



## 14.0 LAND USE PLANS AND POLICIES

### 14.1 Regulatory Setting

The following planning documents and management directions apply to the PWP planning area.

#### 14.1.1 California State Parks – Policies and Management Direction

##### 14.1.1.1 *Pismo State Beach and Pismo [Oceano] Dunes SVRA General Resource and Development Plan*

The Pismo State Beach and Pismo [Oceano] Dunes SVRA General Resource and Development Plan (General Plan) was approved in April 1975 (CDPR, 1975). The purpose of the plan is to provide a guidance document to direct growth and management of the Park resources into the future. The General Plan was amended twice. It was amended in 1982 to allow for the Grover Beach Lodge at Grand Avenue (CDPR, 1975); and it was amended again in 1994 (CDPR, 1975) to reflect the results of the Pismo [Oceano] Dunes SVRA Access Corridor Project, which concluded that the Grand and Pier Avenue entrances were the Environmentally Preferred Alternative, together with the staging area that remains in use today.

As described in the General Plan and the PWP Vol 1, Chapter 1, “Introduction,” the Park includes three different park classifications: State Beach (Public Resources Code (PRC) § 5019.56(c)), Natural Preserve (PRC § 5019.17) and SFRA (PRC § 5090.43). The PRCs further describes these classifications and prescribe management and operations guidelines specific to each classification.

The **Pismo State Beach** Park unit encompasses beach, creeks and lagoons, natural dunes, campgrounds, and a golf course. The General Plan sets forth the purpose of Pismo State Beach is to make available to the people an outstanding coastal area of beach and sand dunes located in and southward from the City of Pismo Beach in San Luis Obispo County. Specific recreational activities to be perpetuated include aesthetic enjoyment of dunes and shore and walking in the sand dune areas.

The **Pismo Dunes Natural Preserve (Dunes Preserve)**, managed under the Pismo State Beach Park unit, perpetuates in an essentially natural condition, a substantial tract of sand dunes in an area where they attain outstanding development and where they may easily be visited and enjoyed by interested persons.

The **Oceano Dunes SVRA** consists of lands selected, developed, and operated to provide OHV recreation opportunities. Areas must be developed, managed, and operated for the purpose of providing the fullest appropriate public use of the vehicular recreational opportunities present, in accordance with the Off-Highway Motor Vehicle Recreation Act of 2003 (PRC § 5090.01 et seq.), while providing for the conservation of cultural resources and the conservation and improvement of natural resource values over time.

#### 14.1.2 California Coastal Act

As described in PWP Vol 1, Chapter 1, “Introduction,” in 1976, the California Legislature adopted the California Coastal Act (Coastal Act). The Coastal Act is the foundation of the California Coastal Management Program, which includes the basic policies for managing and balancing the use of resources for State and national interests in



California’s Coastal Zone. Pismo State Beach and Oceano Dunes SVRA are located within the Coastal Zone.

Development activities require a coastal development permit (CDP) in the Coastal Zone and are regulated by the Coastal Commission and local governments through their respective Local Coastal Plans (LCPs). In 1982, the Coastal Commission approved CDP 4-82-300 for State Parks implementation of some development projects from the General Plan, including kiosks at the Park vehicle entrances at Grand Avenue and Pier Avenue. Since then, there have been five amendments, four of them approved by the Director as minor changes. The PWP proposes the implementation of management plans and programs and a specific set of Development Projects that would occur in the Coastal Zone once the Coastal Commission certifies as consistent with the Coastal Act. Chapter 3 of the Coastal Act (PRC Section 30200 et seq.) sets forth the policies that constitute the standards for the adequacy of local coastal plans (LCPs) and development subject to the Coastal Act.

Table 14-1 below summarizes the Coast Act standards that apply to the PWP improvements::

**Table 14-1. Coastal Act Public Access and Recreation Standards**

<b>PRC Section</b>	<b>Title and Summary of Requirement</b>
30210	<b>Access; recreational opportunities; posting:</b> In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse
30211	<b>Development not to interfere with access.</b> Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.
30212	<b>New Development Projects.</b> (a). Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated access shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.
30212.5	<b>Public facilities; distribution.</b> Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
30213	<b>Lower cost visitor and recreational facilities; encouragement and provisions; overnight room rentals.</b> Lower cost visitor and recreational facilities shall be



PRC Section	Title and Summary of Requirement
	<p>protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p> <p>The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.</p>
30214	<p><b>Implementation of public access policies; legislative intent.</b></p> <p>(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:</p> <ol style="list-style-type: none"> <li>(1) Topographic and geologic site characteristics.</li> <li>(2) The capacity of the site to sustain use and at what level of intensity.</li> <li>(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.</li> <li>(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.</li> </ol> <p>(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.</p> <p>(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.</p>
30220	Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
30221	Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.
30223	Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.



### 14.1.3 Local Coastal Programs

As described in PWP Vol I, Chapter 1, “Introduction,” a public works plan must be consistent with any LCPs of associated jurisdictions. Portions of Pismo State Beach and Oceano Dunes SVRA are within three local coastal programs:

- **City of Pismo Beach General Plan and Local Coastal Program** (City of Pismo Beach, 1992)
- **City of Grover Beach Local Coastal Program** (City of Grover Beach, 1981)
- **San Luis Obispo Local Coastal Program:** The County’s Land Use Plan (LUP) is divided into four Land Use Element Planning Areas. The San Luis Bay Area Plan (Coastal) (County of San Luis Obispo, 1988) of the LUP encompasses the south-central coastal portion of the County and the South County Coastal Area Plan (County of San Luis Obispo, 1988) of the LUP encompasses the southwestern portion of the County. The County’s LCP includes Coastal Plan Policies (County of San Luis Obispo, 1988) that are applied in conjunction with the certified LUP and County’s Coastal Zone Land Use Ordinance (CZLUO). The Plans collectively describe County land-use policies for these planning areas, including regulations that are also adopted as part of the CZLUO and LCP, including policies addressing the development of Pismo State Beach and Oceano Dunes SVRA. In addition, the Oceano Specific Plan (County of San Luis Obispo, 2002), certified by the Coastal Commission in April 2004, is intended to be applied in conjunction with the San Luis Bay Area Plan (Coastal).

As part of the PWP planning process, the planning team conducted a detailed PWP consistency review for the Coastal Act Standards related to Public Access and Recreation and the applicable LCPs (see PWP Vol. 1, Chapter 4, “Consistency with Local Coastal Programs and the Coastal Act”).

### 14.1.4 Oceano County Airport Land Use Plan

The SLO County Airport Land Use Commission (ALUC) provides for the orderly development of areas surrounding public use airports. In carrying out this duty, the ALUC prepares Airport Land Use Plans and reviews county and city actions that can affect the land use in the vicinity of the airport. The ALUC is an autonomous entity independent of the SLO County government. The Oceano County airport is located in unincorporated SLO County west of State Route 1 (SR 1), south of Pier Avenue, and just north of the Dunes Preserve. In 2018, there were 9 aircraft based at the field and an average of 27 flights per day occurred at the airport (AirNav 2020). The Oceano County Airport Land Use Plan (ALUP) (ALUC 2007) establishes land use planning areas, which dictate allowable land uses for areas surrounding the airport (airport overlay zone). The ALUP extends approximately 4,000 feet around the runway and overlaps the central portion of the PWP planning area. The Oceano County ALUP is intended to protect the long-term viability of the airport by ensuring that only compatible land uses are built in the vicinity of the airport, ensuring adoption of land use regulations which minimize exposure of people to hazards associated with airport operations, provide operations, and provide a set of policies and criteria to assist the ALUC in evaluating the compatibility of proposed actions of local agencies with present and future operations at the Airport (SLOALUC, 2007). Section 4 of the ALUP, Airport Land Use Planning Areas, identifies and delineates planning areas based on their proximity to the airport and their potential to be exposed to airport-related hazards. Section 5 of the ALUP, Airport Land Use Compatibility Policies, establishes policies to minimize the exposure of new development to airport-related hazards.



The PWP proposes an upgraded entrance kiosk and lifeguard tower at Pier Avenue and within the airport land use planning boundary for Area OA (open space areas exposed to severe/significant airport impacts). Relevant policies to this activity would include the following:

Policy G-1 ALUP right of review – No project or land use may be established within the Airport Planning Area nor may any building or use permit be issued for a proposed development unless the proposed project or land use has been reviewed by the ALUC of San Luis Obispo County and has been determined by that Commission to be consistent with this ALUP. If a project has been determined by the ALUC to be inconsistent, the project or land use may not be established and no building or use permit may be issued for such project or land use unless and until: a) The Board of Supervisors has voted to override the ALUC’s determination of inconsistency by a four-fifths majority vote, and b) The Board of Supervisors has made specific findings that the proposed project or land use is consistent with the purposes of the State Aeronautics Act, as stated in Public Utilities Code section 26770(a): “It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards around public airports to the extent that these areas are not already devoted to incompatible uses.” c) The Board of Supervisors has, at a time no less than 45 days prior to its decision to overrule the ALUC, provided to the ALUC and to the Division of Aeronautics of the California Department of Transportation a copy of its proposed decision and of required findings in support of such decision and has included (in its decision to overrule the ALUC) the comments from the ALUC and from the Division of Aeronautics,

With regard to Policy G-1, the Oceano County ALUP identifies that no entity other than an ALUC is empowered by state law to make a determination of consistency with respect to an adopted ALUP, but that the review of individual projects such as the proposed PWP is not a responsibility mandated to the ALUC when such projects do not require adoption or amendment of a general plan, zoning ordinance, etc.

Additionally, the FAA limits the height of structures within the immediate approach areas of airport runways (14 Code of Federal Procedures, Part 77) and restricts uses that could attract birds within 5 miles of an airport.

## **14.2 Environmental Setting**

### **14.2.1 Coastal Access and Environmental Protection**

State Parks represents the most diverse natural and cultural heritage holdings of any land management agency in California. These lands support a stunning array of the state's landscape provinces, environmentally sensitive habitat areas, threatened species, ancient Native American sites, and historic facilities. With almost twenty-five percent of California's magnificent coastline under its care, Parks manages the state's finest coastal wetlands, estuaries, and dune systems. At the same time, the demands of more than 30 million Californians for recreational opportunities are increasing. In recent years, over 70 million visits annually are made to State Parks, with most visits occurring between mid-May and mid-September.

See PWP Vol. 2, “Existing Conditions,” for a detailed description of Pismo State Beach, including the Dunes Preserve, and Oceano Dunes SVRA existing recreational facilities, amenities, uses, visitation, and recreational activities.



## 14.3 Project Impacts

### Thresholds of Significance

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, implementation of the PWP would result in a potentially significant impact related to land use if it would:

- 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?

#### 14.3.1 Issues Not Discussed Further in this EIR

State Parks owns two single family residences and two mobile home pads in the Corporation Yard, which is within the PWP planning area. These residences are neither formally nor informally an established community. PWP Development Projects, Oso Flaco Improvement Project and Phillips 66/Southern Entrance Project, include the construction of 6-8 new staff residences. There are no other residences within the PWP planning area. Therefore, implementation of the PWP would not physically divide an established community. This issue is not discussed further in this EIR.

#### 14.3.2 Impacts and Mitigation

**Impact 14-1:** 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?

##### **14.3.2.1 Conformance with Pismo State Beach and Pismo [Oceano] Dunes SVRA General Development and Resource Management Plan (General Plan)**

The proposed PWP includes Development Projects and Small Development Projects and Park operations and maintenance activities. The North Beach Campground Facility Improvements Project, Oceano Dunes Campground Infrastructure Improvements Project, Pier and Grand Avenue Entrances and Lifeguard Towers Project, Butterfly Grove Public Access Project, Park Corporation Yard Improvement Project, Oceano Campground Campfire Center Replacement Project, Safety and Education Center Project, and Oso Flaco Boardwalk Replacement Project, Trash Enclosure Project would include upgrades and improvements to existing facilities.

The Pismo State Beach (Grand Dunes) Boardwalk Project would be an extension of the existing boardwalk north of Grand Avenue in Grover Beach. As described in the Pismo State Beach and Oceano Dunes SVRA General Plan, the purpose of Pismo State Beach is to make available to the people an outstanding coastal area of beach and sand dunes located in and southward from the City of Pismo Beach in San Luis Obispo County. Specific recreational activities to be perpetuated and provided for include the aesthetic enjoyment of dunes and shore and walking or riding horseback in the sand dune areas. General Plan elements include the provision of a system of trails for biking, hiking, and equestrian use. The Pismo State Beach Boardwalk will provide a substantial internal public access improvement for the public trail system within the Park and to adjacent neighborhoods and therefore will result in a **beneficial impact** to the intended land use in the Park. The elevated pedestrian boardwalk will provide





views of the beach and ocean and run 1.1 miles south along the foredunes between Grand Avenue and Pier Avenue in Oceano.

The Pismo Creek Estuary Seasonal (Floating Bridge) Installation would reduce the pedestrian impact on Pismo Creek. This project will reduce erosion and provide a safe and convenient alternative to walking through the mouth of the creek to access Pismo State Beach from the Pismo Coast Village RV Resort, a private campground that abuts the Pismo State Beach boundary. Therefore, the bridge would have a **beneficial impact** on the intended land uses of the Park.

Pursuant to the General Plan, basic elements of the Oceano Dunes SVRA, includes a day-use staging area providing for the operations base for the off-highway vehicle (OHV) activities, administrative facilities necessary to the operation and maintenance of the SVRA, and peripheral natural areas serving passive nonvehicular uses. Overnight facilities include beach camping and inland camping in the dunes. Additionally, passive recreational uses in the Oso Flaco Lake Area of the SVRA includes day use vehicle parking, hiking trails, picnic area, and educational and interpretive facilities. Overnight use includes a hike-in campground suitable for families and (small) groups. Pursuant to the General Plan, administrative facilities in the Oso Flaco Lake Area provides for an initial phase entrance station and maintenance and residence area.

The Oso Flaco (Initial) Improvement Project will support increased recreational opportunities in the southern portion of Oceano Dunes SVRA as envisioned and authorized in the General Plan. The project would develop a southern Park destination spot that enhances day-use and adds low-cost overnight camping. The project includes additional visitor serving amenities and would have a **beneficial impact** on the intended land uses at Oso Flaco.

The Oso Flaco (Future) Improvement Project concept would further increase the recreational opportunities at the Oso Flaco (Initial) Improvement Project site with expanded day-use and overnight camping options and additional facilities. The Oso Flaco (Future) Improvement Project would require an amendment to the General Plan, which only envisioned and authorized the improvements proposed under the Oso Flaco (Initial) Improvement Project at the site. As stated in the PWP, State Parks would pursue a General Plan Amendment prior to implementation the Oso Flaco (Future) Improvement Project. Therefore, implementation of the project would not result in non-conformance with applicable plans and there would be **no impact**.

Pursuant to the General Plan, the Oceano Dunes State Vehicular Recreation Area was established to make available to the people opportunities for recreational use of off-road vehicles in a large area of unstabilized sand dunes exceptionally adapted to this recreational activity, regulate such uses in the interest of visitor safety and environmental protection, and provide appropriate related facilities to serve the users of the area. The Southern Entrance (Phillips 66) Project would further support recreational activities for the Oceano Dunes SVRA as envisioned in the General Plan. The General Plan provides for acquisition of private land, including Union Oil properties west of the Southern Pacific Railroad and lands in the vicinity of Oso Flaco Lake for purposes of developing access and recreation facilities and for protection of scenic, archeological, and natural areas. Support facilities in conjunction with OHV use in the sand dunes include a parking area for parking and unloading of trailered vehicles with turfing area for expansion during peak use periods, picnic facilities adjacent to the



parking area and at specific vegetated areas within the dunes, concessions for vehicles service and storage with related food and beverage services, and provision for OHV organizations to develop facilities necessary for dissemination of information and registration for and administration of vehicle events. Overnight use includes back-dunes camping units, primitive camping areas in the dunes, an overflow camping area, and trailer sanitations station.

The Phillips 66/Southern Entrance Project is currently occupied by a refinery slated for closure and would require acquisition or lease of the Phillips 66 property. Therefore, the project design included in the PWP (Volume 1) is conceptual. Vehicle access to the site is off SR 1 in the northeast portion of the site. The project concept contains three focus areas: day use, Park operations, and camping. The project could provide facilities for State Parks operations, educational facilities, OHV training facilities, concessions, multiuse special event area, visitor center, and riding areas for various types of OHVs within the existing footprint of the processing plant, once remediated. A trail outside of the processing plant footprint could include OHV access to the existing southern portion of the SVRA, and non-motorized trails would provide connection to Oso Flaco Lake and the beach. A second entrance could be added at the south portion of the property along SR 1 and could connect to overnight camping and recreation use areas, while the existing northern entrance can be repurposed as the main entrance to the day-use areas. Although the majority of the project conforms with the General Plan, it would use an alternative access point to the southern portion of the OHV recreation area, which is different than what is envisioned in the General Plan.

As described in Chapter 3, “The Plan,” the Oso Flaco (Future) Improvement Project and the Southern Entrances (Phillips 66) Project would require an amendment to the General Plan. As stated in the PWP, State Parks would pursue a General Plan Amendment prior to implementation of the Oso Flaco (Future) Improvement Project.

Additionally, State Parks would continue existing management programs and plans including the management of existing facilities, including upkeep, enhancement, and replacement of existing facilities such as trails, boardwalks, roads, restrooms, kiosks, etc., as well as maintenance of visitor serving facilities. In the PWP planning area, State Parks would manage natural and cultural resources to protect the integrity and comply with relevant state and federal laws and regulations regarding their management and protection. Implementation of the PWP projects and operation and maintenance activities would not result in non-conformance with applicable plans and there would be **no impact**.

### **14.3.3 Conformance with California Coastal Act and Local Coastal Plans (refer to Chapter 4 in Volume 1)**

#### **14.3.3.1 Conformance with California Coastal Act**

The proposed PWP will continue existing coastal public access and recreational amenities at the Park and provide new low-cost public access and recreational resources within the PWP area by expanding the system of shoreline and upland trails, installing additional passive public access amenities, and constructing facility improvements. To provide recreational opportunities for all users, all of the PWP projects are designed to increase the level of accessibility to the Park to ensure that maximum public access and recreational opportunities are provided for visitors with varying degrees of special needs. The proposed PWP provides for development of a number of new coastal trails and pedestrian boardwalks, bike paths, improved and new low-cost day-use and overnight camping facilities, and critical Park operations





support facilities, which will serve to maximize public access opportunities for visitors with diverse backgrounds, interests, ages, and abilities.

The PWP also includes development of a number of support facilities throughout the PWP area to support access to and use of the Park including public parking/circulation improvements, trash receptacles, restrooms, potable water, picnic areas, and improved/new facilities to support Park operations and maintenance personnel necessary to operate and maintain the Park and recreational amenities.

PWP improvements have been designed in consideration of topographic, geologic and natural resource constraints, as well as minimizing conflicts between user groups. Proposed trail and Park improvements are sited and designed to be noninvasive on the natural topography and to minimize impacts to sensitive habitat areas. To protect natural resources, the proposed PWP includes the following improvements and design measures:

- 1) Although trails are a resource-dependent use and are permitted in environmentally sensitive habitat areas (ESHA), proposed trails have been located and designed to avoid or minimize impacts to ESHA by utilizing established trail corridors, following natural contours, and avoiding naturally vegetated areas with significant native plant species to the maximum extent feasible. Where trail construction will result in unavoidable impacts to ESHA, mitigation measures have been identified to fully mitigate all impacts to less than significant levels (see Chapter 7, “Biological Resources”).
- 2) The majority of proposed Park facility improvements would be located in existing developed areas, public use areas previously disturbed and empty of vegetation and/or areas containing non-sensitive vegetation. Park facility improvements are appropriately setback to maintain existing buffers from stream and coastal wetland habitats and in areas of level terrain, where feasible, to avoid the need for excessive grading and to minimize associated impacts to sensitive habitat areas and water quality. Where construction of Park facilities will result in unavoidable impacts to ESHA, mitigation measures have been identified to fully mitigate all impacts to less than significant levels (see Chapter 7, “Biological Resources”).
- 3) All proposed Park improvement locations have been evaluated by a qualified biologist/s to ensure that Park improvements have been appropriately located, to the extent feasible, in previously disturbed areas, and are appropriately setback from the top of bank of any adjacent stream, or outer edge of the riparian canopy, whichever is greater. Proposed Park improvements and uses have been evaluated for potential impacts to habitat areas and special-status species, and Avoidance and Minimization Measures (AMMs) and mitigation measures identified in the EIR and HCP to ensure resources impacts are avoided and minimized to the maximum extent feasible (see Chapter 7, “Biological Resources”).
- 4) The proposed PWP improvements have been designed and will be implemented to address potentially hazardous conditions, including geologic hazards, wildfire, flooding, sea level rise and hazardous materials. (see EIR Chapters 10, “Geology and Soils,” Chapter 12 “Hazardous Materials,” Chapter 13, “Hydrology and Water Quality,” and Chapter 22 “Wildfire”).
- 5) The proposed PWP includes several measures to ensure that public Park areas subject to degradation resulting from intense and/or unrestricted use are addressed and fully mitigated. These measures include: 1) revegetation of degraded areas with native plants; 2) trail consolidation and improvement to eliminate existing and



discourage future, unmanaged volunteer trails; 3) provision of support facilities such as defined parking areas and trail corridors, trash and recycling receptacles, restrooms, and picnic areas; and 4) provision of support facilities necessary for operations and maintenance personnel and associated maintenance equipment. The PWP's support facilities will ensure that adequate facilities are provided and maintained to manage public parking, trailheads, day-use and camping areas to accommodate potential trash and waste generation throughout the Park. Also, the PWP will ensure that critical support facilities are available to Parks' personnel for storage of equipment and materials necessary to maintain the Park and recreational amenities. These measures will ensure that public use of the Park is maximized in a way that maintains Park areas and sensitive resources such that they remain desirable destination areas for visitors.

- 7) The PWP includes use limitations and restrictions to ensure that maximum public access and recreational use of the Park can be achieved consistent with protection of sensitive habitats and species. The PWP's fencing and signage program will be maintained to preclude vehicular access and, where necessary, unmanaged pedestrian access, in sensitive habitat areas. Fences, barriers and informational signage will continue to be installed, maintained, and removed on a regular basis including perimeter fencing around vegetation islands and sensitive habitat areas. With PWP approval and implementation, beach camping, vehicular day use and OHV use would be closely monitored and managed, pursuant to the Adaptive Management Program described in PWP Vol. I, Chapter 3, to ensure a proper balance between resource management, recreational use, and visitor experience is maintained for the Park.

The SVRA will maintain existing coastal public access and recreational amenities and provide new low-cost recreational improvements, including new trails and pedestrian boardwalks, bike paths, day use picnic areas, parking and overnight camping, and therefore would have a **beneficial impact** on coastal public access and recreational opportunities for all people, which are allowed under the current CDP and General Plan. The PWP includes a number of support facilities throughout the PWP area that will support public use and enjoyment of the Park and serve to mitigate potential impacts of overcrowding or overuse on sensitive resources. The proposed PWP Park and trail improvements have been located and designed to protect natural resources, to ensure public safety, and to protect the public's right to access the shoreline and to recreate in the Coastal Zone. Therefore, the PWP is consistent with applicable public access and recreation sections of the Coastal Act. See PWP Vol. I, Chapter 4, "Consistency with Local Coastal Plans and the Coastal Act," for additional detail. There would be **no impact** related to Coastal Act Compliance.

### **14.3.3.2 Conformance with Local Coastal Programs**

#### City of Pismo Beach Local Coastal Program

Within the City of Pismo Beach, the proposed Pismo Creek Estuary Floating Bridge, Butterfly Grove Public Access Project Land and North Beach Campground Facility Improvements Project are located on land designated and zoned as Open Space.

#### City of Grover Beach Local Coastal Program

Within the City of Grover Beach, the proposed Grand Avenue Entrance is located within the public right-of-way for Grand Avenue and therefore is not subject to the City's land use



designation or zoning. The Pismo State Beach Boardwalk Project and Grand Avenue Lifeguard Tower Project are located on land designated and zoned as Open Space.

### San Luis Obispo County Local Coastal Program

All proposed PWP improvements located with the County of San Luis Obispo would be located on land designated and zoned for Open Space, with the exception of the Oso Flaco Improvement Project, which would be primarily located on land designated and zoned Agriculture and the Southern Entrance (Phillips 66) Project site, which is designated as Industrial.

All proposed PWP public access and recreation facilities would be developed consistent with the established Open Space and Recreation land use and zoning designation of the Park areas, with the exception of the conceptual proposal for two potential OHV trail options intended to provide OHV access to the OHV riding area from the Oso Flaco Improvement Project area, which would partially be located in areas designated as Open Space. Permitted Park uses consist of public access and recreational uses, including necessary support facilities. The Oso Flaco Improvement Project would be primarily located on land currently leased to farmers but included in the SVRA designation. However, as detailed in Chapter 5, “Agriculture and Forestry Resources,” while the County’s land use designation and zoning indicate agriculture, the site is owned in fee title by State Parks, is not under an agricultural preserve, and should not have been designated by the County. As described in Chapter 3, “The Plan,” the Southern Entrance (Phillips 66) Project would require an amendment to the San Luis Obispo County Local Coastal Plan to change the site to a compatible land use designation and zoning (e.g. Recreation)

Information regarding PWP conformance with specific Local Coastal Plan policies can be found in PWP Vol. I, Chapter 4, “Consistency with Local Coastal Plans.” There would be **no impact** related to compliance with Local Coastal Plans.

### **14.3.4 Conformance with the Oceano County Airport Land Use Plan**

The Oceano County airport runway is approximately 1,700 feet southeast and east of the Pier Avenue Entrance Improvement Project and the Pismo State Beach Boardwalk Project, respectively; and approximately 1,200 feet south of the Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Replacement Project sites. Based on review of the Airport Land Use Plan for the Oceano County Airport (Airport Land Use Commission, Count of San Luis Obispo [ALUC] 2007), the Pier Avenue Entrance Project is within land classified as “Oa” — open space areas exposed to “severe/significant airport impact.” The Oa classification includes properties that are currently assigned to the recreational or public facilities zoning designation by the County or are undesignated; which are substantially undeveloped; and which lie within the Runway Protection Zones, the Inner Approach/Departure Zones, the Inner Turning Zones, and the Sideline Zones of the Oceano County Airport. The Airport Land Use Plan, therefore, prohibits new structures within the Oa area.

The Airport Land Use Plan also recognizes the need for continuation of existing land uses and structures within the ALUC classification zones. Open space is a use that is generally compatible with airport operations and consistent with state standards for all safety zones. The Pier Avenue Entrance Project would involve demolishing the existing antiquated State Parks entrance facility and replacing it with a newer, more modern facility that would better meet the needs of recreationists and Park staff. The replacement



entrance facility would be of similar size and height as compared to the existing facility. Therefore, the Pier Avenue Entrance Project would continue to be compatible with the Oa classification.

The FAA limits the height of structures within the immediate approach areas of airport runways (14 Code of Federal Procedures, Part 77). The Oceano Campground Infrastructure Improvement Project and Oceano Campground Campfire Center Replacement Project are within the “transitional surfaces” area (ALUC 2007). The transitional surface is a sloping 7:1 surface that extends outward and upward at right angles to the runway centerline from the sides of the primary surface and the approach surfaces. The Pier Avenue Entrance Improvement Project is within the “20:1 approach surface” (conical surface area), which extends upward from the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet from the runway (ALUC 2007). The new lifeguard tower proposed as part of the Pier Avenue Entrance and Lifeguard Tower Project would be 23 feet tall, which is the same height as a standard two-story house. There are many existing two-story structures in the vicinity that are closer to the airport runway than the proposed new lifeguard tower. Furthermore, given the distance of the lifeguard tower from the runway and the height of the proposed structure, the new lifeguard tower would not exceed the FAA height restriction for structures within the 20:1 approach surface. The Pier Avenue Entrance Project, Oceano Campground Infrastructure Improvement Project, and Oceano Campground Campfire Center Replacement Project would not involve the installation of tall structures, and none of the projects would require the use of tall cranes during the construction process; therefore, these three projects would not violate the FAA Part 77 requirements related to height restrictions. Implementation of the PWP and PWP projects and programs would not conflict with the ALUP and would not violate the FAA Part 77 requirements related to height restrictions. Additionally, PWP projects within five miles of an existing airport would not include new uses that would attract birds. Therefore, there would be **no impact**.

#### 14.4 Cumulative Effects

Implementation of the PWP and PWP projects and programs would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, there are **no cumulative effects**.

