades	1.46	22.0	22.0
14	010-155-023	380	ENCANTO	Low Density Residential	PR	Sunset Palisades	0.13	1.0	1.0
15	010-562-008	130	BLUFF	Low Density Residential	PR	Sunset Palisades	1.01	1.0	1.0
16	010-562-012	98	BLUFF	Low Density Residential	PR	Sunset Palisades	1.18	1.0	1.0
17	010-562-014	82		Low Density Residential	PR	Sunset Palisades	1.24	1.0	1.0
18	010-221-043	129	PARK PLACE	Medium Density Residential	PR	Spindrift	3.65	32.0	32.0
19	010-531-052	2251	SHELL BEACH	High Density Residential	PR	Spindrift	1.17	12.0	12.0
20	010-531-051	2295	SHELL BEACH	Medium Density Residential	PR	Spindrift	0.93	15.0	12.0
21	010-143-048	201	RADDA	Medium Density Residential	PR	South Palisades	0.11	0.0	1.0
22	010-143-041	303	RADDA	Medium Density Residential	PR	South Palisades	0.19	0.0	1.0
23	010-143-049	205	RADDA	Medium Density Residential	PR	South Palisades	0.12	0.0	1.0
24	010-143-044	207	RADDA	Medium Density Residential	PR	South Palisades	0.12	0.0	1.0
25	010-143-047	217	RADDA	Medium Density Residential	PR	South Palisades	0.13	0.0	1.0
26	010-143-040	301	RADDA	Medium Density Residential	PR	South Palisades	0.17	0.0	1.0
27	010-143-042	305	RADDA	Medium Density Residential	PR	South Palisades	0.18	0.0	1.0
28	010-143-046	213	RADDA	Medium Density Residential	PR	South Palisades	0.13	0.0	1.0
29	010-143-050	211	RADDA	Medium Density Residential	PR	South Palisades	0.12	0.0	1.0
30	010-143-043	203	RADDA	Medium Density Residential	PR	South Palisades	0.11	0.0	1.0

Housing Inventory Number	APN Number	Address	Street Name	General Plan	Zoning	Planning Area	Acres	Possible Units	Realistic Units
31	010-143-045	209	RADDA	Medium Density Residential	PR	South Palisades	0.12	0.0	1.0
32	010-143-051	215	RADDA	Medium Density Residential	PR	South Palisades	0.13	0.0	1.0
33	010-152-026	0	SHELL BEACH	Open Space	PR	South Palisades	1.02	0.0	1.0
34	010-152-008	2801	SHELL BEACH	Medium Density Residential	PR	South Palisades	3.71	52.0	32.0
35	010-144-025	3000	SHELL BEACH	Medium Density Residential	PR	South Palisades	2.99	44.0	32.0
36	010-144-023	0	SHELL BEACH	Open Space	PR	South Palisades	1.27	44.0	32.0
37	010-562-022	22	BLUFF	Low Density Residential	PR	Sunset Palisades	0.93	1.0	1.0
38	010-073-037	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0
39	010-073-032	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0
40	010-073-010	1270	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
41	010-073-031	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0
42	010-043-011	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.11	1.0	1.0
43	010-043-012	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.13	1.0	1.0
44	010-073-012	0	MATTIE	Medium Density Residential	PR	Freeway Foothills	0.15	1.0	1.0
45	010-047-004	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.12	1.0	1.0
46	010-043-016	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
47	010-562-018	50	BLUFFS	Low Density Residential	PR	Sunset Palisades	1.20	1.0	1.0
48	010-073-027	1279	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.20	1.0	1.0
49	010-073-014	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.14	1.0	1.0
50	010-073-039	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
51	010-073-033	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
52	010-073-035	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
53	010-073-013	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.14	1.0	1.0
54	010-043-004	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.14	1.0	1.0
55	010-141-044	0	SHELL BEACH	Open Space	PR	South Palisades	0.37	1.0	1.0
56	010-073-018	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.13	1.0	1.0
57	010-043-003	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.14	1.0	1.0
58	010-073-009	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.15	1.0	1.0
59	010-073-040	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.20	1.0	1.0
60	010-073-038	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
61	010-073-015	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.13	1.0	1.0
62	010-073-034	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
63	010-073-036	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0
64	010-073-041	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
65	010-047-010	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.16	1.0	1.0
66	010-043-013	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.14	1.0	1.0
67	010-073-008	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.15	1.0	1.0

Housing Inventory Number	APN Number	Address	Street Name	General Plan	Zoning	Planning Area	Acres	Possible Units	Realistic Units
68	010-073-026	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0
69	010-073-030	0	COSTA BRAVA	Medium Density Residential	PR	Freeway Foothills	0.17	1.0	1.0
70	010-043-014	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.30	1.0	1.0
71	010-043-017	0	MATTIE	Low Density Residential	PR	Freeway Foothills	0.29	1.0	1.0
							41.75	**332.0**	**278.0**
R-1									
72	005-011-031	990	FRESNO	Low Density Residential	R-1	Pismo Heights	0.11	1.0	1.0
73	005-011-032	990	FRESNO	Low Density Residential	R-1	Pismo Heights	0.26	1.0	1.0
74	005-013-026	991	STRATFORD	Low Density Residential	R-1	Pismo Heights	0.32	1.0	1.0
75	005-022-035	620	HANFORD	Low Density Residential	R-1	Pismo Heights	0.18	1.0	1.0
76	005-023-019	233	PORTERVILLE	Low Density Residential	R-1	Pismo Heights	0.13	1.0	1.0
77	005-026-003	222	PORTERVILLE	Low Density Residential	R-1	Pismo Heights	0.11	1.0	1.0
78	005-031-030	921	HANFORD	Low Density Residential	R-1	Pismo Heights	0.14	1.0	1.0
79	005-032-007	0	BAY	Low Density Residential	R-1	Pismo Heights	0.16	1.0	1.0
80	005-032-021	681	BAY	Low Density Residential	R-1	Pismo Heights	0.10	1.0	1.0
81	005-032-077	0	BAXTER	Low Density Residential	R-1	Pismo Heights	0.22	1.0	1.0
82	005-235-024	990	BAKERSFIELD	Low Density Residential	R-1	Pismo Heights	0.36	1.0	1.0
83	010-311-036	240	BOEKER	Medium Density Residential	R-1	Shell Beach	0.06	1.0	1.0
84	010-521-012	335	TERRACE	Low Density Residential	R-1	Terrace Ave	0.28	1.0	1.0
85	010-521-049	135	TERRACE	Low Density Residential	R-1	Terrace Ave	0.16	1.0	1.0
86	010-521-051	215	TERRACE	Low Density Residential	R-1	Terrace Ave	0.16	1.0	1.0
87	005-036-025	600	WADSWORTH	Low Density Residential	R-1	Pismo Heights	0.11	1.0	1.0
88	010-353-021	0	SEAVIEW	Medium Density Residential	R-1	Shell Beach	0.10	1.0	1.0
89	010-232-044	135	VISTA DEL MAR	Medium Density Residential	R-1	Shell Beach	0.11	1.0	1.0
90	010-551-017	0	HERMOSA	Low Density Residential	R-1	Sunset Palisades	0.20	1.0	1.0
91	010-283-008	207	SANTA FE	Medium Density Residential	R-1	Shell Beach	0.05	1.0	1.0
92	005-018-009	120	LONGVIEW	Low Density Residential	R-1	Pismo Heights	0.14	1.0	1.0
93	010-291-082	0	PLACENTIA	Medium Density Residential	R-1	Shell Beach	0.06	1.0	1.0
94	010-291-081	1026	OCEAN	Medium Density Residential	R-1	Shell Beach	0.08	1.0	1.0
95	005-014-007	0	WADSWORTH	Low Density Residential	R-1	Pismo Heights	0.13	1.0	1.0
96	005-031-045	911	HANFORD	Low Density Residential	R-1	Pismo Heights	0.16	1.0	1.0
97	005-017-028	790	LEMOORE	Low Density Residential	R-1	Pismo Heights	0.15	1.0	1.0
							4.06	**26.0**	**26.0**
R-2									
98	005-053-027	0	HARBOR VIEW	Medium Density Residential	R-2	Motel District	0.09	2.1	2.0
							0.09	**2.1**	**2.0**

Housing Inventory Number	APN Number	Address	Street Name	General Plan	Zoning	Planning Area	Acres	Possible Units	Realistic Units
RSL									
99	005-211-002	1261	LONGVIEW	Low Density Residential	RSL	Pismo Heights	0.21	1.0	1.0
100	005-211-023	1111	LONGVIEW	Low Density Residential	RSL	Pismo Heights	0.14	1.0	1.0
101	005-213-025	1250	LONGVIEW	Low Density Residential	RSL	Pismo Heights	0.29	1.0	1.0
102	005-221-017	971	LONGVIEW	Low Density Residential	RSL	Pismo Heights	0.15	1.0	1.0
103	005-221-036	950	Tulare	Low Density Residential	RSL	Pismo Heights	0.16	1.0	1.0
104	005-221-043	1025	LONGVIEW	Low Density Residential	RSL	Pismo Heights	0.26	1.0	1.0
105	005-221-044	980	TULARE	Low Density Residential	RSL	Pismo Heights	0.59	1.0	1.0
106	005-222-015	951	LONGVIEW	Low Density Residential	RSL	Pismo Heights	0.18	1.0	1.0
107	005-223-007	841	MERCED	Low Density Residential	RSL	Pismo Heights	0.10	1.0	1.0
108	005-223-009	821	MERCED	Low Density Residential	RSL	Pismo Heights	0.12	1.0	1.0
109	005-223-013	781	MERCED	Low Density Residential	RSL	Pismo Heights	0.12	1.0	1.0
110	005-224-007	831	DELANO	Low Density Residential	RSL	Pismo Heights	0.12	1.0	1.0
111	005-233-019	980	TAFT	Low Density Residential	RSL	Pismo Heights	0.47	1.0	1.0
112	005-234-015	780	TULARE	Low Density Residential	RSL	Pismo Heights	0.19	1.0	1.0
113	005-286-001	49	LA GARZA	Low Density Residential	RSL	Pismo Oaks	0.48	1.0	1.0
114	005-288-043	106	LA FLORICITA	Low Density Residential	RSL	Pismo Oaks	0.70	1.0	1.0
115	005-381-039	260	REEF	Low Density Residential	RSL	Pacific Estates	0.20	1.0	1.0
116	005-401-007	231	RIDGE	Low Density Residential	RSL	Toucan Terrace	0.15	1.0	1.0
117	005-401-034	832	DUGAN	Low Density Residential	RSL	Toucan Terrace	0.20	1.0	1.0
118	005-273-033	0	CLYDELL CT.	Low Density Residential	RSL	Pacific Estates	0.20	1.0	1.0
119	005-221-029	0	LONGVIEW	Low Density Residential	RSL	Pismo Heights	0.13	1.0	1.0
120	005-234-010	0	VISALIA	Low Density Residential	RSL	Pismo Heights	0.12	1.0	1.0
121	005-273-032	0	CLYDELL CT.	Low Density Residential	RSL	Pacific Estates	0.29	1.0	1.0
							5.56	**23.0**	**23.0**
						Low Density Subtotals	**55.14**	**387.6**	**333.0**
Vacant Parcels Suitable for Moderate Income Units									
C-1									
122	005-134-023	501	Dolliver	Central Commercial District	C-1	Downtown Core	0.15	1.0	1.0
123	005-152-022	184	HINDS	Central Commercial District	C-1	Downtown Core	0.03	1.0	1.0
124	005-152-028	555	CYPRESS	Central Commercial District	C-1	Downtown Core	0.28	1.0	1.0
							0.46	**3.0**	**3.0**
						Moderate Subtotals	**0.46**	**3.0**	**3.0**

Housing Inventory Number	APN Number	Address	Street Name	General Plan	Zoning	Planning Area	Acres	Possible Units	Realistic Units
High Density Vacant Parcels									
R-3									
125	005-035-006	581	WADSWORTH	Medium Density Residential	R-3	Pismo Heights	0.27	8.1	6.0
126	005-086-049	483	OCEAN VIEW	High Density Residential	R-3	PISMO HEIGHTS	0.15	8.8	7.0
							0.42	**16.9**	**13.0**
R-4									
127	005-053-001	1851	PRICE	Resort Commercial	R-4	Motel District	0.37	11.0	8.0
128	005-163-021	0	ADDIE	Mixed Use District	R-4	Downtown Core	0.17	5.0	4.0
							0.53	**16.0**	**12.0**
						High Density Subtotals	**0.95**	**32.9**	**25.0**
						Total Vacant Sites	**56.56**	**423.5**	**361.0**

DRAFT

Chapter 17.061 Residential Very High Density (RVHD) Overlay District

17.061.010 Purpose

The RVHD Overlay District serves to implement General Plan Housing Element policies of providing new housing that addresses affordable housing needs in the City by establishing development regulations and incentives for the development of higher density affordable housing projects.

17.061.020 Applicability

The standards and regulations of this Chapter apply to areas designated with an RVHD extension on the Zoning Map. Except as provided in this Chapter, all new structures and development, as well as alterations to existing structures, shall comply with the requirements of the R-3 Zoning District.

17.061.030 Affordable Housing Requirement

100 percent of the total number of residential units within the project, exclusive of units added by a density bonus awarded pursuant to State law, shall be provided at prices affordable to moderate-income or below households for a minimum of 55 years.

17.061.040 Density

Development within the RVHD Overlay Zone shall provide a minimum density of 20 residential units/acre and shall not exceed a maximum density of 50 units/acre, exclusive of units added by a density bonus awarded pursuant to State law.

17.061.050 General Development Standards

A. **Building Heights.** No building or structure shall exceed 35 feet in height above site grade except as provided below.

   1. ***Height Exception.*** Buildings may be up to 45 feet in height where the Planning Commission finds that significant public views to and along the coast and other scenic areas are protected.

   2. ***Visual Study Required.*** In order to evaluate a proposed project's compliance with the above criteria, submittal of a visual study that substantiates the basis for granting a height exception is required.

B. **Minimum Yard Setbacks.** Each lot shall have a front yard setback of not less than 10 feet. Other yard setbacks shall be provided in accordance with those otherwise required in the R-3 Zone.

C. **Maximum Allowable Lot Coverage For All Structures.** Maximum allowable lot coverage limitations shall not apply.

D. **Maximum Allowable Total Building Floor Area For All Structures As A Percentage Of Lot Area.** Maximum allowable total building floor area for all structures as a percentage of lot area shall not apply.

E. **Minimum Planting And Vegetation Area (As A Percentage Of Total Lot Area).** A minimum of 10 percent of the total lot area shall consist of planting and vegetation area.

F. **Minimum Lot Area Per Family Unit.** Minimum lot area per family unit requirements shall not apply.

17.061.060 Parking

Parking shall be provided pursuant to Chapter 17.108, Off-Street Parking and Loading Requirements, except as provided below.

A. **Minimum Off-Street Parking Requirements.** Minimum off-street parking requirements, inclusive of handicapped and guest parking, shall be as follows:

1. Studios and one-bedroom units: one parking space per unit.
2. Two- and three-bedroom units: two parking spaces per unit.
3. Four- and more bedroom units: two and one-half parking spaces per unit.

B. **Configuration.** Parking spaces may be covered or uncovered and may be provided in a tandem configuration provided no more than two vehicles shall be placed one behind the other and both spaces shall be assigned to a single dwelling unit.

17.061.070 Open/Amenity Space

Open/amenity space shall be provided as follows.

A. **Amount.** A minimum of 60 square feet of open/amenity space shall be provided per unit.

B. **Type of Open/Amenity Space.** The required open/amenity space may be provided as private open space or common amenity space.

C. **Minimum Dimensions.**

1. ***Private Open Space.*** Private open space located on the ground level (e.g., yards, decks, patios) shall have no dimension less than eight feet. Private open space located above ground level (e.g., balconies) shall have no dimension less than six feet.
2. ***Common Amenity Space.*** Common amenity space, whether provided as outdoor or indoor space shall have minimum horizontal dimensions of 20 feet.

D. **Configuration.**

1. ***Private Open Space and Outdoor Common Amenity Space.***
   a. Private open space and outdoor common amenity space shall be unoccupied by main or accessory buildings, parking areas, driveways, and loading areas and open and unobstructed to the sky.
   b. A surface shall be provided that allows convenient use for outdoor living and/or recreation. Such surface may be any practicable combination of lawn, garden,

flagstone, wood planking, concrete, decking, or other serviceable, dust-free surfacing.

c. Slope shall not exceed 10 percent.

2. ***Indoor Common Amenity Space.*** Indoor common amenity space shall consist of common areas providing services to residents such as meeting and community rooms, daycare and other social service areas, gyms and other indoor recreation areas, and computer labs/media rooms.

E. **Accessibility.**

1. ***Private Open Space.*** Private open space shall be accessible to only one living unit by a doorway to a habitable room or hallway.

2. ***Common Amenity Space.*** Common amenity space shall be accessible to all of the living units on the lot.