



Pismo Beach General Plan/ Local Coastal Plan Update

Recirculated Draft Program Environmental Impact Report
State Clearinghouse (SCH) #2021010158

prepared by

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1 Introduction

1.1 Recirculated Draft Environmental Impact Report Regulatory Background

In accordance with Public Resources Code Section 21092.1 and California Environmental Quality Act (CEQA) Guidelines Section 15088.5, the City of Pismo Beach (City) has elected to recirculate a portion of the Pismo Beach General Plan/Local Coastal Plan Update (GP/LCP Update) Draft Program Environmental Impact Report (Draft EIR) (SCH #2021010158).

CEQA requires a lead agency to issue new notice and to recirculate a revised EIR, or portions thereof, for additional commentary and consultation if, subsequent to the commencement of public review and interagency consultation, but prior to final EIR certification, the lead agency adds “significant new information” to an EIR (see Public Resources Code, Section 21092.1; CEQA Guidelines, Section 15088.5; *Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California* (1993) 6 Cal.4th 1112 (*Laurel Heights II*)). CEQA Guidelines Section 15088.5(a) provides the following examples of significant new information:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

As detailed further in Section 2, *Revisions to the Draft Program Environmental Impact Report*, the changes made to the Draft EIR do not result in a new significant environmental impact or mitigation measure, a substantial increase in the severity of an environmental impact, or a new feasible project alternative or mitigation measure considerably different from those previously analyzed. Therefore, the changes presented herein do not constitute “significant new information” as defined in CEQA Guidelines Section 15088.5. Rather, the City is recirculating the Draft EIR to provide the public the opportunity to comment on changes made to the Draft EIR in response to changes to the GP/LCP Update, including the removal of the Safety Element and Facilities Element as part of the GP/LCP Update and changes to goals, policies, and actions included in the GP/LCP Update, as detailed further in Section 1.2, *Project History and Summary of Revisions to the Draft Environmental Impact Report*.

Recirculation of a draft EIR requires notice pursuant to CEQA Guidelines Section 15087, and consultation with responsible agencies, trustee agencies, agencies with jurisdiction by law over the project, and other entities pursuant to Section 15086 (see CEQA Guidelines, Section 15088.5(d)). Where an agency determines that recirculation is required, the agency can satisfy its obligation by reissuing only the revised part or parts of the EIR, rather than a whole new document. “If the

revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified” (see CEQA Guidelines, Section 15088.5(c)).

1.2 Project History and Summary of Revisions to the Draft Environmental Impact Report

On January 15, 2021, the City released a Notice of Preparation of a Draft EIR for a 30-day agency and public review period for the Pismo Beach GP/LCP Update. The public review period started on January 15, 2021, and ended on February 15, 2021. The City received two agency responses to the Notice of Preparation during the public review period. The content of the letters are summarized and addressed in the Draft EIR in Table 1-1 of Section 1.4, *Environmental Setting*.

The Draft EIR for the Pismo Beach GP/LCP Update was circulated for a 45-day public review period that began on February 1, 2022 and ended on March 18, 2022. Following the end of the public review period for the Draft EIR, the City prepared an Administrative Draft Final EIR. In addition to addressing public comments, the Administrative Draft Final EIR reflected removal of the Facilities Element from the GP/LCP Update and incorporation of Facilities Element policies into other elements. The Planning Commission hearings for the Final EIR were held on July 25 and August 22, 2023. The City Council hearing for the Final EIR was scheduled for October 2023. However, prior to the City Council hearing, the City determined that the Safety Element would also be removed from the GP/LCP Update.

The changes disclosed within this Recirculated Draft Program Environmental Impact Report (Recirculated Draft EIR) are made to address changes that have occurred following the closure of the 45-day public review period of the Draft EIR in March 2022, including: (1) the removal of the Facilities Element and incorporation of Facilities Element policies into other elements, (2) the removal of the Safety Element from the GP/LCP Update, and (3) changes to the GP/LCP Update, including to the goals, policies, and actions within the GP/LCP Update.

The changes to the policies and actions within the GP/LCP Update are primarily changes made to their numbering and lettering as a result of the reordering of policies and actions within the GP/LCP Update to more clearly define which policies and actions are applicable to the Local Coastal Program. These changes also include minor language changes to specific goals, policies, and actions within the GP/LCP. In addition, these changes include the addition of new goals, policies, and actions added to the Conservation and Open Space Element as a result of Senate Bill 1425¹ and the addition of new goals, policies, and actions added to the Circulation Element as a result of the reorganization of the GP/LCP Update. Language changes to existing policies and additional goals, policies, and actions within the GP/LCP are intended to provide a similar, and in some cases enhanced, level of environmental protection as the goals, policies, and actions within the GP/LCP Update at the time of the release of the Draft EIR. Accordingly, the changes to the goals, policies, and actions do not result in new or substantially more severe environmental impacts than what was evaluated within the Draft EIR.

¹ Senate Bill 1425 requires local jurisdictions and planning practitioners to review and update local open space plans to further social, economic, and racial equity, climate resilience, and rewilding opportunities.

1.3 Recirculated Draft Environmental Impact Report Process

When a lead agency chooses to recirculate only “portions” of a draft EIR, the lead agency may require comments to limit their new comments to the new material in the recirculated portions of the prior document and preclude the commenters from commenting anew on topics or text not subject to a partial recirculation. CEQA Guidelines Section 15088.5(f)(2) states:

When the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency’s request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

Please note that, consistent with the CEQA Guidelines, the City is requesting that commenters limit their new comments to the partially recirculated portion of the Draft EIR, which are included in Section 2, *Revisions to the Draft Environmental Impact Report*. Reviewers should not resubmit comments on the Draft EIR. In the Final EIR, the City will be responding to comments on the Draft EIR and to comments on the Recirculated Draft EIR.

To meet the consultation requirements of CEQA Guidelines 15086, the City has posted a Notice of Availability of the Recirculated Draft EIR. Posting of the Notice of Availability initiates a minimum 45-day comment period for the public to provide comments on the Recirculated Draft EIR. The Notice of Availability and the Recirculated Draft EIR were posted on the City’s website (<https://www.pismo-beach.org/995/Public-Hearing-Documents>) and are available for review at the City’s Community Development Department located at 760 Mattie Road, Pismo Beach, CA 93449, and the Shell Beach Library located at 230 Leeward Avenue, Pismo Beach, CA 93449.

Following the close of the public comment period, the City will prepare a Final EIR. The Final EIR will include all comments received in writing during both comment periods (the original comment period for the Draft EIR and the comment period for the Recirculated Draft EIR) along with responses to all of these comments. However, the City will not be responding to comments on the Recirculated Draft EIR that do not pertain to the recirculated text.

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2 Revisions to the Draft Program Environmental Impact Report

This section describes the revisions made to the Draft Program Environmental Impact Report (Draft EIR) for the Pismo Beach General Plan/Local Coastal Plan Update (GP/LCP Update). Any changes made to the text of the Draft EIR, other than minor typographical corrections or minor working changes, are noted in this section as revision to the Draft EIR. The changes that occurred between the Draft EIR and this Recirculated Draft EIR are shown in underline for text additions and ~~strike through~~ for text deletions. Section headings denote the specific section of the Draft EIR that has been revised. Within each section heading, page numbers of the Draft EIR are provided to indicate where the change was made.

Executive Summary

Project Characteristics

The first paragraph in the *Project Characteristics* subsection on Page ES-1 of the Draft EIR is revised as follows:

The project analyzed in this EIR is the proposed City of Pismo Beach General Plan/Local Coastal Plan (GP/LCP) Update, which includes updates to the Land Use, ~~Safety~~, Conservation and Open Space, Noise, ~~Facilities~~, and Circulation Elements of the City's 1992 GP/LCP. The GP/LCP Update does not include updates to the Parks, Recreation, and Access Element, Safety Element, and Housing Element. The ~~Design, Facilities, and Growth Management~~ Elements ~~are~~ is being eliminated and incorporated into other elements. The Design Element is being eliminated and incorporated into the Land Use Element. ~~the Land Use and Community Design Element.~~ The Growth Management Element is being removed due to updates to California Housing Element Law and implementation of Senate Bill 330. With the GP/LCP Update, the City GP/LCP will consist of the following ~~eight~~ seven elements: 1) Circulation, 2) Conservation and Open Space, ~~3) Facilities~~, 4 3) Housing, 5 4) Land Use ~~and Community Design~~, 7 5) Noise, 7 6) Parks, and Recreation, and Access ~~and~~ 8 7) Safety.

Project Objectives

The first paragraph in the *Project Objectives* subsection on Page ES-3 of the Draft EIR is revised as follows:

The vision and guiding principles of the GP/LCP Update, which are also the project objectives, are contained in the Land Use ~~and Community Design~~ Element and are detailed in Section 2, *Project Description*.

Summary of Impacts and Mitigation Measures

The impact summary for Impact GEO-1 in Table ES-2 on Page ES-10 of the Draft EIR is revised as follows:

GEO-1. Construction of new buildings under the GP/LCP Update ~~could result in~~ would not exacerbate seismic hazards, but improperly constructed buildings may exacerbate landslide risk. Adherence to requirements of the California Building Code and implementation of ~~these~~ goals and policies of the existing Safety Element ~~GP/LCP Update~~ would minimize the potential for loss, injury, or death following a seismic event, landslide, liquefaction, or other geologic hazards. This impact would be less than significant.

The impact summary for Impact GEO-2 in Table ES-2 on Page ES-10 of the Draft EIR is revised as follows:

GEO-2. Construction of new development under the GP/LCP Update would include ground disturbance that would result in loose or exposed soil that could be eroded by wind or during a storm event, resulting in the loss of topsoil. Compliance with applicable regulations, including the Clean Water Act, and implementation of goals and policies of the GP/LCP Update and existing Safety Element would minimize the potential for erosion and loss of topsoil and would ensure this impact would be less than significant.

The impact summary for Impact HAZ-1 in Table ES-2 on Page ES-11 of the Draft EIR is revised as follows:

HAZ-1. Implementation of the GP/LCP Update could result in an incremental increase of the overall routine transport, use, storage, and disposal of hazardous materials. Compliance with applicable regulations related to the handling, transport, disposal, and storage of hazardous materials and adherence to existing Safety Element ~~proposed GP/LCP Update~~ policies would minimize the risk of spills and the public's potential exposure to these substances and reduce the risk of adverse impacts of hazardous materials. This impact would be less than significant.

The impact summary for Impact HAZ-3 in Table ES-2 on Page ES-12 of the Draft EIR is revised as follows:

HAZ-3. Implementation of the GP/LCP Update could result in development of sites contaminated with hazardous materials. However, compliance with applicable regulations relating to site cleanup and adherence to the ~~GP/LCP~~ existing Safety Element policies would minimize the impacts related to development on listed contaminated site. This impact would be less than significant.

The impact summary for Impact HAZ-5 in Table ES-2 on Page ES-12 of the Draft EIR is revised as follows:

HAZ-5. The City includes a designated very high fire hazard area and is adjacent to fire hazard areas in the County. Goals and policies included in the existing Safety Element ~~GP/LCP Update~~ would minimize exposure of people or structures to risk of loss, injury, or death involving wildfire and wildland fires. This impact would be less than significant.

The impact summary for Impact HWQ-1 in Table ES-2 on Page ES-12 of the Draft EIR is revised as follows:

HWQ- 1. Development facilitated by the GP/LCP Update could disturb soil during construction; increase impervious surfaces, stormwater runoff, erosion, and pollutants in stormwater; and/or alter drainage patterns. Compliance with NPDES permit requirements, city municipal code requirements, and ~~GP/LCP Update~~ existing Safety Element policies and actions would reduce impacts related to water quality, erosion and siltation, stormwater runoff, discharges of pollutants, and changes to flood flows. This impact would be less than significant.

The impact summary for Impact PUB-1 in Table ES-2 on Page ES-15 of the Draft EIR is revised as follows:

Impact PUB-1. Development facilitated by the GP/LCP update would result in an increase in the City's population. This would increase demand for fire, police, school, and other City services and potentially create the need for new police, fire, school, or other service facilities. However, ~~compliance with policies in the GP/LCP update,~~ payment of City required public facilities impact fees, and management of future growth would avoid adverse environmental effects associated with the provision of new or physically altered fire, police, school, or other public facilities. This impact would be less than significant.

Section 1: Introduction

Section 1.1 Environmental Impact Report Background

The first paragraph in Section 1.1 on Page 1-1 of the Draft EIR is revised as follows:

This document is an EIR that evaluates the potential environmental impacts associated with implementation of the City of Pismo Beach GP/LCP Update. The GP/LCP Update establishes the community's vision for the future development of the city and provides comprehensive policies for the City relating to land use, noise, circulation, ~~facilities~~, conservation, and open space, ~~and safety~~.

Section 1.2 Overview of the GP/LCP Update

The third paragraph on Page 1-2 of the Draft EIR is revised as follows:

The GP/LCP Update is an update of the City's 1992 GP/LCP that requires review and recommendation for adoption by the City's Planning Commission, and the discretionary approval by the City Council. The GP/LCP Update presents the community's vision for Pismo Beach through 2040 and establishes overarching City policies and priorities that describe how the community intends to use and manage its physical, social, and economic resources. The GP/LCP Update includes updates to the Land Use, ~~Safety~~, Conservation and Open Space, Noise, ~~Facilities~~, and Circulation Elements of the City's 1992 GP/LCP. The GP/LCP Update does not include updates to the Parks, Recreation, ~~and Access Element~~, ~~Safety Element~~, and Housing Element. The ~~Design, Facilities, and Growth Management Elements~~ are is being eliminated and incorporated into the other elements. The Design Element is being eliminated and incorporated into the Land Use Element. Land Use and Community Design Element. The Growth Management Element is being removed due to updates to California Housing Element Law and implementation of Senate Bill 330. With the GP/LCP Update, the City GP/LCP will consist of the following ~~eight~~ seven elements: 1) Circulation, 2) Conservation and Open Space, ~~3) Facilities~~, ~~4~~ 3) Housing, ~~5~~ 4) Land Use ~~and Community Design~~, ~~7~~ 5) Noise, ~~7~~ 6) Parks, ~~and Recreation~~, ~~and Access~~ and ~~8~~ 7) Safety.

The fourth paragraph on Page 1-2 of the Draft EIR is revised as follows:

The GP/LCP Land Use ~~and Community Design~~ Element guides the future development of Pismo Beach by establishing the allowable distribution, location, and extent of development across the city for residential, commercial, open space, public and semi-public facilities, and other uses.

Section 2: Project Description

Section 2.0 Project Description

The first paragraph on Page 2-1 of the Draft EIR is revised as follows:

The project analyzed in this Program EIR (PEIR) is the proposed City of Pismo Beach General Plan/Local Coastal Plan (GP/LCP) Update, which includes updates to the Land Use, ~~Safety~~, Conservation and Open Space, Noise, ~~Facilities~~, and Circulation Elements of the City's 1992 GP/LCP. The GP/LCP Update does not include updates to the Parks, Recreation, and Access Element, Safety Element, and Housing Element. The ~~Design, Facilities and Growth Management~~ Elements ~~are~~ is being eliminated and incorporated into the other elements. The Design Element is incorporated into the Land Use Element, Land Use and Community Design Element. The Growth Management Element is being removed due to updates to California Housing Element Law and implementation of Senate Bill 330. This section of the PEIR describes the key characteristics of the GP/LCP Update, including the project proponent/lead agency, the geographic extent of the plan, project objectives, required approvals and types and extent of development forecasted under the GP/LCP Update.

Section 2.1 Purpose of the GP/LCP Update

The first paragraph in Section 2.1 on Page 2-1 of the Draft EIR is revised as follows:

The GP/LCP Update is an update of the City's 1992 GP/LCP and presents the community's vision for Pismo Beach through the GP/LCP horizon (year 2040). The City's 1992 GP/LCP is divided into the following ten elements: 1) Circulation, 2) Conservation and Open Space, 3) Design, 4) Facilities, 5) Growth Management, 6) Housing, 7) Land Use, 8) Noise, 9) Parks, Recreation, and Access 10) Safety. With the GP/LCP Update, the City GP/LCP will consist of the following ~~eight~~ seven-elements: 1) Circulation, 2) Conservation and Open Space, ~~3) Facilities, 4-3) Housing, 5 4) Land Use and Community Design, 7-5) Noise, 7-6) Parks, and Recreation, and Access and 8-7) Safety.~~

The second paragraph in Section 2.1 on Page 2-1 of the Draft EIR is revised as follows:

The GP/LCP Land Use ~~and Community Design~~ Element guides the future development of Pismo Beach by establishing the allowable distribution, location, and extent of development across the city for residential, commercial, open space, public and semi-public facilities, and other uses.

The last paragraph in Section 2.1 on Page 2-2 of the Draft EIR is revised as follows:

State law (Government Code Sections 65300 through 65303.4) sets forth the requirement for each municipality to adopt and periodically update its General Plan, and sets the requirement that a General Plan contain the following mandatory subject areas, or "elements", including Land Use, Circulation, Housing, Open Space, Conservation, Noise, Safety, and Environmental Justice. California adopted Senate Bill 1000 on September 24, 2016 requiring cities to develop an Environmental Justice element, or related environmental justice goals and policies to reduce the unique or compounded health risks in "disadvantaged communities." Cities are required to incorporate environmental justice goals and policies into their general plan when they update two or more general plan elements on or after January 1, 2018. State law also allows for optional elements that can

be organized or combined at the City's discretion. The GP/LCP Update includes the required subjects/elements as well as ~~three~~ one additional element: Parks, Recreation, & and Access. ~~The Facilities Design Element which is being incorporated into other elements, the Land Use and Community Design Element~~) as detailed in Section 2.4.2, GP/LCP Update Organization. ~~The Design Element is incorporated into the Land Use Element.~~ The environmental justice content required by SB 1000 is reflected in portions of the Land Use ~~and Community Design~~, Housing, and Parks, Recreation, and Access Elements of the GP/LCP.

Section 2.4.1 Objectives of the GP/LCP Update

The first paragraph of Section 2.4.1 on Page 2-14 of the Draft EIR is revised as follows:

The vision and guiding principles of the GP/LCP Update, which are also the project objectives, are contained in the Land Use ~~and Community Design~~ Element and are summarized below.

Guiding Principles

The Guiding Principles subsection on Pages 2-14 through 2-16 of the Draft EIR is revised as follows:

With the community vision in mind, the City has developed guiding principles to set the framework for the GP/LCP Land Use ~~and Community Design~~ Element. The Land Use ~~and Community Design~~ Element has been drafted to implement the community vision through its goals, policies, and actions, and is built around the following guiding principles:

Preserve the Historic Ambiance of Pismo Beach

Pismo Beach contains the historic "Classic California" ambiance of the small California beach town. This is particularly evident in the Downtown Core and Shell Beach Village. Although difficult to define, the preservation of this ambiance is important and the City shall encourage its preservation. This ambiance provides an attractive experience by creating a link to the past, a sense of place, and a slower pace. The Land Use ~~and Community Design~~ Element sets forth the tools for preservation of historic neighborhood character and retention of the classic downtown setting framed by original landmark architecture and character properties. The historic character provides the setting to attract vibrant downtown uses that serve the needs of residents and visitors.

Support the Visitor Population While Enhancing the Quality of Life for all Residents

The California coast is an extremely desirable place to live, work and recreate that belongs to all the people. As such, congenial and cooperative use by both residents and visitors is recognized. Such use should capture the best attributes of the City and creatively determine the acceptable place, scale, intensity, rate and methods for development consistent with resource protection and public benefit. The Land Use ~~and Community Design~~ Element provides the tools for an economy built on visitor-serving uses that balances commercial and residential development. Through protection of existing visitor-serving overnight accommodations, promoting the development of new overnight accommodations, and attracting focused retail and services, the City can best support the visiting population that is so essential to the Pismo Beach economy, while also enhancing the quality of life for residents with a healthy year-round economy.

In addition to accommodations and retail services, the Land Use ~~and Community Design~~ Element provides policy for the health and well-being of local residents and visitors alike. These policies strive to be the catalyst for healthy and desirable living environments through the use of design guidelines, appropriate zoning, transit accessibility, and pedestrian and bicycle facilities.

Manage Growth Effectively

With the focus of this GP/LCP on providing a high quality of life for Pismo Beach citizens and visitors and protecting the community's natural and coastal resources, the Land Use ~~and Community Design~~ Element strives to provide a high level of service and infrastructure, and plan for new development that is thoughtfully concentrated within its urban boundaries. Through tools such as enforcement of development fees and annual reporting, the City can effectively manage and maintain its high level of service, valued resources, and the infrastructure needed to complement the City's growth. The Land Use ~~and Community Design~~ Element also provides the tools and incentives for the City to direct new development that responsibly concentrates development in areas where infill and adaptive reuse will contribute to a high quality of life for the entire community.

Preserve and Protect Natural Resources

The ocean, beach and the abutting land are recognized as an irreplaceable national resource to be enjoyed by the entire City and region. The Land Use ~~and Community Design~~ Element provides the tools to direct new development to preserve and enhance the natural resources of Pismo Beach, including the ocean and beaches, hills, valleys, canyons and cliffs, and the Pismo and Meadow Creek streams, marsh and estuaries. The Land Use ~~and Community Design~~ Element provides policies that further enhance the requirements provided within the Coastal Act. Land use decisions shall also be made to retain ridgelines, hillsides, open space, and the other unique natural features within Pismo Beach. The Land Use ~~and Community Design~~ Element guides planning decisions in the Coastal Zone that ensure public coastal access, while maintaining coastal preservation and protection. (See related principles and policies in the Conservation Element and Safety Element.)

Section 2.4.2 GP/LCP Update Organization

Section 2.4.2 on Pages 2-16 and 2-17 of the Draft EIR is revised as follows:

The GP/LCP Update includes updates to the Land Use, ~~Safety~~, Conservation and Open Space, Noise, ~~Facilities~~, and Circulation Elements of the City's GP/LCP. The GP/LCP Update does not include updates to the Parks, Recreation, and Access Element, Safety Element, and Housing Element. These elements address the topics mandated by the State law and Coastal Commission, as well as additional topics of interest to the City. The Facilities Element is being eliminated and incorporated into the other elements. The Design Element is incorporated into the Land Use Element. The Growth Management Element is being removed due to updates to California Housing Element Law and implementation of Senate Bill 330. The elements included in the GP/LCP Update are summarized as follows:

- **Land Use ~~and Community Design~~ Element.** The Land Use ~~and Community Design~~ Element directs the placement and character of future development in Pismo Beach. This element consists of narrative, goals, policies, and actions, as well as a land use map that outlines the future development of Pismo Beach. It presents the pattern of land uses for the ultimate

development of the City for the GP/LCP Update horizon (year 2040) through the land use designations shown on the land use map. This element identifies local goals that present how the pattern of land use development in Pismo Beach will look in 2040 and presents policies that measure progress toward the goals and actions that identify the regulatory tools the City can use to meet those goals.

- **Noise Element.** The Noise Element identifies the City's approach to controlling environmental noise and limiting community exposure to excessive noise levels. This element identifies and analyzes the major noise sources in the community and provides data and guidance to inform a pattern of land uses that minimizes exposure of community residents to excessive noise. The primary goals of the Noise Element are to protect quiet areas of a community from noise and provide a framework for developing implementation measures and strategies to address existing and foreseeable noise problems.
- **Conservation and Open Space Element.** The Conservation and Open Space Element guides the protection of natural, scenic, and cultural resources and conservation areas important to the environment and sustained economic prosperity of Pismo Beach. This element identifies local goals that present how the City's natural environment will look in 2040 and presents policies that measure progress toward the goals and actions that identify the regulatory tools the City can use to meet those goals.
- **Safety Element.** The Safety Element describes each of the hazards to which Pismo Beach is vulnerable, and presents goals, policies, and actions to increase the City's resilience to hazards through educating citizens, maintaining an effective emergency response, and protecting life, property, and natural landforms in potential hazard areas. The goals, policies, and actions of the Safety Element also address the potential impacts of climate change on each of Pismo Beach's hazards.
- **Facilities Element.** The Facilities Element is a guideline to indicate future facilities needs as the City continues to develop. Facilities and services considered in this element include City administrative, fire, library, police, schools, solid waste, wastewater, and water services.
- **Circulation Element.** The Circulation Element provides the goals, policies, and programs pertaining to traffic circulation within the City implementing the transportation system needed to serve the City's projected development, and identifies a comprehensive plan for multimodal transportation improvements that will maintain consistency with the concurrent update of the City's Land Use and Community Design Element. The goals, objectives, and policies establish a citywide strategy to achieve long-term mobility and accessibility for all travel modes within the City.

Section 2.4.3 GP/LCP Update Goals

Table 2-3 on Pages 2-17 and 2-18 of the Draft EIR are revised as follows:

Table 2-3 GP/LCP Update Goals

General Plan Chapter	Goals
Land Use	Goal LU-1 A community with a variety of well-regulated land uses that support the diverse needs of both ~~visitors~~ <u>residents</u> and ~~residents~~ <u>visitors</u>. Goal LU-2 A community ~~with that~~ <u>strives to maintain</u> a classic California and small-town beach atmosphere. Goal LU-3 City Design. A functional community that is designed with compatible facades, architectural styles, and colors. Goal LU-4 A community economy built on visitor-serving uses while maintaining services for year-round community members. Goal LU-5 A community that supports the health, safety, and sustainability of all residents, visitors and structures. Goal LU-6 A community that provides and maintains a high level of service and infrastructure to all development. Goal LU-7 A community where growth is concentrated in corridors and neighborhood centers where adaptive land reuse will contribute to a high quality of life for the entire community. Goal LU-8 A community that protects and enhances natural and coastal resources within Pismo Beach.
Land Use – Neighborhood Planning Areas	Goal LU-9 Sunset Palisades/The Bluffs/South Palisades. An ocean-oriented residential neighborhood with an emphasis on preservation of natural resources, open space, coastal views and scenic corridors. Goal LU-10 North Spyglass/Spyglass. A planning area with a mix of visitor-serving hotel uses and a variety of housing types, with access to parks, the beach, and neighborhood shopping. Goal LU-11 St. Andrews Tract/Spindrifft. A residential neighborhood where new additions and replacements are compatible with the scale and character of the existing development and where bluff tops, coastal access, trees and bird habitat are protected. Goal LU-12 Terrace Avenue/Shell Beach/Dinosaur Caves. A planning area focused on conserving the existing housing stock and character and improving the commercial and pedestrian environment of Shell Beach to enhance this beach community. Goal LU-13 Motel District. A planning area that serves as a key focus for Pismo Beach's visitor-serving industry with special consideration given to retaining and upgrading existing motel uses and preserving ocean views and bluff access. Goal LU-14 Downtown Core. A vibrant Downtown area that acts as a destination for all, providing motel and hotel uses, as well as supporting uses such as commercial, mixed use, high-density residential, and recreation. Goal LU-15 Pismo Creek/Pismo Marsh. A planning area oriented to visitor-serving activities, regional commercial uses, mobile home park, industrial and open space with a focus on protecting Pismo Creek, the marsh habitat, and coastal views. Goal LU-16 Oak Park Heights. A planning area with a mix of residential, open space, commercial and resort commercial uses with a focus on preserving open space, ocean views and views of Oak Park Heights. Goal LU-17 Pismo Heights/Industrial Area. A planning area with a mix of residential housing types, as well as the ~~Frances Judkins Junior High School~~ <u>Judkins Middle School</u>, the ~~City Hall complex~~ <u>Public Safety Facility</u>, and Boosinger ~~Park~~ <u>public park</u>, and <u>Industrial Area</u>.

City of Pismo Beach
Pismo Beach General Plan/Local Coastal Plan Update

General Plan Chapter	Goals
	Goal LU-18 Freeway Foothills/Mattie Road. A planning area with a mix of housing types, open space and commercial uses with an emphasis on preservation of the spectacular views and foothills that provide an important visual and open space backdrop for the entire northern one-half of the City.
Noise	Goal N-1 A quiet and healthful environment with minimal noise intrusion. Goal N-2 A pattern of land uses that protects residents and other sensitive receptors from excessive noise.
Facilities	~~Goal F-1 Emergency Services: Continue to provide excellent emergency services to the community.~~ ~~Goal F-2 Near zero waste. A highly efficient community that produces very little solid waste.~~ ~~Goal F-3 Sewer. Sewer management and facility operations that allow for adequate disposal within the community.~~ ~~Goal F-4 Water supply. Ensure a sustainable, clean, long-term water supply.~~
Conservation and Open Space	Goal COS-1 <u>A community that builds resilience to climate change by prioritizing nature-based solutions and ensuring equitable access to healthy open spaces and recreational resources for all residents and visitors, regardless of income, race, ability, or neighborhood, while supporting ecological health and community well-being.</u> ~~Goal COS-12~~ A community that conserves the important natural resources of Pismo Beach for the community's health, safety and enjoyment, including air quality, renewable energy, geology and soils, minerals, water quality and supply, and dark skies. ~~Goal COS-23~~ A community that protects and enhances scenic roadways and vistas. ~~Goal COS-34~~ A community that provides and protects a variety of conservation areas such as the ocean and beaches, bluffs, dunes, foothills, marshes, creeks, and wetlands that act as suitable coastal and inland habitat, migratory corridors, and ecologically valuable topography. ~~Goal COS-45~~ A community that celebrates and protects its historical, tribal cultural, archaeological, and paleontological resources.
Safety	~~Goal S-1 A well prepared and educated community that can quickly and effectively respond to and recover from a hazardous event.~~ ~~Goal S-2 A community that minimizes damage to the public and private property from hazards.~~ ~~Goal S-3 A community that maintains its unique physiographic character, including its sandy and rocky beaches, to conserve soil resources and prevent excessive erosion due to wind and water.~~
Circulation	~~Goal CIR CE-1 Provide a~~ A circulation system that supports safe and efficient travel for all modes of transportation. ~~Goal CIR CE-2 Plan and provide~~ The City's pedestrian and bicycle facilities to encourage and meets the walking and bicycling needs of the City. ~~Goal CIR CE-3 Promote the use of public transit and seasonal shuttle services.~~ Pismo Beach has <u>convenient parking that enables access to local and visitor serving businesses and amenities, recreational opportunities, and the coastline</u> ~~Goal CIR CE-4 Provide connectivity and guidance for safe rail and truck movement of people and goods.~~ <u>Use of public transit and seasonal shuttle services is promoted to meet the needs of residents and visitors to the community</u> Goal CE-5 A well connected City that has safe rail and truck movement of people and goods. Goal CE-6 A balanced, multimodal transportation network that supports the local economy while maintaining community character and an aesthetically pleasing street design. Goal CE-7 <u>Promote the consistency between local and regional planning and explore funding opportunities for local and regional operations and improvements.</u>

Section 2.4.4 General Plan Land Use Designations and Density

Table 2-4 on Page 2-19 of the Draft EIR is revised as follows:

Table 2-4 Land Use Designations

Land Use Designation	Description
Low-Density Residential	~~The low-density residential land use designation provides for residential development at a density of 1 to 8 units per acre. Residential areas that are appropriate for neighborhoods of detached, single-family homes based on suitable site characteristics, access, and available public services and utilities. Allowable densities range from one to eight dwelling units per acre.~~
Medium-Density Residential	~~The medium-density residential land use designation provides for residential development at a density of 9 to 15 units per acre. Residential areas that are appropriate for neighborhoods of single-family and multi-family homes. Allowable densities range from nine to fifteen dwelling units per acre.~~
High-Density Residential	~~The high-density residential land use designation provides for residential development at a density of 16 to 30 units per acre. Residential areas that are appropriate for hotels and medium- and high-density multi-family dwellings. Allowable densities range from sixteen to thirty units per acre.~~
Very High-Density Residential Overlay	~~The very high-density residential overlay provides for residential development at a density of 20 to 50 units per acre. An overlay district for new high-density affordable housing projects that address housing needs in the city by establishing development regulations and incentives. Allowable densities range from twenty to fifty units per acre, exclusive of units added by a density bonus awarded pursuant to state law. All residential units within this overlay (exclusive of units added by a density bonus awarded pursuant to state law) must be affordable to moderate-income or below households for a minimum of fifty-five (55) years.~~
Mobile Home Park	The mobile home land use designation is intended to apply to mobile home parks and mobile home subdivisions. <u>The maximum density for mobile home park is 12 units per acre.</u>
Commercial	~~The Commercial land use designation allows for visitor-serving, neighborhood and regional commercial uses. Areas that are appropriate for pedestrian-scale retail shopping, office, visitor-serving, cultural, and personal service uses. The maximum allowable floor area ratio for commercial development is 2.0.~~
Resort Commercial	~~The Resort Commercial land use designation is comprised of resort commercial uses (primarily hotel and restaurant). Areas that are suitable for recreational vehicle parks and visitor-serving uses. The maximum allowable floor area ratio for resort commercial development is 1.25.~~
Central Commercial	~~The primary land use focus for the Central Commercial District is commercial, recreational and cultural. Areas for intensive retail commercial, recreational, and cultural uses, oriented towards pedestrian visitors. The maximum allowable floor area ratio for central commercial development is 1.25.~~
Mixed-Use	~~The Mixed-use land use designation provides for a wide variety of land uses including visitor lodging, commercial retail, restaurants, service uses, offices, and residential uses through the mixed-use designation and a mixed-use overlay zone. Community-serving locations that encourage mutually beneficial uses for the convenience of local residents, including retail, food markets, drug stores, health services, and professional offices, and mixed use projects including commercial, residential, hotels and motels, and other development types. The maximum allowable residential density is 30 units per acre while the maximum allowable floor area ratio for commercial development is 2.0.~~

Land Use Designation	Description
Industrial	~~The Industrial land use designations shall permit nonpolluting, warehousing, distribution, assembly and light manufacturing uses. Areas that are appropriate for more intensive commercial and non-polluting, light manufacturing and industrial uses. The maximum allowable floor area ratio for industrial development is 1.5.~~
Public/Semi Public	~~The Public and Semi Public category designates land in public ownership that should be developed for public use and various public facilities. The Public/Semi Public designation is intended for uses such as public buildings, schools, family care facilities, community centers and other public facilities. Areas that are appropriate for public and semi-public uses such as parks and public facilities, schools, public parking lots and garages, and government offices.~~
Open Space	~~The Open Space land use designation specifies that open space lands, including public and private parks, shall not be developed intensively with buildings or other structures. Areas with significant natural resources, environmentally sensitive habitats, and/or scenic views to be protected, including hillsides, waterways, coastal and hillside view corridors, public beaches, and parks. Open space lands are not intended to be intensively developed with buildings or other structures but can be used for recreational purposes.~~

Table 2-5 on Page 2-20 of the Draft EIR is revised as follows:

Table 2-5 Land Use Density/Intensity Limits

Land Use Designations	Floor Area Ratio (FAR)/Density	Height (feet) ^{1,2}		Total Acreage
	Coastal Zone/Non-Coastal Zone	Coastal Zone	Implementing Zones	
Low-Density Residential	1 to 8 units per acre	25	R-1, R-R	76.5
Medium-Density Residential	9 to 15 units per acre	25 - 35	R-2, R-R	247.5
High-Density Residential	16 to 30 units per acre	25 - <u>35</u>	R-3, R-R	22.2
Very High-Density Residential Overlay	20 to 50 units per acre	35-45 ³	R-3	1.1
Mobile Home Park	~~Maximum of 12 units to the per acre~~	-	M-H	58.5
Commercial	Maximum FAR of 2.0	25 - 42	R-4, R-R, C-R, C-1, C-2, C-M	32.5
Resort Commercial	Maximum FAR of 1.25	35	RR, R-4, and CR	73.9
Central Commercial	Maximum FAR of 1.25	35	R-4, R-R, MU	66.4
Mixed-Use	Residential 1.25 maximum Commercial uses: 2.0 maximum	~~Determined by overlay zone~~ <u>25-35</u>	<u>C-1, C-2, MU, C-M</u>	57.2
Industrial	Maximum FAR of 0.5	25	C-M	30.2
Public/Semi Public	Maximum FAR of 2.0	25	G	468.38
Open Space	N/A	15	OS-1, OS-R	32.21

¹Coastal height limits are provided to ensure that the scenic and visual qualities of coastal areas are considered and protected consistent with Coastal Act Section 30251.

²Overlay zones may impose additional standards for applicable properties. Please refer to the City of Pismo Beach Municipal Code for additional requirements.

³Buildings may be up to forty five (45) feet in height where the Planning Commission finds that significant public views to and along the coast and other scenic areas are protected.

Section 3: Environmental Setting

Section 3.2.4 Natural Setting

Section 3.2.4 on Page 3-2 of the Draft EIR is revised as follows:

Pismo Beach's key natural features include its coastline, estuary, and woodlands comprising diverse shrub, herbaceous, terrestrial, and aquatic habitats. Pismo Beach has a wide diversity of tree (hardwood and coniferous forests, oak woodlands), shrub (chaparrals, coastal scrubs), and herbaceous (grasslands) terrestrial habitat types. Remaining areas include developed and sparsely vegetated/barren land cover types. The City has identified Environmentally Sensitive Habitat Areas (ESHA), which include portions of Pismo State Beach, Pismo Marsh, Price Canyon, Pismo Creek, Pismo Preserve, Meadow Creek, dunes habitat of the Pismo State Beach ~~the Oceano Dunes~~, and the Monarch Butterfly Grove.

Section 3.3.1 EIR Baseline

The section paragraph in Section 3.3.1 on Page 3-2 of the Draft EIR is revised as follows:

This EIR evaluates impacts against existing conditions for the baseline year of 2019, which is the baseline year used in the Circulation, Land Use, ~~Safety~~, Conservation and Open Space, and Noise, Facilities, and Parks, Recreation, and Access Elements of the GP/LCP Update. In addition, the buildout projections in the GP/LCP Update were based on the 2019 data from the San Luis Obispo County Assessor's Office. Therefore, 2019 was used as the existing conditions year in the EIR analyses. As discussed further below, the NOP was released in January 2021 during the Coronavirus 2019 (COVID-19) pandemic, which has resulted in temporary changes to the existing economic and physical conditions in California, San Luis Obispo County, and in Pismo Beach. As a result, 2019 more accurately reflects the baseline conditions in the City prior to the pandemic. Therefore, it was determined that a comparison to 2019 baseline conditions would provide the most relevant information for the public, responsible agencies and City decision-makers.

Section 4.1: Aesthetics

Section 4.1.1 Setting

The Scenic Vistas and Views subsection on Page 4.1-1 of the Draft EIR is revised as follows:

The Land Use ~~and Community Design~~ Element of the GP/LCP Update also recognizes the Pacific Ocean, the beach, and the abutting land as unique natural resources that provide value to the community.

Section 4.1.2 Regulatory Setting

The General Plan subsection of Page 4.1-5 of the Draft EIR is revised as follows:

The General Plan is currently undergoing an update that includes a Conservation and Open Space Element and a Land Use ~~and Community Design~~ Element, which will govern aesthetics and visual resources in the City.

The Conservation and Open Space Element guides the protection of natural and cultural resources and conservation areas important to the environment, quality-of-life, and visual character of Pismo Beach. This element identifies local goals that present how the City's natural environment will look in 2040 and presents policies that measure progress toward the goals and actions that identify the regulatory tools the City can use to meet those goals.

The Land Use ~~and Community Design~~ Element provides the tools to direct new development to preserve and enhance the character and natural resources of Pismo Beach. This element identifies local goals that present how the pattern of land use development in Pismo Beach will look in 2040 and presents policies that measure progress toward the goals and actions that identify the regulatory tools the City can use to meet those goals. The Land Use ~~and Community Design~~ Element also guides planning decisions in the Coastal Zone that ensures public coastal access, while maintaining coastal preservation and protection. This element provides policies for coastal development that further enhance the requirements provided within the Coastal Act.

Impact AES-1

The following sentence in the second paragraph of Impact AES-1 on Page 4.1-8 of the Draft EIR is revised as follows:

Implementation of the following goals, policies, and actions in the Land Use ~~and Community Design~~ Element and Conservation and Open Space Element would minimize adverse effects on scenic vistas and resources:

The following goals, policies, and actions, in Impact AES-1 on Pages 4.1-8 and 4.1-9 of the Draft EIR are revised as follows:

Goal LU-1: A community with a variety of well-regulated land uses that support the diverse needs of both ~~visitors residents~~ and ~~residents visitors~~.

- **Policy LU-1.6: Preserve Open Space.** Open space lands, including public and private parks, shall not be developed intensively with buildings or other structures.
 - **Action LU-1.6b: Citywide Open Space Network.** The City shall include the lake, creeks, and marsh as part of a Citywide and regional network of open space, parks, and – where

appropriate – trails, all fostering understanding, enjoyment, and protection of the natural landscape and wildlife.

- **Action LU-1.6ed: View Corridors.** Through appropriate zoning, open space shall be arranged to maximize view corridors from public viewing areas to protect and maintain views of both the ocean and coastal foothills, as well as the visual sense of the coastal terrace landform. Accordingly, common open space shall have continuity throughout the Coastal Zone and shall not be interrupted by fences or other structures.

Goal LU-2: A community ~~with~~ that strives to maintain a classic California and small-town beach atmosphere.

- **Policy LU-2.1: Neighborhood Preservation.** The City shall preserve, protect, and enhance the City's neighborhoods and strive to preserve and enhance their identity.
 - **Action LU-2.1fc: ~~Coastal~~ Public Views Protection.** The City's scenic and visual qualities shall be considered and protected. All development shall be sited and designed to ~~protect views to and along the ocean and coastal areas~~ avoid having a significant adverse impact on significant public views (which shall include blue water views of the ocean and views of the undeveloped open foothills as seen from Highway 101 (see also Policy COS-2.1e); minimize alteration of natural landforms; be of low scale, limited heights, and appropriate building scale and include articulation for visual interest (and to avoid 'boxy' and monolithic designs); be visually compatible with the character of the surrounding area; and, where feasible, restore and enhance visual quality in visually degraded areas. Building heights shall be limited to the applicable height provided in the Zoning Ordinance. Protection of sensitive habitats, natural landforms, scenic resources, and other coastal resources shall be a priority in all City actions and decisions, and all development standards (including with respect to height, setback, density, lot coverage, etc.) shall be interpreted as maximums (or minimums) that shall be reduced (or increased) to protect and enhance such resources and meet LCP objectives to the maximum extent feasible.
 - **Action LU-2.1gd: Side and Rear Yard View Corridors.** Where side ~~and rear~~ yards provide a view from the street to the ocean or a view to attractive hills and valleys, the ~~side~~ yards should be maintained as open visual access corridors the width of the required ~~side~~ yard setback. These areas shall be open to the sky and free from all visual obstructions ~~including trees and shrubs~~ (except for a see-through gate or fence) from the front property line to the rear property line. Design review shall be required to implement this ~~recommendation~~ action item. Existing structures ~~are exempted from this policy as of the date of adoption of the 1993 General Plan/Local Coastal Program~~ are exempted from this policy.
 - **Action LU-2.1he: Scenic Views Adjacent to the City.** The City shall encourage the County to retain the Ontario Hill and the hillsides adjacent to U.S. Highway 101 and Price Canyon Road as open space or grazing land and prohibit development on slopes over 30%.
 - **Action LU-2.2d: Special Tree Preservation.** A number of special and important trees or tree grouping exist within Pismo Beach which shall be preserved. The types of trees that shall be preserved include oak trees. ÷
 - 1.—Oak Trees
 - 2.—Monterey Pines and Monterey Cypress
 - 3.—Eucalyptus Trees
 - 4.—Monkey Trees
 - 5.—Sycamore Trees

- **Action LU-2.2hg: Special Landscape Features.** Special landscape features shall be preserved including but not limited to:
 - The large rock in the U.S. Highway 101 center divide – ‘Crater Rock’.
 - Rock formations in the Judkins School and Boosinger Park areas, including donated hillside lots
 - Dinosaur Caves

The following goal and policy under Impact AES-1 on Page 4.1-11 of the Draft EIR are revised as follows:

Goal COS-23: A community that protects and enhances scenic roadways and vistas.

- **Policy COS-23.1: Protect Scenic Resources.** The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. See Figure CO-1, Scenic Roadways and Vistas. ~~[of the Conservation and Open Space Element]~~

Impact AES-2

The fourth paragraph of Impact AES-2 on Page 4.1-12 of the Draft EIR is revised as follows:

The Land Use ~~and Community Design~~ Element of the GP/LCP Update specifically addresses the components of the City’s unique style that would be preserved as the City changes over time.

The fifth paragraph of Impact AES-2 on Page 4.1-13 of the Draft EIR is revised as follows:

In addition to these goals and the goals, policies, and actions, listed under Impact AES-1, the following actions in the GP/LCP Update Land Use ~~and Community Design~~ Elements would provide direction for the desired visual character and quality in Pismo Beach:

The goals, policies, and actions under Impact AES-2 on Page 4.1-13 of the Draft EIR are revised as follows:

- **Action LU-1.2dh: Drive-Thru Services Prohibited.** In order to maintain and promote a more pedestrian-oriented beach community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, the City shall prohibit any new development of drive-thru services in restaurants, banks, dry cleaners and other business establishments in the Downtown Core and Shell Beach Planning Areas.
- **Action LU-1.3a: Mixed-Use Designation and Overlay Zone Zoning District.** Focus the mixed-use designation within the Downtown Core and create a mixed-use ~~overlay zone~~ zoning designation for other areas appropriate for mixed-use as directed by this Element. ~~Downtown mixed-use shall be beach visitor serving focused incorporating services, businesses, and multifamily units in a pedestrian-oriented community character along the primary beach area~~ community serving for local residents, including food markets, drug stores, and health services, and for mixed use projects including commercial, residential, hotels, and motels, and other multiple-use projects.

- **Action LU-2.1bf: Special Communities.** New development shall, where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.
 - **Action LU-2.1cg: Context Sensitive Development.** Modify the zoning ordinance to include bulk and scale regulations consistent with existing community character. These regulations should protect coastal views, encourage appropriate building articulation, and avoid domineering over other development in the adjacent vicinity.
- **Policy LU-9.2: Open Space.** Maintain the area between Shell Beach Road and the 101 Freeway as permanent open space. No further land divisions shall be in this approved area.
 - **Action LU-9.2a: Open Space Character.** Require that any development approved on site maintain the open space character. The amount of site area that may be developed with improvements shall not exceed 5,000 square feet or 60% of gross site area whichever is lesser.

Goal LU-11 (St. Andrews Tract/Spindrift): A residential neighborhood where new additions and replacements are compatible with the scale and character of the existing development and where bluff tops, coastal access, trees and bird habitat are protected.

- **Policy LU-11.1: ~~Compatible Development~~ Bluff-Top Open Space and Access.** ~~Protect the scale and character of existing housing~~ Protect the bluff-top open space and coastal access areas in this planning area.
 - **Action LU-14.1ae: Local Signage Program.** Establish and give emphasis to a distinctive local character in Pismo Beach retailing through a comprehensive local signage program.

Impact AES-3

The following sentence in the second paragraph of Impact AES-3 on Page 4.1-14 of the Draft EIR is revised as follows:

Implementation of the GP/LCP Update Conservation and Open Space Element and Land Use ~~and Community Design~~ goals, policies, and actions listed below would reduce new sources of light or glare that could impact views in the City.

The goal and policy under Impact AES-3 on Page 4.1-14 of the Draft EIR are revised as follows:

Goal COS-12: A community that conserves the important natural resources of Pismo Beach for the community's health, safety and enjoyment, including air quality, renewable energy, geology and soils, minerals, water quality and supply, and dark skies.

- **Policy COS-12.9: Minimization of Lighting Impacts.** Eliminate or shield and direct exterior lighting away from biological resources to minimize adverse impacts to wildlife and protect the dark sky.

The goals, policies, and actions under Impact AES-3 on Pages 4.1-14 and 4.1-15 of the Draft EIR are revised as follows:

- **Policy LU-5.21: Pedestrian Orientation and Safety.** Through appropriate zoning and discretionary approvals, strive to create safe, walkable environments that include elements such as good lighting, safe crosswalks, and street trees that allow people of all ages and abilities to

exercise and safely access public transportation, community centers, recreation, schools, and goods and services.

- **Action LU-5.2bd: Pedestrian-Oriented Development.** Discourage new “strip” commercial development with large street-fronting parking lots. New commercial developments should address enhancing the pedestrian environment through buildings oriented and accessible from the sidewalk, transparent ground-floor facades, pedestrian lighting and pedestrian-scaled buildings.
- **Action LU-5.2ef: Pedestrian-Scaled Street Lights.** Pedestrian-scaled streetlights shall be used throughout the community in new developments except for safety lighting used for intersection lighting. The City shall also consider a pedestrian scaled streetlight program for each planning area, as done for the Shell Beach planning area.

Section 4.2: Air Quality

Impact AQ-1

Table 4.2-6 on Pages 4.2-11 through 4.2-15 of the Draft EIR is revised as follows:

Table 4.2-6 GP/LCP Update Consistency with Applicable 2001 CAP Land Use and Transportation Control Measures

2001 CAP Control Measure	Project Consistency
Land Use Planning Strategies	
L-1 Planning Compact Communities. Maintaining compact city and village areas reduces reliance on the automobile by enhancing the viability of public transit and maximizing the potential for walking and bicycling to work, shopping, and other destinations.	Consistent The GP/LCP Update would focus new development primarily in Pismo Beach's city limits, as illustrated in the land use plan and as supported by the following policies included in the GP/LCP Update Land Use ~~and Community Design~~ Element: ▪ Policy LU-6.2: Maintenance of Infrastructure. Continue to regulate new and existing development and infrastructure so as not to overburden the City's infrastructure. ▪ Policy LU-7.1: Growth Areas. Prioritize growth in areas that complement adjacent neighborhoods, consider market and policy demand for housing and commercial needs, and revitalize economically obsolete uses. ▪ Policy LU-7.2: Adaptive Reuse. Support and incentivize adaptive reuse of buildings and sites to utilize existing infrastructure while enhancing the character of the community. In addition, the GP/LCP Update Circulation Element includes policies <u>and actions</u> to reduce vehicle use and promote use of transit and active transportation, including the following: ▪ Policy ~~CIR 4.1.48~~ CE-2.1: Promote Walking and Bicycling. Promote walking and bicycle riding for transportation, recreation, commuting, and improvement of public and environmental health. Make downtown more functional and enjoyable for bicyclists and pedestrians. Pedestrian walkways and bicycle paths shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile. ▪ Policy ~~CIR 4.1.51~~ CE-2.4: Maintain and Improve Existing Facilities. Maintain and improve existing multimodal circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the City and extend the system to serve new growth areas. ▪ Policy ~~CIR 4.1.52~~ Action CE-2.1a: Integration of Land Use Planning. Implement land use policies designed to create a pattern of activity that makes it easy to shop, recreate, commute, and conduct personal business without driving. ▪ Policy ~~CIR 4.1.58~~ Action CE-2.1c: Bikeways Encouraged. Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency, and the County of San Luis Obispo Regional Transportation Plan. ▪ Policy ~~CIR 4.1.68~~ Action CE-2.1e: Pedestrian Circulation. Sidewalks shall be required for all new developments in residential <u>(other than individual single family residential)</u> and commercial areas. Generally, the sidewalk shall be located so that a landscape strip or trees are located between the sidewalk

2001 CAP Control Measure	Project Consistency
	and the vehicular travelled way. Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscape, street furniture, and pedestrian scaled lighting. <u>The City encourages the use of flashing beacons or lighted crosswalk systems, especially in highly trafficked areas. All new sidewalk areas shall be designed to accommodate the handicapped, compliant with the ADA. Also, the City shall install (or cause to be installed) sidewalks or footpaths along all collector or arterial streets that connect with commercial centers, public gathering areas and schools.</u> ▪ ~~Policy CIR-4.1.70~~ Action CE-2.1g: Pedestrian Connections to Employment Destinations. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings across US 101.
L-2 Providing for Mixed Land Use. Communities should allow a mixture of land uses that enables people to walk or bicycle to work or to purchase necessary household items or service, at locations convenient to their neighborhood.	Consistent The GP/LCP Update would support mixed-use development primarily through the Mixed-Use designation, as well as the Community, District, Neighborhood, and Visitor-Serving Commercial designations. In addition, the GP/LCP Update supports mixed-use development through the following Land Use Element policies: ▪ ~~Policy Action LU-5.1a~~ Policy Action LU-1.3d: Transitional Areas. Mixed-Use designations should be designed to promote transitional areas between core commercial areas and residential zoning, and to foster new commercial and mixed-use development in proximity to transit access. ▪ ~~Policy Action LU-5.1a~~ Policy Action LU-5.2a: Mixed-Use Neighborhoods. Create standards for each commercial zone to allow for mixed-use-residential areas within proximity and walking distance of commercial, office, recreation, and public uses. Furthermore, identify opportunities to provide a mix of commercial- and recreation uses within walking distance of residential neighborhoods to enable and encourage walking and biking between uses. ▪ ~~Policy Action LU-5.3c~~ Policy Action LU-5.3c: Transit-Oriented Development. Support the development of multifamily residential and mixed-use projects around the City's transit station, by allowing a reduction in the parking requirements or other development standards, and require new development to incorporate or improve pedestrian, bicycle, and where applicable, transit facilities.
L-3 Balancing Jobs and Housing. Within cities and unincorporated communities, the gap between the availability of jobs and housing should be narrowed and should not be allowed to expand.	Consistent The GP/LCP Update would allow for future development of new residential and employment spaces. Pismo Beach is a jobs-rich environment and a regional tourism destination, and as a result, increasing residential density is expected to reduce the gap between the availability of jobs and housing. In addition, the project would support balancing jobs and housing through the following Land Use Element policy and Community and Open Space Element action: ▪ ~~Policy LU-3.4: Jobs/Housing Ratio. SLOCOG's 2015 Regional Land Use Model estimated that Pismo Beach contains 4,898 jobs, which comprises 4% of the region's jobs. Pismo Beach contains 5,649 housing units, which is 4.7% of the region's housing units. Therefore, Pismo Beach's jobs/housing ratio is 0.86, meaning for every housing unit there is approximately 0.86 jobs.~~ ▪ ~~Action COS-12.1a~~ Action COS-12.1a. Community Trip Reduction. In order to reduce pollution, the City shall emphasize various procedures to reduce the number of vehicle trips and the number of vehicle miles traveled in the community. Techniques shall include, but not be limited to, transportation management measures such as vanpools, carpools, and subsidized transit passes; jobs/housing balance; bikeways and facilities; pedestrian facilities; ~~electric vehicles~~ and related infrastructure and transit improvements.

2001 CAP Control Measure	Project Consistency
L-4 Circulation Management. The primary goal of the recommended Circulation Management Policies and Programs is to encourage the design and construction of the county's transportation system in a manner that supports alternative travel modes and decreases reliance on single occupant motor vehicles. Policies include: Promoting accessibility in the transportation system Promoting walking and bicycling Parking management Transportation demand management	Consistent The GP/LCP Update includes policies to reduce vehicle use and promote use of transit and active transportation, including those listed under L-1 (above), T-3 (below), as well as the following Circulation Element policies to support parking management: ▪ Policy ~~CIR-4.1.20~~ CE-3.6: Downtown Traffic and Parking. ~~Consider utilization of existing parking district mechanisms to finance Downtown or remote parking and related improvements suggested in the Downtown Strategic Plan; Consider implementing a shuttle program between satellite parking areas and Downtown as a Travel Demand Management strategy, to relieve traffic congestion and to reduce parking demand Downtown. Potential areas for satellite parking include sites east of the US 101 and to the north and south of Downtown; Update the City's Downtown parking in-lieu fee program. Discourage traffic in the Downtown area, improve Downtown parking and drop-off opportunities, and provide remote parking, the following strategies should be utilized:~~ a. Action CE-3.6a: Bicycles and Trolley System. <u>The City shall work with the lodging industry to 1) provide free (or very low rent) bicycles for guests, and 2) to develop and maintain a trolley system for summer months, weekends, and special events.</u> b. Action CE-3.6b: Downtown Parking District. <u>Consider utilization of existing parking district mechanisms to finance Downtown or remote parking and related improvements suggested in the Downtown Strategic Plan (approved November 2014);</u> c. Action CE-3.6c: Downtown Strategic Plan. <u>Utilize the Downtown Strategic Plan to aid in identifying parking opportunities and concepts;</u> d. Action CE-3.6d: Parking Analysis. <u>Examine vacant or underutilized lots for off-street parking or remote parking facilities;</u> e. Action CE-3.6e: Establish Rideshare Zones. <u>Consider converting public parking spaces to designated rideshare pick-up / drop-off zones.</u> f. Action CE-3.6f: Implement Shuttle Program. <u>Consider implementing a shuttle program between satellite parking areas and Downtown as a Travel Demand Management strategy, to relieve traffic congestion and to reduce parking demand Downtown. Potential areas for satellite parking include sites east of the US 101 and to the north and south of Downtown;</u> g. Action CE-3.6g: Implement Dockless Bike Program. <u>Consider implementing and installing a Dockless Bike program throughout the City as a Travel Demand Management strategy, to relieve traffic congestion and to reduce parking demand Downtown;</u> h. Action CE-3.6h: Provide Wayfinding and Parking Signage. <u>Install and maintain wayfinding and parking signs throughout the City, consider dynamic wayfinding and parking signs;</u> i. Action CE-3.6i: Establish Parking Location Systems. <u>Add both static and dynamic parking wayfinding systems including a dynamic system at the pier parking lot and a parking inventory control system;</u> j. Action CE-3.6j: Update Parking Ratios and In-Lieu Fee Program. <u>Update the City's Downtown parking ratios and in-lieu fee program to support new business growth;</u> k. Action CE-3.6k: Public/Private Partnerships. <u>Consider Public/Private Partnership opportunities to expand parking inventory;</u> l. Action CE-3.6l: Develop Parking Structure. <u>Rezone and develop parking structures in the Downtown area.</u>

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	m. Action CE-3.6m: Promote E-Bikes at Hotels. Encourage / incentivize hotels to provide e-bikes to hotel guests. n. Action CE-3.6n: Promote ‘Park-Once’ Strategy. Promote the ‘park-once’ concept of parking once and conveniently walking to downtown services, attractions, and the coast. ▪ Policy ~~CIR 4.1.40~~ CE 7.6: Financing Program: Downtown Parking in Lieu Fee Program. The City shall update and maintain a Parking In-lieu Fee Program that will fully fund expansion of public parking facilities such as parking garages to accommodate anticipated parking requirement that new development cannot satisfy on-site. The financing program will include an update to the existing Capital Improvements Plan consistent with AB 1600.
Transportation Control Measures	
T-2A Local Transit System Improvements. The focus of this measure is on improving local transit service and infrastructure to increase ridership by enhancing the convenience and overall viability of the system.	Consistent The GP/LCP Update would support improvements to local transit service and infrastructure through the following Circulation Element ~~policies~~ <u>actions</u>: ▪ ~~Policy CIR 4.1.78~~ Action CE-4.1b: Downtown Transit Priority Area. Strive to establish a downtown as a Transit Priority Area by establishing transit service of two or more major bus routes with a frequency of 15 minutes or less during the morning and afternoon peak commute periods. ▪ ~~Policy CIR 4.1.79~~ Action CE-4.1a: Comprehensive Transit Services. The City shall support the availability of transit service <u>as a means</u> to reduce automobile congestion, to provide transportation for those who have no other form of transportation, as a means to reduce air pollution, and as a service to visitors. Such support should include, but not be limited to, SCT, Greyhound bus service, vanpools, shuttle bus systems, dial-a-ride services, and cab services. ▪ ~~Policy CIR 4.1.80~~ Action CE-4.1c: Vanpools and Ride Sharing. The City shall encourage and support vanpools and ride sharing. A special program should be developed in cooperation with the visitor industry to encourage vanpools and ride sharing for hotel and related workers. Appropriate locations shall be designated for ride share parking lots.
T-2B Regional Public Transit Improvements. San Luis Obispo Regional Transit Authority (SLORTA) operates the regional fixed route system, Central Coast Area Transit (CCAT). The focus of this measure is to improve regional transit service and infrastructure with the goal of increasing ridership rates in excess of countywide population growth rates.	Consistent The GP/LCP Update would support improvements to regional transit service and infrastructure through implementation of the following Circulation Element <u>policies and actions</u>: ▪ ~~Policy CIR 4.1.76~~ CE-4.3: Work with Multiple Agencies and Jurisdictions. Continue to cooperate with other agencies and jurisdictions to promote local and regional public transit, <u>including SLORTA and SCT serving Pismo Beach.</u> ▪ ~~Policy CIR 4.1.86~~ Action Ce-4.3f: Funding for Transit Services. Work with SLORTA and SLOCOG to continue to pursue federal and State funds to subsidize capital and operating costs associated with the City’s transit operation. If federal funds are reduced and capital needs are not being met, transit may be added to the TIF through a Nexus Study after a public hearing process is approved by the City Council. ▪ ~~Policy CIR 4.1.87~~ Action CE-4.3h: Transit Usability. Work with SLORTA to situate transit stops at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, ADA compliance, and other amenities.

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T-3 Bicycling and Bikeway Enhancements. To effectively encourage the modal shift to bicycles, a comprehensive program to promote bicycle use was adopted in the 1991 Clean Air Plan.	Consistent The GP/LCP Update would support increased bicycle use through policies listed under the L-1 above, including the following Circulation Element policies <u>and actions</u>: ▪ Policy ~~CIR 4.1.58~~ Action CE-2.1c: Bikeways Encouraged. Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency, and the County of San Luis Obispo Regional Transportation Plan. ▪ Policy ~~CIR 4.1.60: Medians~~ CE-3.4: Bicycle Parking Facilities. The City ~~shall~~ <u>should</u> install bicycle parking facilities in public areas such as the beach, parks, park and ride lots, and at other public facilities to encourage bicycle use. Bicycle parking facilities ~~shall~~ <u>should</u> be designed to accommodate various types of bicycles. Bicycle parking facilities ~~shall~~ <u>should</u> be considered as a required condition of approval for new development applications for proposed commercial hotel and major residential projects. ~~Bike lanes shall be located near~~ <u>restrooms, drinking water, and public telephones, and air for bicycle tires should be provided near bicycle lanes.</u> Showers and locker rooms should be provided where feasible. Funding may be provided for these facilities by incorporation into the TIF and be consistent with the Bicycle and Pedestrian Master Plan. ▪ Policy ~~CIR 4.1.62~~ CE-2.2d: Bicycle Use by City Employees. Establish a program to encourage bicycle use among City employees.
T-4 Park and Ride Lots. To reduce vehicle miles traveled, this measure supports the development of new park and ride lots, including through the use of existing parking lots and developing agreements for park and ride lots when new commercial development occurs.	Consistent Pismo Beach has one formal park and ride lot located at the Premium Outlets. The Pismo Beach Bicycle and Pedestrian Master Plan includes proposed multimodal facilities to complete the multimodal transportation network throughout the City, including bicycle-parking facilities for City park and ride lots. The GP/LCP Update Circulation Element would support development of park and ride lots through the following policies <u>and actions</u>: ▪ Policy ~~CIR 4.1.60: Medians~~ CE-3.4: Bicycle Parking Facilities. The City ~~shall~~ <u>should</u> install bicycle parking facilities in public areas such as the beach, parks, park and ride lots, and at other public facilities to encourage bicycle use. <u>Bicycle parking facilities should be designed to accommodate various types of bicycles. Bicycle parking facilities should be considered as a required condition of approval for new development applications for proposed commercial hotel and major residential projects. Bike lanes shall be located near Restrooms, drinking water, and public telephones, and air for bicycle tires should be provided near bicycle lanes. Showers and locker rooms should be provided where feasible. Funding may be provided for these facilities by incorporation into the TIF and be consistent with the Bicycle and Pedestrian Master Plan.</u> ▪ Policy ~~CIR 4.1.80~~ Action CE-4.1c: Vanpools and Ride Sharing. The City shall encourage and support vanpools and ride sharing. A special program should be developed in cooperation with the visitor industry to encourage vanpools and ride sharing for hotel and related workers. Appropriate locations shall be designated for ride share parking lots. ▪ Policy ~~CIR 4.1.81~~ Action CE-4.3b: Multimodal Transfer Centers. The City will continue to work with Caltrans, SCT, RTA, SLOCOG, and the commuting public to develop multimodal transfer areas or centers that will incorporate automobile parking areas, bike parking, bus, transit, pedestrian bike paths, and park and ride pick-up or drop-off points for carpooling.

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	In addition, the 2019 RTP/SCS identifies active transportation projects, non-highway system projects, highway system projects, and a park and ride project in Pismo Beach. The 2019 RTP/SCS includes Policy 6.3 to “reduce GHG emissions from vehicles and improve air quality in the region.”
T-6 Traffic Flow Improvements. This control measure focuses on traffic flow improvements and “traffic-calming” to improve the flow of all transportation modes. Traffic-calming refers to a full range of methods designed to improve the flow of nonmotorized transportation by slowing down the speed of motorized traffic. Traffic-calming is generally used in residential areas on non-arterial local streets and roads.	Consistent The GP/LCP Update would support improvements to traffic flow through the following Circulation Element policies: ▪ Policy ~~CIR-4.1.26~~ CE-6.1: Traffic Calming. Traffic calming techniques may be employed to mitigate the traffic effects of new development on minor and major collector streets. The City shall adopt and maintain Traffic Calming Handbook adopted 10/19/21 for application and design of traffic calming measures.

The following sentence in the second paragraph of the Implementation of Land Use and Transportation Control Measures subsection of Impact AQ-1 on Page 4.2-15 of the Draft EIR is revised as follows:

Implementation of the policies and actions in the GP/LCP Update Land Use and ~~Community Design~~ and Circulation Elements listed below would minimize adverse effects associated with long term criteria pollutant emissions. The GP/LCP Update Land Use and ~~Community Design~~ policies and actions include:

The policies and actions under Impact AQ-1 on Pages 4.2-16 and 4.2-17 of the Draft EIR are revised as follows:

- **Policy Action LU-1.3d: Transitional Areas.** Mixed-Use designations should be designed to promote transitional areas between core commercial areas and residential zoning, and to foster new commercial and mixed-use development in proximity to transit access.
- **Policy Action LU-5.12a: Mixed-Use Neighborhoods.** Create standards for each commercial zone to allow for mixed-use-residential areas within proximity and walking distance of commercial, office, recreation, and public uses. Furthermore, identify opportunities to provide a mix of commercial- and recreation uses within walking distance of residential neighborhoods to enable and encourage walking and biking between uses.
- **Policy Action LU-5.3c: Transit-Oriented Development.** Support the development of multifamily residential and mixed-use projects around the City’s transit station, by allowing a reduction in the parking requirements or other development standards, and require new development to incorporate or improve pedestrian, bicycle, and where applicable, transit facilities
- **Policy LU-6.2: Maintenance of Infrastructure.** Continue to regulate new and existing development and infrastructure so as not to overburden the City’s infrastructure.
- **Policy LU-7.2: Adaptive Reuse.** Support and incentivize adaptive reuse of buildings and sites to utilize existing infrastructure while enhancing the character of the community.
- **Policy LU-7.3: Proactive Growth Planning.** Proactively maintain and plan for areas in the City as well as the sphere of influence.

- **Action LU-7.3b: Extended Planning Area/Sphere of Influence.** Continue to identify areas outside the SOI to be included in the SOI in the future and identify these areas as “Extended Planning Areas.”

 - i. The City shall comprehensively evaluate the boundaries and potential land uses of the SOI at least every 10 years, but more often if appropriate. Such evaluations shall address, among other factors, whether the supply of land is adequate to accommodate projected housing needs allocated by the San Luis Obispo Council of Government (SLOCOG).
 - ii. At each periodic comprehensive evaluation, the City Council shall determine whether the public interest would be served by designating additional lands to be provided municipal services and developed with urban uses.
- **Action LU-7.3e: Roadway Distances.** Areas proposed for future growth should address roadway distances that would connect the new areas of development together with the existing City and would promote maximum connectivity between different land uses through walkways, bike paths, transit, or other means.
- **Action LU-7.3f: Adjacent Development.** Any proposals within the SOI shall be phased such that properties adjacent to the existing City Limits are developed as part of the first phase of development.
- **Action LU-7.3g: Residential Growth Rate.** The City's residential growth rate shall be managed to assure that the amount of new development annually is commensurate with the availability of public services and infrastructure and will not result in a deterioration of the quality of service to existing or new residents. ~~The issuance of building permits for new residential units shall not exceed 3% per year, based on the number of units estimated by the California Department of Finance to exist within the City as of January 1 of the preceding year.~~
- **Action LU-7.3h: Required Plans.** The City shall not allow development of any newly annexed private land until the City has adopted a specific or development plan for land uses, open space protection, roads, utilities, the overall pattern of subdivision, and financing of public facilities for the area.

The GP/LCP Circulation Element policies and actions include:

- **Policy ~~CIR-4.1.48~~ CE-2.1: Promote Walking and Bicycling.** Promote walking and bicycle riding for transportation, recreation, commuting, and improvement of public and environmental health. Make downtown more functional and enjoyable for bicyclists and pedestrians. Pedestrian walkways and bicycle paths shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile.
- **Policy ~~CIR-4.1.51~~ CE-2.4: Maintain and Improve Existing Facilities.** Maintain and improve existing multimodal circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the City and extend the system to serve new growth areas.
- **Policy ~~CIR-4.1.52~~ Action CE-2.1a: Integration of Land Use Planning.** Implement land use policies designed to create a pattern of activity that makes it easy to shop, recreate, commute, and conduct personal business without driving.

- **~~Policy CIR-4.1.58~~ Action CE-2.1c: Bikeways Encouraged.** Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency, and the County of San Luis Obispo Regional Transportation Plan.
- **~~Policy CIR-4.1.60: Medians.~~ CE-3.4: Bicycle Parking Facilities.** The City ~~shall~~ should install bicycle parking facilities in public areas such as the beach, parks, park and ride lots, and at other public facilities to encourage bicycle use. Bicycle parking facilities ~~shall~~ should be designed to accommodate various types of bicycles. Bicycle parking facilities ~~shall~~ should be considered as a required condition of approval for new development applications for proposed commercial hotel and major residential projects. ~~Bike lanes shall be located near~~ restrooms, drinking water, and public telephones, and air for bicycle tires should be provided near bicycle lanes. Showers and locker rooms should be provided where feasible. Funding may be provided for these facilities by incorporation into the TIF and be consistent with the Bicycle and Pedestrian Master Plan.
- **~~Policy CIR-4.1.62~~ Action CE-2.2d: Bicycle Use by City Employees.** Establish a program to encourage bicycle use among City employees.
- **~~Policy CIR-4.1.68: Action CE-2.1e: Pedestrian Circulation.~~** Sidewalks shall be required for all new developments in residential (other than individual single family residential) and commercial areas. Generally, the sidewalk shall be located so that a landscape strip or trees are located between the sidewalk and the vehicular travelled way. Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscape, street furniture, and pedestrian scaled lighting. The City encourages the use of flashing beacons or lighted crosswalk systems, especially in highly trafficked areas. All new sidewalk areas shall be designed to accommodate the handicapped, compliant with the ADA. Also, the City shall install (or cause to be installed) sidewalks or footpaths along all collector or arterial streets that connect with commercial centers, public gathering areas and schools.

Impact AQ-2

The second paragraph of Impact AQ-2 on Page 4.2-18 of the Draft EIR is revised as follows:

As discussed in Impact AQ-1, the GP/LCP Update Land Use ~~and Community Design~~ and Circulation Elements would limit criteria pollutant emissions by limiting VMT growth.

The following policies and actions under Impact AQ-2 on Page 4.2-19 of the Draft EIR are revised as follows:

- **~~Policy COS-12.2: Renewable Energy.~~** Support and incentivize renewable energy and non-renewable energy consumption.
 - **~~Action COS-12.2a: Solar Incentives.~~** The City shall promote and inform development applicants and existing home_owners and businesses of the following solar incentives and other incentives as may be appropriate.
 - **~~Action COS-1.2b: Community Choice Energy.~~** Evaluate the feasibility of a regional Community Choice Aggregation program to procure electricity from renewable resources.

- **Action COS-12.2eb: Energy Audits for Community Buildings.** Complete energy audits and benchmarking of all City-owned or -operated facilities, leveraging existing programs, such as Pacific Gas & Electric's Automated Benchmarking Service or the U.S. EPA's ENERGY STAR Challenge program.
- **Action COS-12.2dc: Energy Efficient Upgrades.** Establish a prioritized list of energy efficiency upgrade projects and implement them as funding becomes available.

Impact AQ-3

The following policies and actions under Impact AQ-3 on Page 4.2-21 of the Draft EIR are revised as follows:

- **Policy COS-12.1: Improve Air Quality.** The City shall support health and enjoyment for those who live or work in the City and for visitors.
 - **Action COS-12.1c: Electric Vehicles.** Establish electric vehicle parking spaces and charging requirements to lower pollution, and reduce the City's reliance on gasoline.
 - **Action COS-12.1d: City Fleet Replacement.** Develop and adopt a low- and zero- emissions replacement/purchasing policy for official City vehicles and equipment. This would not apply to vehicles with special performance requirements.
 - **Action COS-12.1g: Manage Toxic Air Contaminants.** Continue to address and enforce federal and state regulation that aim to maintain attainment. Through implementation and enforcement of CEQA mitigation, the City shall manage toxic air contaminants to protect public health and meet applicable TAC state-mandated risk compliance thresholds.

Impact AQ-4

The second paragraph of Impact AQ-4 on Page 4.2-23 of the Draft EIR is revised as follows:

The proposed GP/LCP Land Use and ~~Community Design~~ Element includes Action 2.1 ~~d-h~~ and Goal LU-1, which demonstrate the objective to address potential odor conflicts in the proposed GP/LCP Update for certain commercial uses such as agriculture livestock and wastewater treatment plant.

The following goal and policy under Impact AQ-4 on Page 4.2-23 of the Draft EIR is revised as follows:

Goal LU-1: A community with a variety of well-regulated land uses that support the diverse needs of both ~~visitors~~ residents and ~~residents~~ visitors.

- **Action-LU-2.1dh: Compatible Uses:** Enforce buffers and screening techniques to reduce the impact of noise, air pollution, traffic, or other nuisances from industrial or certain commercial uses.

Section 4.3: Biological Resources

Sensitive Habitats within the City and SOI

The last paragraph on Page 4.3-8 of the Draft EIR is revised as follows:

Generally, ESHAs include many types of woodlands, riparian areas, coastal plains and prairies. Pismo Beach's ESHAs include portions of Pismo State Beach, Pismo Marsh, Price Canyon, Pismo Creek, Pismo Preserve, Meadow Creek, dunes habitat of the Pismo State Beach the Oceano Dunes, and the Monarch Butterfly Grove.

Impact BIO-1

The following actions under Impact BIO-1 on Page 4.3-20 of the Draft EIR is revised as follows:

- **Action LU-1.6**~~eb~~**: Citywide Open Space Network.** The City shall include the lake, creeks, and marsh as part of a Citywide and regional network of open space, parks, and – where appropriate – trails, all fostering understanding, enjoyment, and protection of the natural landscape and wildlife.
- **Action LU-1.6**~~dc~~**: Permanent Open Space.** The area between Shell Beach Road and the 101 Freeway shall remain in permanent open space. No further land divisions shall be approved in this area.
- **Action LU-1.6**~~fe~~**: Freeway Underpass Open Space.** The open hills on the eastern end of the Spyglass underpass of Highway 101 shall remain in permanent open space.

The following action under Impact BIO-1 on Page 4.3-21 of the Draft EIR is revised as follows:

- **Action LU-8.1**~~cd~~**: Reduce Adjacent Density.** Prohibit land divisions within, or immediately adjacent to, environmentally sensitive habitat. Discourage development immediately adjacent to environmentally sensitive areas to keep development intensity as low as possible. ~~immediately adjacent to the sensitive habitat.~~

The goals, policies, and actions under Impact BIO-1 on Pages 4.3-21 through 4.3-27 of the Draft EIR are revised as follows:

Goal COS-~~34~~. A community that provides and protects a variety of conservation areas such as the ocean and beaches, bluffs, dunes, foothills, marshes, creeks, and wetlands that act as suitable coastal and inland habitat, migratory corridors, and ecologically valuable topography.

- **Policy COS-~~34~~.1: Conserve Marine Resources.** The Pacific Ocean and shoreline provide a plethora of valuable habitat and resources for marine mammals, fish, plant life, and other wildlife. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will (1) sustain the biological productivity of coastal waters, (2) help ensure the continuation of a healthy, self-renewing marine ecosystem, and (3) help ensure the long-term survival of healthy populations of marine plants and animals. To ensure conservation of these resources, the City shall restrict the allowed activities within or in proximity to the Pacific Ocean.
- **Action COS-~~34~~.1a: Marine Mammal Habitat.** Prohibit Marine Mammal habitats from being altered or disturbed by development of recreational facilities or any other new land uses.

- **Action COS-34.1b: Northern Rocky Beach Areas.** In order to preserve the habitat, the clifftops, eroding bluffs, caves, and sandy pocket beaches provided in the northern rocky beach areas, the City shall restrict recreational public access along the eroding bluffs to maintain bluff stability and provide habitat free of human disturbance.
- **Action COS-34.1c: Intertidal Zone.** The intertidal zone is a valuable recreational resource area for beach-going, fishing, bird watching and jogging. The City shall seek balance between the recreational uses of the intertidal zone and the preservation of the natural resources in the intertidal zone. In order to preserve and enhance intertidal habitat, the City shall:

 1. Maintain and enhance areas of rocky intertidal habitat that provide multiple ecological benefits while also reducing wave energy and erosion at the bluff toe, which are threatened by habitat loss due to sea level rise and coastal squeeze. These areas shall have restricted public access to preserve habitat value.
 2. Analyze the effects on intertidal habitat when considering coastal erosion measures such as shoreline protective devices.
 3. Prohibit machinery at any time to the extent feasible in the intertidal zone.
- **Action COS-34.1d: Clam Beds.** The clam bed preserves within the City of Pismo Beach shall be protected.
- **Action COS-34.1e: Fish Habitat.** Nearshore shallow fish habitats and shore fishing shall be preserved, and where appropriate and feasible, restored or enhanced.
- **Action COS-34.1f: Subtidal Zone.** Although the subtidal zone is beyond the City's jurisdiction, the City has an indirect responsibility for activities that affect the natural resources of the zone. Considering the subtidal zone provides habitat for protected wildlife and marine mammals, the City shall:

 1. Prevent and capture land sources of trash before they enter the ocean within the City's jurisdiction.
 2. Develop the most effective ways of restoring and protecting listed rare and endangered species such as eelgrass, black abalone, and sea turtles.
 3. Discourage offshore federal leasing of offshore land for the purpose of oil drilling operations that would thus jeopardize inhabitants of the lower subtidal zone through accidental oil spills.
- **Action COS-34.1g: Sand Dunes.** Protect sand dunes from adverse impacts due to a proposed development project and provide appropriate habitat buffers.
- **Action COS-34.1h: Maintain Beach Resources and Shoreline as Open Space.** The ocean shore is, and shall continue to be, the principle open space feature of Pismo Beach. Ocean front land shall be used for open space, recreation and related uses where feasible and where such uses do not deteriorate the natural resource. Reserve sandy beach areas for low intensity recreational activities that do not require intensive development. Any permitted structures shall be the alternative with the least impact on coastal resources and recreation, the minimum size necessary, and shall provide any necessary mitigation. Recreational uses that can be accommodated elsewhere shall be discouraged on the sandy beach (i.e., sport courts and similar facilities permanently displacing sandy beach). Non-sandy beach dependent active recreational activities shall be discouraged and accommodated elsewhere.

- 2-30

~~100~~ 50 feet in width. A smaller width may be approved by the Planning Division and the Fire Department in consultation with the CDFW, USFWS, and CCC when conditions of the site as demonstrated in a site specific biological survey, the nature of the proposed development, etc. show that a smaller buffer would provide adequate protection. In such cases, the CDFW must be consulted that a reduced buffer is appropriate and the City, or CCC, must find that the development could not be feasibly constructed without a reduced buffer. However, in no case shall the buffer be less than 50 feet, excluding fuel modification zones. Fuel modification zones shall occur outside, not within, ESHA buffers. This width may be adjusted by the City as appropriate to protect the ESHA habitat value of the resource but shall not be less than 25 feet. Such reduction shall only be allowed if the reduced buffer provides the same or greater protection to the ESHA than the required buffer. Such adjustment shall be made on the basis of a biological site assessment supported by substantial evidence that includes but is not limited to:

- a. Sensitivity of the ESHA, including any sensitive species, to disturbance.
- b. Habitat requirements of the ESHA, including the migratory patterns of affected species and tendency to return each season to the same nest site or breeding colony.
- c. Topography of the site.
- d. Movement of stormwater.
- e. Permeability of the soils and depth to water table.
- f. Vegetation present.
- g. Unique site conditions.
- h. Whether vegetative, natural topographic, or built features (e.g., roads, structures) provide a physical barrier between the proposed development and the ESHA.
- i. The likelihood of increased human activity and disturbance resulting from the project relative to existing development.

When constructing trails within sensitive natural communities, a 25-foot buffer will be required to avoid impacts. the buffer may be reduced if the site terrain allows development to be sited downslope or topographically separated from these habitats, or if the lot size and shape makes the setback infeasible. revegetation within 25 feet of these areas must use native plants. Disturbance footprints adjacent to these upland sensitive natural communities shall be clearly marked in the field with temporary fencing or rope lines. The adjacent habitat shall be identified by signage as sensitive habitat to be retained.

- **Action COS-4.3e: Structures in Non-Wetland ESHA Buffers and Reduction of Non-Wetland ESHA Buffers.** No permanent structures shall be permitted within the setback area except for the minimum amount of fencing required for security and habitat protection purposes or structures of a minor nature such as fences or at grade improvements for pedestrian or equestrian trails. Allow for passive recreational and educational uses, including trails, maintenance of existing utilities, as well as construction of roads, bridges, and culverts in stream or riparian areas in the event alternative routes cannot avoid stream or riparian area or would be more damaging. Development adjacent to streams and riparian areas should be sited to retain the stream and riparian habitat.

- a. Where possible, buffers should be as follows:
 - i. As far from the riparian area or stream top of banks as feasible, provided other resources are not negatively impacted, with consideration for site terrain features that would minimize impacts.
 - ii. A minimum of 50 feet from the edge of stream or riparian area. (See Action COS 4.8a for buffers specific to Pismo Creek)
- b. The buffer may be reduced per determination of City staff for sites on which the linear distance is not met but the proposed project is separated from ESHA by topography (e.g., downslope or on the opposite side of a ridge).
- c. Ongoing maintenance of existing channelized features and storm drainage channels for flood control shall be allowed.
- d. Management of riparian vegetation to support public safety needs shall be allowed.
- e. Where the setbacks cannot be met due to lot size or shape, setback adjustments would be allowed (to within 10 feet of stream or riparian area or top of bank) if:
 - i. Site is unusable for the principal purpose if the setback is not reduced.
 - ii. Reduction is the minimum necessary that allows the use after all practical design modifications are evaluated.
- f. Where setback variances are granted, additional requirements apply:
 - i. Site drainage must be evaluated to ensure development does not cut off hydrology.
 - ii. Stormwater from the development must be managed such that it does not contribute sediment or pollutants into the ESHA.
 - iii. Where feasible, and where native vegetation is not already present, native vegetation screening must be planted between the ESHA and the development.
- g. Unavoidable impacts would require permits and mitigation.

Alterations to streams and riparian areas from permitted uses must demonstrate that the necessary permits from USACE, CDFW, and RWQCB have been obtained. Such projects must demonstrate that the design incorporates preferred elements, such as natural bottom culverts, minimal disturbance to native vegetation, and appropriate management of drainage.

- **Action COS-3.2d 4.3f: Existing Development Within ESHA Buffers.** Existing development that was legally permitted and constructed prior to certification of this policy that is located in the required buffers identified in Action 4.3d, ESHA Buffers, is allowed to be maintained or remodeled ~~so long as the remodel or maintenance is not considered a substantial redevelopment~~ unless the remodel or maintenance replaces 50% or more of the structure at which point the entire development must conform with all applicable ESHA policies and standards, and the existing development does not increase the encroachment into the required setback/buffer from the ESHA. Any expansion or addition to existing development shall not increase the nonconformity and conform to the required setback.
- **Action COS-3.2e 4.3g: ESHA Dedication.** In conjunction with new development, require that all preserved ESHA, buffers, and all mitigation areas, on site and off site, be conserved/dedicated (e.g., open space direct dedication, offer to dedicate [OTD], conservation easement, or deed restriction), in such a manner as to ensure that the land is

conserved in perpetuity, if those preserved lands total one acre or more. A management plan and funding shall be required to ensure appropriate management of the habitat area in perpetuity. The City shall maintain an inventory of open space dedications or OTDs to ensure such areas are known to the public and are protected through the coastal development permit process. Require all direct open space dedications or OTDs to be made to a public agency or other appropriate entity that will manage the open space area on behalf of the public.

- **Action COS-3.2f 4.3h: ESHA Mitigation.** For allowable resource-dependent development in ESHA that cannot avoid ESHA through siting and design alternatives, habitat creation and/or substantial restoration shall be required. Priority shall be given to on-site mitigation. Off-site mitigation measures shall only be approved when it is not feasible to fully mitigate impacts on site. Mitigation shall not substitute for implementation of a project alternative that would avoid impacts to ESHA. Sea level rise should be incorporated into the planning of any new coastal habitat restoration, creation, or enhancement projects.
- **Action COS-4.3i: Mitigation Ratios.** Apply the following mitigation ratios for allowable impacts to upland vegetation: 4:1 for wetlands; 3:1 for riparian habitats; 3:1 for other habitats that support state or federal rare, threatened, or endangered species, species of special concern or California Rare Plant Society (CNPS) 1b or 2 listed plants; 2:1 for coastal sage scrub not occupied by listed species. The ratios represent the acreage of the area to be restored/created to the acreage impacted.
- **Action COS-3.2g 4.2j: Habitat Mitigation Plan and Monitoring Plan.** Development that would result in impacts to ESHA or significant biological resources shall include a Mitigation Plan and a Mitigation Monitoring Plan as a filing requirement for a Coastal Development Permit application. Mitigation Monitoring Plans shall be for a minimum of 5 years of monitoring to ensure success criteria is met.
- **Action COS-3.2h 4.3k: Monarch Butterfly Habitat Protection.** The City shall cooperate with the California Department of Parks and Recreation to preserve and enhance the monarch butterfly habitat against significant disruption of habitat values and only uses or development dependent on and compatible with maintaining such resources shall be allowed within the habitat area and its buffer areas. Specific actions shall include but not be limited to:

 - a) No development, except as otherwise allowed by this policy shall be allowed within monarch butterfly habitat or habitat buffer,
 - b) If any tree is removed or lost due to disease or threat to life or property, it shall be replaced with appropriate species.
 - c) Development within the park adjacent to the butterfly habitat shall have a minimum setback of 50 feet from the area of development/impact to the habitat.
 - d) The City shall pursue, with Grover Beach and the Union Pacific Railroad, mutual regulations to preserve the groves on the east side of Dolliver Street that supplement and support the habitat.
 - e) The City should request the California Department of Parks and Recreation to place appropriate signing and develop adequate visitor parking and restrooms for the Monarch Butterfly Reserve Grove. Public trails and access ways are considered resource-dependent uses and may be located within a monarch habitat area or its buffer; however, such features shall be sited to avoid or minimize impacts to the

habitat. Interpretive signage is allowed within a monarch habitat area or its buffer, but it shall be designed to be visually unobtrusive.

- **Policy COS-~~3.3~~ 4.4: Oak Tree Protection.** Native species of oak (e.g., *Quercus agrifolia*, *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.
 - **Action COS-~~3.3~~ 4.4a: Oak Tree Protection Requirements and Mitigation.** The City shall require the protection of oak trees when considering discretionary planning permits and see ~~implementing ordinance~~ Zoning Code/Implementation Plan (IP) for accompanying standards and guidelines for protection of oak trees. Adverse impacts to and or removal of mature native trees for new development in a highly developed area shall be fully mitigated.
- **Policy COS-~~3.4~~ 4.5: Nesting and Foraging Habitat.** The City shall ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting, and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (such as herons or egrets) as well as owls or raptors.
 - **Action COS-~~3.4~~ 4.5a: Trimming and Removal of Trees.** The City shall ensure that the trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past five (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the U.S. Migratory Bird Treaty Act, and shall be conducted under the parameters of a Tree Maintenance Program which shall be prepared and included as part of the GP/LCP's Implementation Plan.
 - **Action COS-~~3.4~~ 4.5b: Construction Near Nesting and Foraging Habitat.** The City shall amend the Municipal code to include standards related to construction noise adjacent to nesting and foraging habitat.
 - **Action COS-~~3.4~~ 4.5c: Tree Trimming and Removal.** The City shall prepare Tree Maintenance Procedures for the trimming and/or removal of trees that directs when tree trimming or removal may occur and ensures that trees which provide habitat for sensitive bird species are preserved to the extent feasible.
- **Policy COS-~~3.6~~ 4.7: Riparian Habitat and Natural Drainage Protection.** Protect riparian and natural drainage areas as these resources support a variety of species and are unique features in Pismo Beach.
 - **Action COS-~~3.6~~ 4.7a: Water supply and flood control.** Channelization, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to:
 - a) necessary water supply projects,
 - b) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or
 - c) developments where the primary function is the improvement of fish and wildlife habitat.
 - **Action COS-~~3.6~~ 4.7b: Riparian Corridors.** Development adjacent to streams or riparian corridors shall avoid removal of native vegetation; prevent erosion, sedimentation and runoff; provide for sufficient passage of native and anadromous fish; prevent wastewater

- **Action COS-3.7 4.8d: Conservation Dedication.** Any new development shall be required to dedicate as a condition of any discretionary approval, an easement for the protection of the streamside buffer area. In addition, new development shall provide access amenities adjacent to the creek for the City to use as a greenbelt and/or recreation corridor.
- **Action COS-3.7e 4.8j: Financial Support.** The City shall seek and secure funding to complete restoration projects to the Pismo Creek defined in the Pismo Creek/Edna Area Watershed Management Plan.
- **Action COS-3.7f 4.8e: Riparian Woodland.** The City should protect and enhance the riparian woodland along Pismo Creek for the purpose of improving the scenic quality as well as its ecological value.
- **Action Policy COS-3.7i 4.9: Resource Protection Plan.** A Resource Assessment and Protection Plan shall be required and approved concurrent with City action on projects located on parcels which have a portion within the streamside protection zone. The plan shall include appropriate measures to protect the creeks biological and visual aspects.
- **Policy COS-3.9 4.10: Pismo Marsh Lake Protection.** Pismo Marsh Lake shall be retained in its natural state and protected from significant alteration.
- **Policy COS-3.10 4.11: Foothills.** The coastal and upland foothills of Pismo Beach, located in the Freeway Foothills, Pismo Oaks, and Pismo Heights planning areas, shall be conserved and enhanced to provide valuable recreational and habitat resources.

The text in the first paragraph of Impact BIO-1 on Page 4.3-27 of the Draft EIR is revised as follows:

Policy COS-3.2 4.3, and the associated actions would require site-specific habitat and biological resources assessments to be prepared by a qualified biologist for development within or near the boundary of a defined ESHA.

The text in the last paragraph of Impact BIO-1 on Page 4.3-28 of the Draft EIR is revised as follows:

However, GP/LCP Update Policy COS-3.4 4.5 would require that the City protect breeding, roosting and nesting bird habitat. Action COS-3.4 4.5a would ensure that any trimming or removal of trees used for breeding or nesting within the last five years, as determined by a qualified biologist, would be undertaken in with all applicable codes and regulations of CDFW, the USFWS and the MBTA, and shall be conducted under the parameters of a Tree Maintenance Program. Action COS-3.4 4.5b would amend the Pismo Beach Municipal code to include standards related to limiting construction noise adjacent to nesting and foraging habitat. Action COS-3.4 4.5c would require the City to prepare Tree Maintenance Procedures for the trimming or removal of trees that such that trees which provide habitat for sensitive bird species are preserved to the extent feasible.

Impact BIO-2

The first paragraph of Impact BIO-2 on Page 4.3-28 of the Draft EIR is revised as follows:

The Pismo Marsh Lake area is designated as Open Space in the GP/LCP Update. This land use designation would prevent substantial development of the habitat that these sensitive communities provide.

The second paragraph of Impact BIO-2 on Page 4.3-28 of the Draft EIR is revised as follows:

Wetlands in the City include estuarine and marine wetlands, estuarine and marine deepwater, freshwater emergent wetlands, freshwater forested/shrub wetlands, riverine, and freshwater ponds. Pismo Creek and Meadow Creek are major streams in the City, and the Pismo ~~Marsh~~ Lake and estuary are important coastal aquatic habitats.

The following policies and actions under Impact BIO-2 on Pages 4.3-29 through 4.3-31 of the Draft EIR is revised as follows:

- **Policy COS-3-54.6: Wetland Protection.** The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with the other applicable policies of the GP/LCP, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
 - a. New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - b. Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - c. In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
 - d. Incidental public service purposes including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines;
 - e. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
 - f. Restoration purposes; and g. Nature study, aquaculture, or similar resource-dependent activities
- **Action COS-3-54.6a: Definition of Wetlands.** Wetlands shall include lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens. Wetlands, as detailed by Section 13577 (b)(I) of Title 14 of the California Code of Regulations, also include land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to vegetated wetlands or deep-water habitats. Any areas that meet the above wetlands criteria are deemed wetlands and shall be accorded all of the protections provided for wetlands in the GP/LCP. An area shall be considered a wetland if it fits these Coastal Act and California Public Resources Code definitions, regardless of its quality; poorly functioning or degraded wetlands are afforded the same protection under the Coastal Act.

- **Action COS-3.5 4.6b: Wetland Protection.** Any area determined to have previously been wetland shall not be deprived of protection, as required by the policies and provisions of the GP/LCP, on the basis that habitat has been illegally removed, filled, degraded, or that species of concern have been illegally eliminated.
- **Action COS-3.5 4.6c: Biological Study/Wetland Delineation.** Where a project site has the potential for wetlands to be present, the City shall require the submittal of a detailed biological study of the site, prepared by a qualified biologist, including a formal wetland delineation of all wetland areas on the project site. Wetland delineations shall be conducted according to the protocols developed by the Army Corp of Engineers. Wetland delineations involve surveying for three parameters; hydrology, hydric soils, and hydrophytic plants. This policy incorporates the Coastal Commission's one parameter definition for wetlands. That is, if a wetland delineation study finds evidence of hydric soils, or hydrophytic vegetation, or hydrology in the form of areas lacking hydric soils and hydrophytic vegetation as a result of frequent and drastic fluctuation of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate, then the area meets the definition of a Coastal Commission wetland. ~~The delineation report shall include at a minimum a map at a scale of 1":200' or larger with polygons delineating all wetland areas, polygons delineating all areas of vegetation with a preponderance of wetland indicator species, and the location of sampling points. The report should also include a description of the surface indicators used for delineating the wetland polygons. Wetland polygons shall be based on paired sample points that indicate inside vs. outside wetland boundaries.~~
- **Action COS-3.5 4.6d: Wetland Buffers.** Buffer areas shall be provided around wetlands to serve as transitional habitat and provide distance and physical barriers to human intrusion. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the wetland they are designed to protect. All wetland buffers shall be a minimum of 100-feet in width. A wetland buffer may be reduced only where it can be demonstrated that (1) the required buffer width is not possible due to site-specific constraints, and (2) the proposed narrower buffer would be sufficiently protective of the biological integrity of the wetland to avoid significant adverse impacts to the wetland given the site-specific characteristics of the resource, and the type and intensity of disturbance. In such cases, the CDFW must be consulted and agree that a reduced buffer is appropriate and the City must find that the development could not be feasibly constructed without a reduced buffer.
- **Action COS-3.5 4.6e: Existing Development Within Wetlands Buffers.** Existing development that was legally permitted and constructed prior to certification of this policy that is located within the required buffers identified in Action 4.3f, Existing Development Within ESHA Buffers, are allowed to be maintained or remodeled ~~so long as the remodel or maintenance is not considered a substantial redevelopment unless the remodel or maintenance replaces 50% or more of the structure~~ and the existing development does not increase the encroachment into the required setback/buffer from the wetland. Any expansion or addition to existing development shall not increase the nonconformity and conform to the required setback.
- **Action COS-3.5 4.6f: Wetlands Restoration and Monitoring.** All preferred restoration programs should remove fill from a formerly productive wetland or estuary that is now biologically unproductive dry land. Restoration programs should incorporate sea level rise into the planning of any coastal wetland habitat projects. Since restoration projects necessarily involve many uncertainties, restoration should precede the diking or filling project. When a restoration project is mitigation for a new development project, a

Restoration and Monitoring Plan shall be included with the CDP application. A Restoration Monitoring Plan shall include a minimum of 5 years monitoring to ensure success criteria are met. The CDP shall be conditioned to require that restoration will occur prior to, or simultaneously with project construction.

Impact BIO-3

The following text in the first paragraph under Impact BIO-3 on Page 4.3-31 of the Draft EIR is revised as follows:

The majority of Pismo Beach is developed and urbanized and does not provide for wildlife movement corridors or native wildlife nursery sites.

The following text in the second paragraph under Impact BIO-3 on Page 4.3-32 of the Draft EIR is revised as follows:

However, the GP/LCP Update contains Policy Action COS-3.7 4.8d, ~~listed above~~, which requires any new development along Pismo Creek to dedicate conservation easements for the protection of the streamside buffer area. GP/LCP Update Policies ~~COS-3.5 4.6~~ and ~~COS-3.6 4.7~~, listed above, supports restoration of wetlands and streams, which would restore wildlife movement corridors provided by streams following construction activities within these areas. Additionally, Goal ~~COS-34~~ in the GP/LCP Update Conservation and Open Space Element, listed below, along with the policies listed above under Impacts BIO-1 and BIO-2 would protect conservation areas including migratory corridors.

Goal ~~COS-34~~: A community that provides and protects a variety of conservation areas such as the ocean and beaches, bluffs, dunes, foothills, marshes, creeks, and wetlands that act as suitable coastal and inland habitat, migratory corridors, and ecologically valuable topography.

The following text in the last paragraph under Impact BIO-3 on Page 4.3-32 of the Draft EIR is revised as follows:

Considering that the GP/LCP Update would not facilitate development in open space areas, including stream corridors, and that it contains policies to reduce impacts to stream corridors and protect wildlife movement corridors, native wildlife nursery sites, and open space, impacts would be less than significant.

Impact BIO-4

The following text in the last paragraph under Impact BIO-4 on Page 4.3-32 of the Draft EIR is revised as follows:

Policies and actions in the GP/LCP Update, listed under Impact BIO-1 above, would also minimize impacts to the City's trees. Action LU-2.2d, *Special Tree Preservation*, designates several types of trees that would be preserved including oak trees, Monterey pines, Monterey cypress, eucalyptus, monkey trees, and sycamores. Policy ~~COS-3.3 4.4~~, *Oak Tree Protection*, requires that native species of oak be preserved within the City and requires mitigation for the removal or trimming of these trees.

Section 4.4: Cultural Resources

Impact CR-1

The following goals, policies, and actions under Impact CR-1 on Pages 4.4-9 and 4.4-10 of the Draft EIR are revised as follows:

Goal COS-45: A community that celebrates and protects its historical, tribal cultural, archaeological, and paleontological resources.

- **Policy COS-4.1 5.1: Historical Resources.** Preserve, protect, and make accessible sites of historical significance, where feasible.
 - **Action COS-4.1 5.1a: CEQA Determination.** As part of the CEQA review process, the City shall require a professional, qualified historian to conduct a literature search and/or survey for any project that entails demolition or modification of an existing structure that ~~may be of historical value in relation to the City's cultural heritage~~ is more than 50 years old. Sites of statewide or national significance shall be nominated for inclusion in the Registry of California Historic Landmarks or National Historic Landmark Program.
 - **Action COS-4.1 5.1b: Historic Building Guidelines.** Require projects involving modification or rehabilitation of structures that may be of historical value to incorporate the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.
 - **Action COS-4.1c: Resources Inventory.** ~~The City shall create, maintain and periodically update Pismo Beach's inventory of historic properties for buildings, objects, structures, and monuments having importance to the history or architecture of Pismo Beach. Maintain a liaison between State Historic Preservation Officer and the City relative to cultural/historic structures and properties to advise and assist the City, as appropriate, in carrying out their historic preservation responsibilities.~~
 - **Action COS-4.1d 5.1c: Protect Landmarks.** Ensure that listed landmarks and cultural resources identified by ordinance are not demolished without notice and hearing.
 - **Action COS-4.1e 5.1d: Historic Demolition.** Require projects involving demolition of an existing structure that may be of historical value to consult with local museums or cultural societies and incorporate mitigation, such as photo documentation, collection of oral histories, and physical or digital model, as necessary.
 - **Action COS-5.1e: Resources Inventory.** The City shall create, maintain and periodically update Pismo Beach's inventory of historic properties for buildings, objects, structures, and monuments having importance to the history or architecture of Pismo Beach. Maintain a liaison between State Historic Preservation Officer and the City relative to cultural/historic structures and properties to advise and assist the City, as appropriate, in carrying out their historic preservation responsibilities.
 - **Action COS-4.1 5.1f: Seek Funding.** Continue to seek funding that can be used to further the City's historic preservation goals and policies.
- **Policy COS-4.2 5.2: Cultural Resources.** Protect cultural resources, including historical and archaeological features, in the Coastal Zone.
 - **Action COS-4.2 5.2e: Archaeology – Historic Sites Overlay Zone.** Continue to implement and designate new areas as the Archaeology – Historic Sites Overlay Zone. The archaeology

- Historic Sites Overlay Zone is intended to preserve, protect and maintain land and water areas, structures and other sites which have significant, historical, archaeological or cultural importance and provide for the designation of areas which may be of unique value for scientific or educational purposes.

Impact CR-2

The following goals, policies, and actions under Impact CR-2 on Pages 4.4-11 and 4.4-12 of the Draft EIR are revised as follows:

Goal COS-45: A community that celebrates and protects its historical, tribal cultural, archaeological, and paleontological resources.

- **Policy COS-4.2 5.2: Cultural Resources. Protect** cultural resources, including historical and archaeological in the Coastal Zone.
 - **Action COS-4.2 5.2a: Native American Consultation.** As part of the CEQA process for all new discretionary projects, the City will conduct consultations with any federally-recognized California Tribal government listed on the most recent notice of the United States Federal Register, and/or any non-federally recognized California Tribe listed on the California Tribal Consultation List maintained by the California Native American Heritage Commission that identifies as native to the Pismo Beach area, including the Chumash, in accordance with state law. Native American tribal groups with cultural affiliation to the project site area as identified by the Native American Heritage Commission shall have the opportunity to review and comment on the pre-development plan as required by AB52 (2014). Archaeologists and representatives from Native American tribal groups shall provide monitoring during grading/excavation and construction activities of any approved development that has the potential to adversely impact any on-site significant cultural resources, based on the results of a Phase 1 cultural assessment.
 - **Action COS-4.2 5.2b: Chumash Cultural Resources Preservation.** The coastal Chumash are the dominant archaeological group in Pismo Beach. Appropriate measures for Chumash Cultural Resources Preservation shall be provided with future development of private and public property, including California Environmental Quality Act compliance and meaningful consultation with local Chumash groups, as noted on the Native American Heritage Commission's "California Tribal Consultation List." Archaeological studies shall be performed by members of the Register of Professional Archaeologists and should follow the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.
 - **Action COS-4.2 5.2c: Protect Archaeological and Paleontological Resources.** The City shall have available a map that identifies the possible location of archaeological resources. As part of the CEQA process for all new discretionary projects, all known or potential archaeological resources shall be fully investigated by a qualified archaeologist recognized by the State Historic Preservation Office. While most sites are currently developed, appropriate protections shall be established to avoid impacts to archaeological and paleontological resources with new development, with part of the review process including:
 - a) Locations within the City known to have a high probability of occurrence of archaeological sites shall be zoned in the Archaeology-Historic Sites overlay district.
 - b) Specific recommendations prepared by the archaeologist shall be incorporated into project approval including: avoidance of 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 on site to observe excavations in locations where there is a possibility of discovery of human remains. In situ preservation and avoidance are the preferred alternative over recovery and/or relocation in the protection of paleontological and archaeological resources. When in situ preservation or site capping is not feasible, recovery and/or relocation may be considered.

- **Action COS-4.2 5.2d: Mitigation Plan.** Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required pursuant to Section 30244 of the Coastal Act. Require that a mitigation plan, adequate to protect the archaeological resource and prepared by a qualified archaeologist, be submitted for review and, if approved, be implemented as part of the project.
- **Action COS-4.2 5.2e: Archaeology – Historic Sites Overlay Zone.** Continue to implement and designate new areas as the Archaeology – Historic Sites Overlay Zone. The archaeology – Historic Sites Overlay Zone is intended to preserve, protect and maintain land and water areas, structures and other sites which have significant, historical, archaeological or cultural importance and provide for the designation of areas which may be of unique value for scientific or educational purposes.
- **Action COS-4.2 5.2f: Construction Suspension.** Should archaeological resources be disclosed during any construction activity, all activity that could damage or destroy the resources shall be suspended until a qualified archaeologist has examined the site. Construction shall not resume until mitigation measures have been developed and carried out to address the impacts of the project on these resources.
- **Action COS-4.2 5.2g: Confidentiality of Archaeological Sites.** The City shall, within its power, maintain confidentiality regarding the locations of archaeological and paleontological sites in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.
- **Action COS-4.2 5.2h: Protect and Preserve Artifacts.** Ensure the protection and preservation of artifacts in those areas already identified as containing archaeological remains and require that all sites with potential resources likely to be disturbed by a proposed project be analyzed by a qualified archaeologist with local expertise.

Impact CR-3

The second paragraph under Impact CR-3 on Page 4.4-13 of the Draft EIR is revised as follows:

- **Action COS-4.2 5.2i: Human Remains.** Treat with respect and dignity any human remains discovered during implementation of public and private projects within the City and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

Impact CR-4

The following goals, policies, and actions under Impact CR-4 on Pages 4.4-14 and 4.4-15 of the Draft EIR are revised as follows:

Goal COS-45: A community that celebrates and protects its historical, tribal cultural, archaeological, and paleontological resources.

- **Policy COS-4.2 5.2: Cultural Resources. Protect** cultural resources, including historical and archaeological in the Coastal Zone.
 - **Action COS-4.2 5.2a: Native American Consultation.** As part of the CEQA process for all new discretionary projects, the City will conduct consultations with any federally-recognized California Tribal government listed on the most recent notice of the United States Federal Register, and/or any non-federally recognized California Tribe listed on the California Tribal Consultation List maintained by the California Native American Heritage Commission that identifies as native to the Pismo Beach area, including the Chumash, in accordance with state law. Native American tribal groups with cultural affiliation to the project site area as identified by the Native American Heritage Commission shall have the opportunity to review and comment on the pre-development plan as required by AB52 (2014). Archaeologists and representatives from Native American tribal groups shall provide monitoring during grading/excavation and construction activities of any approved development that has the potential to adversely impact any on-site significant cultural resources, based on the results of a Phase 1 cultural assessment.
 - **Action COS-4.2 5.2b: Chumash Cultural Resources Preservation.** The coastal Chumash are the dominant archaeological group in Pismo Beach. Appropriate measures for Chumash Cultural Resources Preservation shall be provided with future development of private and public property, including California Environmental Quality Act compliance and meaningful consultation with local Chumash groups, as noted on the Native American Heritage Commission's "California Tribal Consultation List." Archaeological studies shall be performed by members of the Register of Professional Archaeologists and should follow the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

The third paragraph under Impact CR-4 on Pages 4.4-14 and 4.4-15 of the Draft EIR is revised as follows:

Action COS-4.2 5.2a of the GP/LCP requires all new discretionary projects in the City to conduct tribal consultations as part of the CEQA process. Action COS-4.2 5.2b requires consultation and appropriate protection of coastal Chumash resources for future development projects.

Section 4.5: Energy

Impact E-1

The fifth paragraph of Impact E-1 on Page 4.5-12 of the Draft EIR is revised as follows:

The Conservation and Open Space Element and Land Use ~~and Community Design~~ Element of the General Plan contains goals, policies, and actions that would prevent inefficient, wasteful, and unnecessary energy consumption during construction and operation of development facilitated by the General Plan.

The following goals, policies, and actions under Impact E-1 on Page 4.5-13 of the Draft EIR is revised as follows:

Goal COS-12 – A community that conserves the important natural resources of Pismo Beach for the community’s health, safety and enjoyment, including air quality, renewable energy, geology and soils, minerals, water quality and supply, and dark skies.

- **Policy COS-1.1 2.1: Improve Air Quality.** The City shall support health and enjoyment for those who live or work in the City and for visitors.
 - **Action COS-1.1 2.1a: Community Trip Reduction.** In order to reduce pollution, the City shall emphasize various procedures to reduce the number of vehicle trips and the number of vehicle miles traveled in the community. Techniques shall include, but not be limited to, transportation management measures such as vanpools, carpools, and subsidized transit passes; jobs/housing balance; bikeways and facilities; pedestrian facilities; electric vehicles and related infrastructure and transit improvements.
 - **Action COS-1.1 2.1b: City Employee Trip Reduction.** Develop, implement, and promote a TDM program for City employees that includes incentives to reduce single-occupancy vehicle trips, such as ride matching services and assistance, flexible work schedules or telecommuting opportunities, end of trip facilities (parking, showers, lockers), subsidized transit passes, etc.
 - **Action COS-1.1 2.1c: Electric Vehicles.** Establish electric vehicle parking spaces and charging requirements to lower pollution, and reduce the City’s reliance on gasoline.
 - **Action COS-1.1 2.1d: City Fleet Replacement.** Develop and adopt a low- and zero- emissions replacement/purchasing policy for official City vehicles and equipment. This would not apply to vehicles with special performance requirements.
- **Policy COS-1.2 2.2: Renewable Energy.** Support and incentivize renewable energy and non-renewable energy consumption.
 - **Action COS-1.2 2.2a – Solar Incentives.** The City shall promote and inform development applicants and existing home-owners and businesses of the following solar incentives and other incentives as may be appropriate:
 - California Solar Initiative Rebate Program
 - California Alternative Rates for Energy Program
 - California Energy Commission – New Solar Homes Partnership
 - GRID Alternatives - Single-Family Affordable Solar Housing Program
 - Community Action Partnership of San Luis Obispo Energy Services
 - ~~emPower San Luis Obispo~~

- ~~Action COS-1.2b: Community Choice Energy.~~ Evaluate the feasibility of a regional Community Choice Aggregation program to procure electricity from renewable resources.
- ~~Action COS-1.2c-2.2b: Energy Audits for Community Buildings.~~ Complete energy audits and benchmarking of all City-owned or -operated facilities, leveraging existing programs, such as Pacific Gas & Electric's Automated Benchmarking Service or the U.S. EPA's ENERGY STAR Challenge program.
- ~~Action COS-1.2d-2.2c: Energy Efficient Upgrades.~~ Establish a prioritized list of energy efficiency upgrade projects and implement them as funding becomes available.

The following text under Impact E-1 on Page 4.5-14 of the Draft EIR are revised as follows:

The GP/LCP Update Land Use and Community Design goals, policies, and actions that present the greatest potential for reducing wasteful, inefficient, and unnecessary energy consumption are as follows:

Goal LU-1: A community with a variety of well-regulated land uses that support the diverse needs of both visitors residents and residents visitors.

- **Policy LU-1.2: Commercial Uses.** The City shall include land use designations that allow for visitor-serving, neighborhood and regional commercial uses.
 - ~~Action LU-1.2d~~ **h: Drive-Thru Services Prohibited.** In order to maintain and promote a more pedestrian-oriented beach community character, as well as to reduce the high volume of vehicle trips attracted by drive-thru establishments, the City shall prohibit any new development of drive-thru services in restaurants, banks, dry cleaners and other business establishments in the Downtown Core and Shell Beach Planning Areas.

Goal LU-5: A community that supports the health, safety, and sustainability of all residents, visitors and structures.

- ~~Policy LU-5.12: Complete Neighborhood.~~ Provide well-connected and complete neighborhoods that enable healthy lifestyles and provide for the daily needs of residents.
 - ~~Action LU-5.12a: Mixed-Use Neighborhoods.~~ Create standards for each commercial zone to allow for mixed-use-residential areas within proximity and walking distance of commercial, office, recreation, and public uses. Furthermore, identify opportunities to provide a mix of commercial- and recreation uses within walking distance of residential neighborhoods to enable and encourage walking and biking between uses.
 - ~~Action LU-5.12b: Transit Accessibility.~~ Locate and design all new commercial and high-density residential development to facilitate provision or extension of transit service to the development to the extent feasible. Major employment, retail, visitor-serving facilities, and entertainment districts and major coastal recreational areas should be well served by public transit and easily accessible to pedestrians and people who bike.
- **Policy LU-5.3: Sustainable Community Strategies.** Ensure land uses decisions and community strategies are designed to reduce energy and water consumption, waste and noise generation, air quality impacts; and support multimodal transport for a sustainable Pismo Beach.
 - **Action LU-5.3a: Sustainable Infrastructure.** The City shall:
 1. Promote infrastructure expansion where it will be more efficient and effective and does not promote growth inducement or result in adverse impacts to coastal resources. See also Goal LU-7 for policies and actions related to growth management.

- **Action LU-5.3bc: Sustainable Design Incentive Program.** Consider the feasibility of providing incentives for new and renovated projects that incorporate sustainable design features such as the construction of new buildings that reduce energy demand through natural features, such as green roofs and walls or energy efficiency above and beyond the current building code. Inform applicants of the benefits and incentives for green building practices and pursuit of LEED certification.
- **Action LU-5.3eb: Trail and Bikeway System.** Update and expand the trail and bikeway system to connect residential uses to commercial uses, and workplace and recreation nodes. Such trails and bikeways shall consider following natural features like Pismo Creek and the shoreline, while avoiding adverse impacts to the natural features.

The following Circulation Element policies on Pages 4.5-16 and 4.5-17 of the Draft EIR are revised as follows:

- **Policy ~~CIR-4.1.7~~ CE-1.6: Neighborhood Context.** Support safe, complete and well-connected neighborhoods for street, bicycle, and pedestrian access. Connections should balance circulation needs within the neighborhood context.
- **Policy ~~CIR-4.1.48~~ CE-2.1: Promote Walking and Bicycling.** Promote walking and bicycle riding for transportation, recreation, commuting, and improvement of public and environmental health. Make downtown more functional and enjoyable for bicyclists and pedestrians. Pedestrian walkways and bicycle paths shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile.
- **Policy ~~CIR-4.1.51~~ CE-2.4: Maintain and Improve Existing Facilities.** Maintain and improve existing multimodal circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the City and extend the system to serve new growth areas.
 - **Policy ~~CIR-4.1.52~~ Action CE-2.1a: Integration of Land Use Planning.** Implement land use policies designed to create a pattern of activity that makes it easy to shop, recreate, commute, and conduct personal business without driving.
 - **Policy ~~CIR-4.1.58~~ Action CE-2.1c: Bikeways Encouraged.** Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency, and the County of San Luis Obispo Regional Transportation Plan.
 - **Policy ~~CIR-4.1.68~~ Action CE-2.1e: Pedestrian Circulation.** sidewalks shall be required for all new developments in residential (other than individual single family residential) and commercial areas. Generally, the sidewalk shall be located so that a landscape strip or trees are located between the sidewalk and the vehicular travelled way. Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscape, street furniture, and pedestrian scaled lighting. The City encourages the use of flashing beacons or lighted crosswalk systems, especially in highly trafficked areas. All new sidewalk areas shall be designed to accommodate the handicapped, compliant with the ADA. Also, the City shall install (or cause to be installed) sidewalks or footpaths along all collector or arterial streets that connect with commercial centers, public gathering areas and schools.

- **Policy CIR-4.1.70 Action CE-2.1g: Pedestrians Connections to Employment Destinations.** Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings across US 101.
 - **Policy CIR-4.1.71 Action CE-2.2c: Pedestrian Connections to Schools.** Continue developing the existing network of walkways between schools and residential uses and encourage the development of new continuous walkways between schools and residential uses. Where possible, route pedestrians to grade separated crossings across US 101.
- **Policy CIR-4.1.75 CE-4.1: Promote Safe, Efficient, and Convenient Public Transportation.** Promote the use of public transportation for daily trips, including to schools and workplaces, as well as other purposes.
 - **Policy CIR-4.1.77 Action CE-4.2a: Improve Local Transit Operations.** Work with RTA and SCT to continue the present course of expanding the SCT fixed route services and improving operations.
 - **Policy CIR-4.1.78 Action CE-4.1b: Downtown Transit Priority Area.** Strive to establish a downtown as a Transit Priority Area by establishing transit service of two or more major bus routes with a frequency of 15 minutes or less during the morning and afternoon peak commute periods.
 - **Policy CIR-4.1.79 Action CE-4.1a: Comprehensive Transit Services.** The City shall support the availability of transit service as a means to reduce automobile congestion, to provide transportation for those who have no other form of transportation, as a means to reduce air pollution, and as a service to visitors. Such support should include, but not be limited to, SCT, Greyhound bus service, vanpools, shuttle bus systems, dial-a-ride services, and cab services.
 - **Policy CIR-4.1.81 Action CE-4.2b: Multimodal Transfer Centers.** The City will continue to work with Caltrans, SCT, RTA, SLOCOG, and the commuting public to develop multimodal transfer areas or centers that will incorporate automobile parking areas, bike parking, bus, transit, pedestrian bike paths, and park and ride pick-up or drop-off points for carpooling.

Impact E-2

The first paragraph of Impact E-1 on Pages 4.5-17 and 4.5-18 of the Draft EIR is revised as follows:

Implementation of GP/LCP Update Conservation and Open Space Element Policy COS-1.1 2.1h would establish GHG reduction goals consistent with the State's 2030 and 2050 greenhouse gas emissions reduction goals. Conservation Element Policies COS-1.1 2.1i, COS-1.1 2.1j, and COS-1.1 2.1k would require the City to update the CAP to comply with evolving state goals and requirements and would ensure that the CAP continues to provide measures for future development projects in the planning area to assess their consistency with City GHG reduction goals.

Section 4.6: Geology and Soils

Section 4.6.3 Impact Analysis

The first paragraph under the Methodology subsection in Section 4.6.3 on Page 4.6-13 of the Draft EIR is revised as follows:

This section describes the potential environmental impacts of the GP/LCP Update relevant to geology and soils. The impact analysis is based on conditions in the City outlined in the Conservation and Open Space and ~~Safety~~ Elements of the GP/LCP Update (Appendix B) and the City's current Safety Element, including topography, geologic and soil conditions, and seismic hazards, as described under Section 4.6-1, Setting.

Impact GEO-1

The impact summary of Impact GEO-1 on Page 4.6-16 of the Draft EIR is revised as follows:

GEO-1. CONSTRUCTION OF NEW BUILDINGS UNDER THE GP/LCP UPDATE WOULD NOT EXACERBATE SEISMIC HAZARDS, BUT IMPROPERLY CONSTRUCTED BUILDINGS MAY EXACERBATE LANDSLIDE RISK. ADHERENCE TO REQUIREMENTS OF THE CALIFORNIA BUILDING CODE AND IMPLEMENTATION OF THESE GOALS AND POLICIES OF THE EXISTING SAFETY ELEMENT GP/LCP UPDATE WOULD MINIMIZE THE POTENTIAL FOR LOSS, INJURY, OR DEATH FOLLOWING A SEISMIC EVENT, LANDSLIDE, LIQUEFACTION, OR OTHER GEOLOGIC HAZARDS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The following policies and actions Pages 4.6-16 and 4.6-17 under Impact GEO-1 of the Draft EIR are revised as follows:

In addition to mandatory compliance with CBC requirements, implementation of the following existing GP/LCP Update Safety Element ~~goals and policies~~ would further reduce the potential for loss, injury, or death from seismic hazards by prohibiting development in areas of landslide risk or liquefaction without site-specific analysis, including areas of geologic and seismic hazards in the Hazardous Overlay and Protection Zone, and other relevant policies.

- ~~**Policy S-2.6 – Geologic and Seismic Hazards.**~~ Land areas subject to hazards associated with steep slopes, slope instability, and/or drainage problems shall be included in the Hazardous Overlay and Protection Zone. Generally, all lands in excess of 10% slope shall be included.
 - ~~**Action S-2.6a – Development Review in Seismic Hazard Areas.**~~ Geologic reports shall be required and shall be reviewed by the appropriate decision-making body, prior to approval of any development permits for any projects located within the Hazardous Overlay Zone.
 - ~~**Action S-2.6b – Landslide Hazards.**~~ Prohibit development in landslide risk areas without a site-specific slope stability analysis.
 - ~~**Action S-2.6c – Liquefaction Hazards.**~~ Prohibit development in areas of high potential liquefaction without a site-specific analysis of liquefaction potential.
 - ~~**Action S-2.6d – New Construction Across Faults.**~~ Prohibit new construction directly astride or across known faults, or fault zones. Nonstructural land uses shall not be allowed.
 - ~~**Action S-2.6e – Brick and Masonry Nonreinforced Buildings.**~~ Reduce the hazards from brick or masonry nonreinforced buildings by requiring building strengthening or demolition as these properties make substantial redevelopments.

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Impact GEO-2

The impact summary of Impact GEO-2 on Page 4.6-18 of the Draft EIR is revised as follows:

GEO-2. CONSTRUCTION OF NEW DEVELOPMENT UNDER THE GP/LCP UPDATE WOULD INCLUDE GROUND DISTURBANCE THAT WOULD RESULT IN LOOSE OR EXPOSED SOIL THAT COULD BE ERODED BY WIND OR DURING A STORM EVENT, RESULTING IN THE LOSS OF TOPSOIL. COMPLIANCE WITH APPLICABLE REGULATIONS, INCLUDING THE CLEAN WATER ACT, AND IMPLEMENTATION OF GOALS AND POLICIES OF THE GP/LCP UPDATE AND EXISTING SAFETY ELEMENT WOULD MINIMIZE THE POTENTIAL FOR EROSION AND LOSS OF TOPSOIL AND WOULD ENSURE THIS IMPACT WOULD BE LESS THAN SIGNIFICANT

The second paragraph under Impact GEO-2 on Page 4.6-18 of the Draft EIR is revised as follows:

Construction activities that disturb one or more acres of land surface are subject to the NPDES *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order No. ~~2012-0006-DWQ~~ 2022-0057-DWQ, ~~amended by 2010-0014-DWQ and 2012-0006-DWQ~~) adopted by the State Water Resources Control Board (SWRCB) under the Clean Water Act. Compliance with the permit requires that each project that disturb greater than 1 acre of soil, unless eligible for an erosivity waiver, file a Notice of Intent with the SWRCB. Permit conditions require development of a SWPPP, which must describe the site, the facility, and BMPs to manage storm water runoff and to reduce soil erosion. More specifically, the SWPPP must describe erosion and sediment control BMPs, stormwater quality monitoring, means of waste disposal, and BMP maintenance responsibilities. Inspection of construction sites before and after storms is also required to identify storm water discharge from the construction activity and to identify, implement, and maintain erosion controls, where necessary.

The fourth paragraph under Impact GEO-2 on Page 4.6-18 of the Draft EIR is revised as follows:

Implementation of GP/LCP Conservation and Open Space Element policies listed below would reduce the potential for erosion and loss of topsoil. In addition, implementation of ~~the following GP/LCP Update~~ existing Safety Element goals and policies regarding bluff erosion would minimize erosion on bluff tops. ~~also apply in relevant areas, such as Policy 3.2, Bluff Management.~~

The following Conservation Element policies and actions under Impact GEO-2 on Pages 4.6-18 and 4.6-19 of the Draft EIR are revised as follows:

- **Policy COS-~~1.7~~ 2.7: Minimization of Water Quality Impacts During Construction.** Development shall minimize water quality impacts during construction by minimizing land disturbance and soil compaction, minimizing erosion and sedimentation, and minimizing the discharge of other pollutants resulting from construction activities.
 - **Action COS-~~1.7c~~ 2.7b: Minimize Land Disturbance During Construction.** When reviewing development applications, the City shall require applicants to exemplify how the development minimizes land disturbance activities of construction (e.g., clearing, grading, cut-and-fill, and soil compaction), especially in erosive areas (including steep slopes, unstable areas, and erosive soils), to avoid detrimental water quality impacts caused by increased erosion or sedimentation.

- **Action COS-~~1.7d~~ 2.7c: Minimize Erosion and Sedimentation During Construction.** Require that construction be conducted using measures to minimize soil erosion and off-site transport of sediment and debris originating at the construction site.
- **Action COS-~~3.9g~~ 4.10e: Erosion Control Measures.** Any development within the ESHA buffer shall incorporate erosion control measures such as distillation basins and energy dissipaters, within grading plans as necessary.

Impact GEO-4

The following goals, policies, and actions under Impact GEO-4 on Pages 4.6-21 and 4.6-22 of the Draft EIR are revised as follows:

Goal COS-5: A community that celebrates and protects its historical, tribal cultural, archaeological, and paleontological resources.

- **Policy COS-~~4.3~~ 5.3: Paleontological Resources.** Protect paleontological resources during construction activities.
 - **Action COS-~~4.2~~ 5.2c: Protect Archaeological and Paleontological Resources.** The City shall have available a map that identifies the possible location of archaeological resources. As part of the CEQA process for all new discretionary projects, all known or potential archaeological resources shall be fully investigated by a qualified archaeologist recognized by the State Historic Preservation Office. While most sites are currently developed, appropriate protections shall be established to avoid impacts to archaeological and paleontological resources with new development, with part of the review process including:
 - a) Locations within the City known to have a high probability of occurrence of archaeological sites shall be zoned in the Archaeology-Historic Sites overlay district.
 - b) Specific recommendations prepared by the archaeologist shall be incorporated into project approval including: avoidance of 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 on site to observe excavations in locations where there is a possibility of discovery of human remains. In situ preservation and avoidance are the preferred alternative over recovery and/or relocation in the protection of paleontological and archaeological resources. When in situ preservation or site capping is not feasible, recovery and/or relocation may be considered.
 - **Action COS-~~4.2~~ 5.2d: Mitigation Plan.** Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required pursuant to Section 30244 of the Coastal Act. Require that a mitigation plan, adequate to protect the archaeological resource and prepared by a qualified archaeologist, be submitted for review and, if approved, be implemented as part of the project.
 - **Action COS-~~4.3~~ 5.3c: Paleontological Monitoring.** Paleontological monitoring shall be conducted by a qualified paleontologist for ground disturbing construction activities in previously undisturbed sediments with high paleontological sensitivity (i.e., Qoa, QTp, Tsqw, Tp, Tps, Tm, Tml, Qa, Qbs, Qa, Qbs) where the qualified paleontologist has determined construction activities have the potential to encounter paleontological resources.

- **Action COS-4.3 5.3d: Paleontological Worker Environmental Awareness Program (WEAP).** Where construction activities have the potential to encounter paleontological resources as identified by the qualified paleontologist, a Paleontological WEAP shall be developed and implemented by the qualified paleontologist prior to ground disturbing activities. The training for construction personnel shall include training on the appearance of fossils and the procedures for halting construction activities and notifying paleontological staff if unanticipated fossils are discovered by construction staff.
- **Action COS-4.3 5.3e: Construction Suspension.** Should paleontological resources be encountered during any construction activity, all activity that could damage or destroy the resources shall be suspended until a qualified paleontologist has examined the site. Construction shall not resume until mitigation measures included in the Paleontological Resources Impact Mitigation Plan are carried out to address the impacts of the project on these resources.

The last paragraph under Impact GEO-4 on Page 4.6-22 of the Draft EIR is revised as follows:

The City would abide by Actions COS-4.3 5.3a through COS-4.3 5.3e in the GP/LCP Update, which require paleontological resource studies for projects that involve ground disturbance in project areas mapped as high paleontological sensitivity at the surface (i.e., Qoa, QTp, Tsw, Tp, Tps, Tm, Tml) or subsurface (i.e., Qa, Qbs).

Section 4.7: Greenhouse Gas Emissions

Section 4.7.1 Setting

The last paragraph of Section 4.7.1 on Page 4.7-6 of the Draft EIR is revised as follows:

The Sea Level Rise Vulnerability Assessment prepared for the GP/LCP Update finds that some transportation infrastructure in Pismo Beach is, or could become, vulnerable to extreme flood events and sea level rise. U.S. 101 and Dolliver Street may be currently vulnerable to extreme flood impacts where they cross Pismo Creek. ~~As noted in the proposed GP/LCP Update Safety Element,~~ U.S. 101 is the primary evacuation route in Pismo Beach.

Impact GHG-1

The following policies and actions under Impact GHG-1 on Pages 4.7-15 and 4.7-16 of the Draft EIR are revised as follows:

- **Action LU-2.1d~~h~~: Compatible Uses.** Enforce buffers and screening techniques to reduce the impact of noise, air pollution, traffic, or other nuisances from industrial or certain commercial uses.
- **Policy LU-5.21: Pedestrian Orientation and Safety.** Through appropriate zoning and discretionary approvals, strive to create safe, walkable environments that include elements such as good lighting, safe crosswalks, and street trees that allow people of all ages and abilities to exercise and safely access public transportation, community centers, recreation, schools, and goods and services.
 - **Action LU-5.2b~~d~~: Pedestrian-Oriented Development.** Discourage new “strip” commercial development with large street-fronting parking lots, ~~and work with property owners on a streetscape plan and design guidelines to provide a pedestrian orientation.~~ New commercial developments ~~Guidelines~~ should address enhancing the pedestrian environment through buildings oriented and accessible from the sidewalk, transparent ground-floor facades, pedestrian lighting and pedestrian-scaled buildings.
- **Policy LU-5.3: Sustainable Community Strategies.** Ensure land uses decisions and community strategies are designed to reduce energy and water consumption, waste and noise generation, air quality impacts; and support multimodal transport for a sustainable Pismo Beach.
 - **Action LU-5.3b~~c~~: Sustainable Design Incentive Program.** Consider the feasibility of providing incentives for new and renovated projects that incorporate sustainable design features such as the construction of new buildings that reduce energy demand through natural features, such as green roofs and walls or energy efficiency above and beyond the current building code. Inform applicants of the benefits and incentives for green building practices and pursuit of LEED certification.
- **Policy ~~CIR-4.1.7~~ CE-1.6: Neighborhood Context.** Support safe, complete and well-connected neighborhoods for street, bicycle, and pedestrian access. Connections should balance circulation needs within the neighborhood context.

- **Policy ~~CIR-4.1.48~~ CE-2.1: Promote Walking and Bicycling.** Promote walking and bicycle riding for transportation, recreation, commuting, and improvement of public and environmental health. Make downtown more functional and enjoyable for bicyclists and pedestrians. Pedestrian walkways and bicycle paths shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile.
- **Policy ~~CIR-4.1.51~~ CE-2.4: Maintain and Improve Existing Facilities.** Maintain and improve existing multimodal circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the City and extend the system to serve new growth areas.
 - **Policy ~~CIR-4.1.52~~ Action CE-2.1a: Integration of Land Use Planning.** Implement land use policies designed to create a pattern of activity that makes it easy to shop, recreate, commute, and conduct personal business without driving.
 - **Policy ~~CIR-4.1.58~~ Action CE-2.1c: Bikeways Encouraged.** Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency, and the County of San Luis Obispo Regional Transportation Plan.
 - **Policy ~~CIR-4.1.68~~ Action CE-2.1e: Pedestrian Circulation.** Sidewalks shall be required for all new developments in residential (other than individual single family residential) and commercial areas. Generally, the sidewalk shall be located so that a landscape strip or trees are located between the sidewalk and the vehicular travelled way. Techniques shall be encouraged to create a pleasant walking experience including concern for views, paving materials, landscape, street furniture, and pedestrian scaled lighting. The City encourages the use of flashing beacons or lighted crosswalk systems, especially in highly trafficked areas. All new sidewalk areas shall be designed to accommodate the handicapped, compliant with the ADA. Also, the City shall install (or cause to be installed) sidewalks or footpaths along all collector or arterial streets that connect with commercial centers, public gathering areas and schools.
 - **Policy ~~CIR-4.1.70~~ Action CE-2.1g: Pedestrians Connections to Employment Destinations.** Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings across US 101.
 - **Policy ~~CIR-4.1.71~~ Action CE-2.2c: Pedestrian Connections to Schools.** Continue developing the existing network of walkways between schools and residential uses, and encourage the development of new continuous walkways between schools and residential uses. Where possible, route pedestrians to grade separated crossings across US 101.
- **Policy ~~CIR-4.1.75~~ CE-4.1: Promote Safe, Efficient, and Convenient Public Transportation.** Promote the use of public transportation for daily trips, including to schools and workplaces, as well as other purposes.

The following policies and actions under Impact GHG-1 on Pages 4.7-16 and 4.7-17 of the Draft EIR are revised as follows:

- **Policy COS-~~1.1~~ 2.1: Improve Air Quality.** The City shall support health and enjoyment for those who live or work in the City and for visitors.
 - **Action COS-~~1.1~~ 2.1a: Community Trip Reduction.** In order to reduce pollution, the City shall emphasize various procedures to reduce the number of vehicle trips and the number of vehicle miles traveled in the community. Techniques shall include, but not be limited to, transportation management measures such as vanpools, carpools, and subsidized transit passes; jobs/housing balance; bikeways and facilities; pedestrian facilities; electric vehicles and related infrastructure and transit improvements.
 - **Action COS-~~1.1~~ 2.1b: City Employee Trip Reduction.** Develop, implement, and promote a TDM program for City employees that includes incentives to reduce single-occupancy vehicle trips, such as ride matching services and assistance, flexible work schedules or telecommuting opportunities, end of trip facilities (parking, showers, lockers), subsidized transit passes, etc.
 - **Action COS-~~1.1~~ 2.1c: Electric Vehicles.** Establish electric vehicle parking spaces and charging requirements to lower pollution and reduce the City's reliance on gasoline.
 - **Action COS-~~1.1~~ 2.1d: City Fleet Replacement.** Develop and adopt a low- and zero- emissions replacement/purchasing policy for official City vehicles and equipment. This would not apply to vehicles with special performance requirements.
- **Policy COS-~~1.2~~ 2.2: Renewable Energy.** Support and incentivize renewable energy and non-renewable energy consumption.
 - **Action COS-~~1.2~~ 2.2a: Solar Incentives.** The City shall promote and inform development applicants and existing home-owners and businesses of the following solar incentives and other incentives as may be appropriate:
 - California Solar Initiative Rebate Program
 - California Alternative Rates for Energy Program
 - California Energy Commission – New Solar Homes Partnership
 - GRID Alternatives - Single-Family Affordable Solar Housing Program
 - Community Action Partnership of San Luis Obispo Energy Services
 - **Action COS-~~1.2d~~ 2.2c: Energy Efficient Upgrades.** Establish a prioritized list of energy efficiency upgrade projects and implement them as funding becomes available.
 - **Action COS-~~1.1~~ 2.1h Emissions Reduction Target.** ~~By 2020, reduce community-wide greenhouse gas emissions to 15 percent below 2005 levels. By 2040, reduce greenhouse gas emissions by 53.33 percent below the 2020 target, placing to place the community on a path to meet the state's 2050 greenhouse gas emissions reduction goals.~~
 - **Action COS-~~1.1~~ 2.1i Climate Action Plan.** ~~Continue to implement and regularly evaluate~~ Update the 2014 Pismo Beach Climate Action Plan and greenhouse gas inventory to evaluate progress, celebrate successes, and adjust strategies as needed to meet emissions goals.
 - **Action COS-~~1.1~~ 2.1j Greenhouse Gas Inventory.** Continue to update the greenhouse gas inventory to determine whether emissions are within recommended levels.
 - **Action COS-~~1.1~~ 2.1k Greenhouse Gas Reduction Strategies.** Pursue a variety of greenhouse gas reduction strategies across the transportation, residential, waste, and commercial sectors, commensurate with their share of the community's greenhouse gas emissions.

Section 4.8: Hazards, Hazardous Materials, and Wildfire

Section 4.8.1 Setting

The last paragraph under the Existing Hazardous Materials Contamination subsection on Page 4.8-2 of the Draft EIR is revised as follows:

Additionally, the Diablo Canyon Power Plant, located about 3 miles north of Pismo Beach, may pose a hazardous materials risk to the City. Diablo Canyon is the one remaining operational nuclear power plant in California, and is expected to remain in operation until its license expires in ~~2025~~ 2030. PG&E is also pursuing relicensing which would extend the plant operations.

The second paragraph on Page 4.8-5 of the Draft EIR is revised as follows:

Development within very high fire hazard areas is unsafe where fire suppression is impeded by lack of water, rugged terrain, and delayed response times. The City is designated as a Local Responsibility Area (LRA), wherein the local government has responsibility for fire protection (CAL FIRE 2009). The San Luis Obispo County Fire Department is responsible for fire protection in Pismo Beach. There are two fire stations in Pismo Beach which are located at 760 Mattie Road and 2555 Shell Beach Road. In 2023, the City Council approved a contract to demolish an existing vacant building on Bello Street and replace the building with a new fire station and police station. This project is currently under construction.

Impact HAZ-1

The impact summary for Impact HAZ-1 on Page 4.8-13 of the Draft EIR is revised as follows:

IMPACT HAZ-1. IMPLEMENTATION OF THE GP/LCP UPDATE COULD RESULT IN AN INCREMENTAL INCREASE OF THE OVERALL ROUTINE TRANSPORT, USE, STORAGE, AND DISPOSAL OF HAZARDOUS MATERIALS. COMPLIANCE WITH APPLICABLE REGULATIONS RELATED TO THE HANDLING, TRANSPORT, DISPOSAL, AND STORAGE OF HAZARDOUS MATERIALS AND ADHERENCE TO EXISTING SAFETY ELEMENT ~~PROPOSED GP/LCP UPDATE~~ POLICIES WOULD MINIMIZE THE RISK OF SPILLS AND THE PUBLIC'S POTENTIAL EXPOSURE TO THESE SUBSTANCES AND REDUCE THE RISK OF ADVERSE IMPACTS OF HAZARDOUS MATERIALS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The following goals, policies, and actions under Impact HAZ-1 on Pages 4.8-15 and 4.8-16 of the Draft EIR are revised as follows:

The goals and policies in the ~~GP/LCP Update~~ existing Safety Element listed below would minimize any impacts related to the use, storage, transport, and release of hazardous materials in the City. These policies direct the City to develop and maintain a multi-hazard emergency response plan, ~~update plans and~~ make mutual aid agreements with other agencies, and regulate use, location, storage, and transportation of hazardous materials.

~~**Goal S-1 – A well prepared and educated community that can quickly and effectively respond to and recover from a hazardous event.**~~

- ~~**Policy S-1.2 – Emergency Disaster Response Programs.** Regularly update plans and agreements with other agencies to response to changing hazard risks.~~

- **Action S-1.2a – San Luis Obispo County Multi-Jurisdictional Hazard Mitigation Plan.** Coordinate across City departments and seek to align the City’s portion of the County’s Multi-Jurisdictional Hazard Mitigation Plan (HMP; County of San Luis Obispo 2019) with the General Plan/Local Coastal Program (GP/LCP) to ensure that proactive adaptation efforts are coordinated and responses to damage from future hazards, including with climate change, are streamlined. Identify future adaptation projects that meet the goals of both the GP/LCP and HMP and leverage Federal Emergency Management Agency (FEMA) funding opportunities for hazard mitigation and other related funding mechanisms to implement such projects.
- **Action S-1.2b – Emergency Response Plan.** Develop and maintain a multi-hazard emergency response plan that conforms to state and federal requirements. Objectives of the plan shall be:

 4. To save lives and property;
 5. To provide a basis for direction and control of emergency operations;
 6. To provide for continuity of government;
 7. To repair and restore essential systems and services;
 8. To provide for the protection, use, and distribution of remaining resources;
 9. To coordinate operations with other neighboring jurisdictions;
 10. To enable the City to be self-sufficient in the weeks following a severe disaster event;
 11. To provide for emergency medical facilities, temporary shelter, emergency communication equipment, and emergency food and water supplies;
 12. To establish a priority system for roads, services, and other vital needs during an emergency event;
 13. To train volunteers to assist police, fire, and civil defense personnel after an emergency event; and
 14. To anticipate an accident during the transportation of hazardous materials, including an accident on the Southern Pacific rail line or U.S. Highway 101.
- **Action S-1.2c – Coordination with Stakeholder Agencies.** The City shall consult with regional, state, and federal agencies on the effects of climate change on local hazards, including sea level rise. This should include coordination with California Department of Transportation (Caltrans), California State Parks, Union Pacific Railroad, San Luis Obispo Regional Transit Authority, South County Transit, and other stakeholder government agencies that own/manage public infrastructure along the shoreline. This coordination should aim to protect public access to the coast and minimize the impacts of sea level rise on assets such as Pismo State Beach (including the North Beach campground and the Monarch Butterfly Grove), U.S. Highway 101, Dolliver Street Bridge, Pismo Lake Ecological Reserve, and the railroad. The intent of this coordination should be the implementation of planning solutions before coastal hazards are accelerated by sea level rise and impacts start to occur. Such consultation shall help prevent the squeeze of the beach between rising sea levels and infrastructure and shall work to maintain a minimum beach width that supports public access, recreation, beach ecology, and the function of the beach as a buffer for coastal hazards.
- **Action S-1.2h – Hazardous Materials Regulation.** Regulate the location, use, storage, and transportation of hazardous and toxic materials to protect the public and the environment from these hazards.

- ~~**Action S-2.1d – Hazardous Materials.**~~ A use permit shall be required for any commercial or industrial use involving potentially hazardous materials. Hazardous waste management plans shall be required as a condition of approval for such permits.
- **S-19: Emergency Disaster Programs.** The city shall develop and maintain a multi-hazard emergency response plan, which conforms to state and federal requirements. Objectives of the plan should be:
 - a. To save lives and protect property;
 - b. To provide a basis for direction and control of emergency operations;
 - c. To provide for the continuity of government;
 - d. To repair and restore essential systems and services;
 - e. To provide for the protection, use and distribution of remaining resources;
 - f. To coordinate operations with the civil defense emergency operations or other jurisdictions;
 - g. To enable the City to be self-sufficient in the weeks following a severe earthquake, such as a magnitude 8.5 event on the San Andreas Fault;
 - h. To provide for emergency medical facilities, temporary shelter, emergency communications equipment and emergency water and food supplies.
 - i. To establish a priority system for roads, services and other vital needs in the event of an earthquake disaster.
 - j. To train volunteers to assist police, fire, and civil defense personnel after an earthquake.

The City should annually review its Emergency Plan to anticipate emergency services, which may be required under mutual aid agreements and in the event of major accidents, including a radiological accident at the Diablo Canyon Nuclear Power Generating Station. The city's Emergency Plan should also be reviewed and revised to anticipate an accident during the transportation of hazardous materials. Primary emphasis should be given to responding to an accident on the Southern Pacific rail line or U.S. Highway 101.

- **S-22: Hazardous Materials.** A use permit shall be required for any commercial or industrial use involving potentially hazardous materials. Hazardous waste management plans shall be required as a condition of approval for such permits.

Compliance with existing applicable regulations and GP/LCP Update existing Safety Element policies would minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials.

Impact HAZ-3

The impact summary for Impact HAZ-3 on Page 4.8-17 of the Draft EIR is revised as follows:

IMPACT HAZ-3. IMPLEMENTATION OF THE GP/LCP UPDATE COULD RESULT IN DEVELOPMENT OF SITES CONTAMINATED WITH HAZARDOUS MATERIALS. HOWEVER, COMPLIANCE WITH APPLICABLE REGULATIONS RELATING TO SITE CLEANUP AND ADHERENCE TO THE GP/LCP EXISTING SAFETY ELEMENT POLICIES WOULD MINIMIZE THE IMPACTS RELATED TO DEVELOPMENT ON LISTED CONTAMINATED SITE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Impact HAZ-4

Impact HAZ-4 on Pages 4.8-18 and 4.8-19 of the Draft EIR is revised as follows:

The GP/LCP Update would facilitate increased urban development and population growth in the City. Increased development in coastal areas would increase the number of residents in areas susceptible to coastal hazards described in the County of San Luis Obispo Multi-Hazard Emergency Response Plan or 2014 HMP, such as tsunamis, as well as radiation hazards from the Diablo Canyon Power Plant. Population growth would incrementally increase traffic which could impacting evacuation routes in the City. As described under Impact HAZ-1, the existing Safety Element of the ~~GP/LCP Update~~ identifies ~~goals and~~ policies to protect and maintain public safety in the event of an emergency.

Until ~~2025~~ 2030, Diablo Canyon will continue to receive radioactive material and the risk of release of these materials would to remain the same as existing conditions. However, even after Diablo Canyon closes, nuclear material would still be stored on-site and (at least temporarily), and so some degree of risk of nuclear materials release would continue, although potentially at lower levels. Additionally, during decommissioning hazardous materials may be transported within the City to the Pismo Beach Materials Handling Facility.

Although the Diablo Canyon Power Plant will not be relicensed to operate after ~~2025~~ 2030, there will continue to be some risk of nuclear material release from the site. The United States lacks a long term repository for high-level radioactive waste produced by nuclear power plants; thus, this material is stored on a power plant site, even after the plant has ceased operations. While the Diablo Canyon facility and its on-site storage containers have a number of systems to prevent the release of radioactive material and are built to withstand natural disasters such as earthquakes, a radiation event is nevertheless possible.

Beyond advocating for policies that reduce the amount of nuclear material at the Diablo Canyon site or increase the safety standards that apply to the facility and any storage sites, the City cannot affect the chances of a release of radioactive material from Diablo Canyon. The odds of such an event are low, and the GP/LCP Update would not increase the likelihood of such an event.

Fire Department review of new development applications for adequate emergency access and evacuation routes, in addition to implementation of the ~~GP/LCP Update~~ existing Safety Element policies listed above, would ensure adequate emergency response. Therefore, potential impacts to emergency response and evacuation would be less than significant.

Impact HAZ-5

The impact summary for Impact HAZ-5 on Page 4.8-19 of the Draft EIR is revised as follows:

IMPACT HAZ-5. THE CITY INCLUDES A DESIGNATED VERY HIGH FIRE HAZARD AREA AND IS ADJACENT TO FIRE HAZARD AREAS IN THE COUNTY. GOALS AND POLICIES INCLUDED IN THE EXISTING SAFETY ELEMENT ~~GP/LCP UPDATE~~ WOULD MINIMIZE EXPOSURE OF PEOPLE OR STRUCTURES TO RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDFIRE AND WILDLAND FIRES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The following policies and actions on under Impact HAZ-5 on Pages 4.8-21 and 4.8-22 of the Draft EIR are revised as follows:

The following ~~GP/LCP Update~~ existing Safety Element ~~goals and policies~~ policy provides guidance for ~~preventative measures and practices~~ conducting wildland fire analyses to avoid and minimize wildland fire risks, ~~including one action specifically regarding new structures in the WUI.~~

- ~~**Policy S-2.7 – Fire Hazards.**~~ Minimize the City’s fire risk through careful siting of development and appropriate vegetation management.
 - ~~**Action S-2.7a – Wildfire and Climate Change.**~~ Monitor wildfire mapping and hazard conditions for future changes in conditions as a result of climate change.
 - ~~**Action S-2.7b – Vegetation Management.**~~ Maintain the City’s vegetation management program that provides vegetation management services to elderly, disabled, or low-income property owners who lack the resources to remove flammable vegetation from around their homes. The program is approved by the California Department of Forestry and Fire Protection (CAL FIRE).
 - ~~**Action S-2.7c – Fuel Modification Program.**~~ Continue to implement a fuel modification program, which includes residential maintenance requirements and enforcement, plan submittal and approval process, guidelines for planting, and a list of undesirable plant species. Require builders and developers to submit their plans, complete with proposed fuel modification zones, to the local fire department for review and approval prior to beginning construction. Fuel modification shall be designed and implemented consistent with the requirements of the Conservation and Open Space Element regarding fuel modification in habitat areas.
 - ~~**Action S-2.7d – Funding and Incentives.**~~ Develop and provide funding and/or incentives for defensible space measures (e.g., free chipping day, free collection day for tree limbs).
 - ~~**Action S-2.7e – Annexation.**~~ The City shall require a wildland fire analysis and plan as part of all future annexations that include an area designated by CAL FIRE as a Fire Hazard Severity Zone. At a minimum, these plans shall specify:
 1. Fuel clearance and management techniques consistent with the Federal Land Assistance, Management, and Enhancement Act of 2009;
 2. Adequate right-of-way for emergency response vehicles and evacuation;
 3. Standards for traffic signals;
 4. Standards for the placement of electrical utilities;
 5. Provision of adequate water supply for the approved density; and
 6. Level of service and response time from the fire department.
 - ~~**Action S-2.7f – New Structures in the Wildland Urban Interface (WUI).**~~ New structures in areas designated by CAL FIRE as a Fire Hazard Severity Zone shall:
 1. Prohibit locating any critical infrastructure in the WUI, unless it is critical to health and safety;
 2. Include building setbacks and fuel breaks consistent with the most recent building code;
 3. Utilize fire-resistant building materials consistent with the most recent building code or best practices;
 4. Ensure adequate water supply and fire flow to protect the additional structure; and

- 5. Evaluate the adequacy of access routes to and from hazard areas relative to the degree of development or use (e.g., road width, road type, length of dead-end roads).
- **Action S 2.7g—Fire Hazard Severity Zones.** The City shall encourage the clustering of development outside of the highest Fire Hazard Severity Zones.
- **Action S 2.7h—Interjurisdictional Cooperation.** Continue enhancing interjurisdictional communication systems between public agencies with responsibility for fire protection.
- **S-18: Wildland Fire Analysis.** The City shall require a wildland fire analysis and plan as part of all future annexations. Additionally, the city shall prepare a wildland fire analysis and plan prior to implementation of the required open space/park, Conservation Element Policy CO-8. At a minimum these plans shall specify:
 - a. Appropriate fuel clearance areas
 - b. Building set-backs from undeveloped areas
 - c. Access to high hazard areas
 - d. Standards for evaluation of areas
 - e. Identified turnouts and helispots in road system
 - f. Water supplies
 - g. Manpower and equipment requirements.

Compliance with the ~~goals and policies~~ policy listed above would minimize potential wildfire and wildland fire impacts to future growth associated with the GP/LCP update, particularly in the open space areas of Pismo Beach. Additionally, with implementation of State requirements for very high fire hazard areas, California Fire Code standards for new structures, and fire hazard policies in the GP/LCP Update that apply to fire hazard areas, the impact of wildland fire hazards would be less than significant.

Section 4.8.4 Cumulative Impacts

Section 4.8.4 on Page 4.8-22 of the Draft EIR is revised as follows:

The land use plan in the GP/LCP Update would facilitate development near areas mapped as very high fire hazards. The risk of loss from existing development and the anticipated growth within San Luis Obispo County would result in cumulative impacts related to wildland fire hazards due to development in or near fire hazard zones. As described in Impact HAZ-5, the project would result in a less than significant impact to wildfire, and compliance with City and County policies related to fire protection, as well as implementation of State requirements for very high fire hazard areas, California Fire Code standards for new structures, and fire hazard policies in the GP/LCP Update that apply to fire hazard areas existing Safety Element, would minimize potential cumulative wildland fire impacts. Therefore, the project would not have a considerable contribution to cumulative wildland fire risk.

Section 4.9: Hydrology and Water Quality

Section 4.9.1 Setting

The third paragraph under subsection d. Flooding on Page 4.9-8 of the Draft EIR is revised as follows:

~~As discussed in the Safety Element of the Pismo Beach GP/LCP Update,~~ Pismo Beach has had a history of tsunami events, with eight events occurring in the last 141 years. Most of these events resulted in little to no wave run-up, except during the 1927 tsunami which resulted in 6-foot waves and the 1960, 2010, and 2011 tsunamis which resulted in 4-foot waves. Much of the City is protected from tsunami inundation by the high bluffs, dunes, and wide beaches; however, the low-lying areas near Pismo Estuary are considered to be at moderate risk of tsunami inundation. With sea level rise, tsunami inundation areas could increase in the future.

Section 4.9.2 Regulatory Setting

The following text under the Construction Activity General Stormwater Permit subsection on Page 4.9-15 of the Draft EIR is revised as follows:

The General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ ~~2009-0009-DWQ~~, NPDES No. CAS000002, ~~as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ~~ (Construction General Permit), adopted by the SWRCB, regulates construction activity that includes clearing, grading, and excavation resulting in soil disturbance of at least one acre of total land area.

Impact HWQ-1

The impact summary for Impact HWQ-1 on Page 4.9-21 of the Draft EIR is revised as follows:

IMPACT HWQ- 1. DEVELOPMENT FACILITATED BY THE GP/LCP UPDATE COULD DISTURB SOIL DURING CONSTRUCTION; INCREASE IMPERVIOUS SURFACES, STORMWATER RUNOFF, EROSION, AND POLLUTANTS IN STORMWATER; AND/OR ALTER DRAINAGE PATTERNS. COMPLIANCE WITH NPDES PERMIT REQUIREMENTS, CITY MUNICIPAL CODE REQUIREMENTS, AND ~~GP/LCP UPDATE~~ EXISTING SAFETY ELEMENT POLICIES AND ACTIONS WOULD REDUCE IMPACTS RELATED TO WATER QUALITY, EROSION AND SILTATION, STORMWATER RUNOFF, DISCHARGES OF POLLUTANTS, AND CHANGES TO FLOOD FLOWS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The following actions under Impact HWQ-1 on Page 4.9-22 are revised as follows:

- **Action ~~COS-1.7e~~ 2.7d: Minimize Land Disturbance During Construction.** When reviewing development applications, the City shall require applicants to exemplify how the development minimizes land disturbance activities of construction (e.g., clearing, grading, cut-and-fill, and soil compaction), especially in erosive areas (including steep slopes, unstable areas, and erosive soils), to avoid detrimental water quality impacts caused by increased erosion or sedimentation.
- **Action ~~COS-1.7d~~ 2.7c: Minimize Erosion and Sedimentation During Construction.** Require that construction be conducted using measures to minimize soil erosion and off-site transport of sediment and debris originating at the construction site.

- **Action COS-~~1.7e~~ 2.7d: Minimize Discharge of Construction Pollutants.** Development shall minimize pollution of runoff and coastal waters by construction chemicals and materials through waste management BMPs and “good housekeeping” BMPs.
- **Action COS-~~1.7f~~ 2.7e: Avoid Construction Staging on the Beach.** The City shall require any construction occurring on the beach or beach fronting lots to provide the location of their staging areas within their project plans prior to the issuance of a grading permit. Construction on or adjacent to the sandy beach shall avoid staging/material storage on sandy beaches or within any other biological resource area.
- **Action COS-~~3.9g~~ 4.10e: Erosion Control Measures.** Any development within the ESHA buffer shall incorporate erosion control measures such as distillation basins and energy dissipaters, within grading plans, as necessary.

The following policy and actions under Impact HWQ-1 on Pages 4.9-23 and 4.9-25 are revised as follows:

- **Policy COS-1.5: Water Quality:** The City shall protect and restore the City’s water quality through identifying and managing point sources and non-point sources.
 - **Action COS-~~1.5~~ 2.5a: Meadow Creek Watershed Protection.** Runoff from any new development projects within the Meadow Creek watershed, which drains to the marsh, shall be evaluated with a hydrology report to determine if its runoff exceeds the existing volume rate of flow or suspended solids content. Existing rates should not be exceeded unless restoration plans are developed. The utilization of permeable ground materials to the greatest extent possible is encouraged as one method of limiting increased runoff. Erosion control measures, such as distillation basins and energy dissipaters, shall be incorporated within any grading plan, as necessary.
 - **Action COS-~~1.5~~ 2.5b: Watershed Protection.** Existing and new development shall not degrade Pismo Beach’s coastal resources or water quality. The City shall require development projects to comply with water quality and watershed protection requirements per the 2013 Phase II Small MS4 General Permit (Order No. 2013-0001 DWQ, effective July 1, 2013, or any amendment to or re-issuance thereof), approved by the Central Coast Regional Water Quality Control Board. The City shall continue collaborations with other San Luis Obispo County jurisdictions on the development and implementation of watershed protection principles and implementation of best management practices for specific land uses.
 - **Action COS-~~1.5~~ 2.5c: Minimize Adverse Impacts from Stormwater Outfall Discharges.** Avoid construction of new stormwater outfalls, and direct stormwater to existing facilities with appropriate treatment and filtration, where feasible. Where new stormwater outfalls cannot be avoided, plan, site, and design outfalls to minimize adverse impacts to coastal resources from outfall discharges.
- **Policy COS-~~1.6~~ 2.6: Coastal Waters.** The biological productivity of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

- **Action COS-1.6 2.6a: Transport of Pollutants from Development.** Plan, site, and design development to minimize the transport of pollutants from development into runoff and coastal waters. The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.
- **Action COS-1.6 2.6b: Minimize Changes in the Site's Runoff Flow Regime.** Plan, site, and design development to minimize post-development changes in the site's runoff flow regime (i.e., volume, flow rate, timing, and duration), to preserve the pre-development hydrologic balance and prevent adverse changes in the hydrology of coastal waters (i.e., hydromodification).
- **Action COS-1.6 2.6c: Address Runoff Management Early in Site Design Planning.** Address runoff management early in site design planning and alternatives analysis, integrating existing site characteristics that affect runoff (such as topography, drainage patterns, vegetation, soil conditions, natural hydrologic features, and infiltration conditions) in the design of strategies that minimize post-development changes in the runoff flow regime, control pollutant sources, and, where necessary, remove pollutants.
- **Action COS-1.6 2.6d: Low Impact Development Strategies.** New development and redevelopment shall give precedence to the use of a Low Impact Development (LID) approach to stormwater management, which integrates site design strategies (e.g., minimizing the building footprint, preserving vegetation, and protecting natural drainage features) with small-scale, distributed Best Management Practices (BMPs) (e.g., permeable pavement surfaces, rain barrels and cisterns, and bioretention techniques) to replicate the site's natural hydrologic balance through infiltration, evapotranspiration, harvesting, detention, or retention of stormwater close to the source, to the maximum extent appropriate and feasible.
- **Action COS-1.6 2.6e: Protect and Restore Hydrologic Features.** Plan, site, and design development to protect and, where feasible, restore hydrologic features such as stream corridors, drainage swales, topographical depressions, groundwater recharge areas, floodplains, and wetlands.
- **Action COS-1.6 2.6f: Preserve or Enhance Vegetation.** Plan, site, and design development to preserve or enhance non-invasive vegetation, to achieve water quality benefits such as transpiration, interception of rainfall, pollutant uptake, shading of waterways to maintain water temperature, and erosion control.
- **Action COS-1.6g 2.6h: Infiltration.** Modify the Stormwater regulations in the Municipal Code maintain or enhance on-site infiltration of runoff, where appropriate and feasible. If on-site infiltration of runoff may potentially result in adverse impacts, including, but not limited to, geologic instability, flooding, or pollution of coastal waters, the development shall substitute alternative BMPs (e.g., flow-through planter box, green roof, or cistern) that do not involve on-site infiltration in order to minimize changes in the runoff flow regime to the extent appropriate and feasible. Alternative BMPs shall also be used where infiltration BMPs are not adequate to treat a specific pollutant of concern attributed to the development, or where infiltration practices would conflict with regulations protecting groundwater.
- **Action COS-1.6h 2.6g: Impervious Surfaces.** New development shall be planned, sited and designed to minimize the installation of impervious surfaces, where feasible, especially impervious areas directly connected to the municipal storm drain system, in order to

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- **Action COS-1.6 2.6i: Priority Development Projects.** Require a Water Quality Management Plan for Priority Development Projects, (PDPs) as defined in the NPDES MS4 Permit, that includes permanent post-construction treatment control BMPs to address pollutants of concern specific to the PDP's land use and impairments of surface waters to which the project drains. PDPs will also require post-construction runoff control BMPs to minimize adverse changes in the PDP's runoff flow regime. The Water Quality Management Plan will provide for the operation and maintenance of the permanent treatment control and runoff control BMPs and shall be implemented for the life of the development.
- **Action COS-1.7 2.7a: Use Source Control BMPs.** Require new development to incorporate Source Control BMPs, which can be structural features (such as a roof over an outdoor storage area) or operational actions (such as proper application of pesticides and fertilizers) to control pollutant sources and keep pollutants segregated from runoff, in order to minimize the transport of pollutants in runoff from the development.
- **Action COS-1.7b 2.7f: Manage BMPs for the Life of the Development.** Modify the Stormwater regulations in the Municipal Code to include to implement appropriate protocols to manage BMPs (including installation and removal, ongoing operation, inspection, and maintenance) in all development, to protect coastal water resources for the life of the development.
- **Policy COS-1.8 2.8: Water Quality BMPs in New Development and Redevelopment.** All Coastal Development Permits (CDPs) shall incorporate Best Management Practices in new development and redevelopment.
 - **Action COS-1.8 2.8a: Stormwater Runoff Plans.** All projects that require a CDP and have the potential for adverse water quality or hydrology impacts to coastal waters shall prepare both a construction-phase and a post-development runoff plan that includes drainage plans and sediment- and pollution-control measures. To the maximum extent feasible, development shall include specific measures to help reduce potential pollutants and water quality impairment, including controlling the disposal of chemicals and hazardous materials, controlling the use of pesticides and herbicides, maintaining existing storm water capture programs, applying low impact development designs and requiring on-site retention and/or reuse of runoff. The City shall utilize ecologically responsible pest control methods and integrated pest management to the extent feasible on public property and encourage this practice on private property. Drainage plans and erosion, sediment and pollution control measures shall be required as conditions of approval of every application for new development that has the potential to impair water quality.
 - **Action COS-1.8 2.8b: Runoff Plan Requirements.** Runoff management shall be addressed early in the development's planning and design stages. As part of CDP approval, the City shall require that the runoff plans include stormwater pollution control and runoff control measures or systems, and a maintenance program, as necessary, for both the construction-phase and post-development runoff plans including erosion controls, sediment traps and filtering of off-site storm water flows, capture of site-generated pollutant sources, street sweeping of dirt tracked off-site, litter control, post-construction monitoring, and other best management practices. Construction-phase water quality impacts shall be avoided by minimizing the disturbed area, phasing grading activities, implementing soil stabilization and pollution prevention measures, and preventing unnecessary soil compaction. Development

that has the potential for water quality impairment shall, at a minimum, be designed to meet National Pollutant Discharge Elimination System stormwater runoff requirements. The post-development maintenance program shall be for the life of the development. The level of detail provided to address the plan's requirements shall be commensurate with the type and scale of the development, and with the potential for adverse water quality and hydrology impacts to coastal waters.

The following policies and actions under Impact HWQ-1 on Pages 4.9-25 through 4.9-27 are revised as follows:

In addition, implementation of the following ~~GP/LCP Update~~ existing Safety Element goals and policies regarding bluff erosion would also apply in relevant areas:

- ~~**Policy S-3.2: Bluff Management.**~~ Manage natural bluff features to conserve soil resources and prevent excessive erosion due to wind and water.
 - ~~**Action S-3.2a: Development on Bluff Face.**~~ No new development shall be permitted on any bluff face, except engineered staircases or accessways to provide public beach access where no feasible alternative means of public access exists, and pipelines for scientific research or coastal dependent industry. Drainpipes shall be allowed only where no other less environmentally damaging drain system is feasible, and the drainpipes shall be designed and placed to minimize impacts to the bluff face, toe, and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face, toe, and beach. Any development permitted on a bluff face per this section shall:
 - a. ~~Be designed and constructed to minimize landform alteration of the oceanfront bluff face;~~
 - b. ~~Not contribute to further erosion or cause, expand, or accelerate instability of the bluff;~~
 - c. ~~Be visually compatible with the surrounding areas;~~
 - d. ~~Avoid the need for shoreline protection to the maximum extent feasible; and~~
 - e. ~~Be sited and designed to be easily relocated or removed without significant damage to the bluff or shoreline.~~
 - ~~**Action S-3.2b: Bluff top Lot Drainage and Erosion.**~~ New development, including substantial redevelopment, on a bluff top lot shall provide adequate drainage and erosion control facilities that convey site drainage in a non-erosive manner away from the bluff edge to minimize hazards, site instability, and erosion.
 - ~~**Action S-3.2c: Bluff top Landscaping.**~~ All landscaping for new bluff top development or redevelopment shall consist of native, non-invasive, drought tolerant, and fire resistant species. Any permanent irrigation system shall be low volume (drip, micro jet, etc.) and shall only be permitted on the street-facing portion of the lot. Irrigation systems along the bluff or shoreline portion of a lot shall only be allowed on a temporary basis for initial plant establishment (90 days) and shall be removed after vegetation has established. Excessive irrigation on bluff lots is prohibited. Temporary bluff top landscaping must be set back from the bluff edge by at least ten feet.

- **S-3: Bluff Set-Backs.** All structures shall be set back a safe distance from the top of the bluff in order to retain the structures for a minimum of 100 years, and to neither create nor contribute significantly to erosion, geologic instability or destruction of the site or require construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. The City shall determine the required setback based on the following criteria:
 - a. For development on single-family residential lots subdivided prior to January 23, 1981, the minimum bluff setback shall be 25 feet from the top of the bluff (bluff-top is defined as the point at which the slope begins to change from near horizontal to more vertical). A geologic investigation may be required at the discretion of the City Engineer, and a greater setback may be applied as the geologic study would warrant.
 - b. For all other development, a geologic study shall be required for any development proposed.
- **S-4 Bluff-top Guidelines/Geologic Studies.** Site-specific geologic reports shall incorporate the information requirements contained in the State Coastal Commission's guidelines for Geologic Stability of Bluff-top Development, as adopted May 3, 1977 and updated on December 16, 1981. This guideline is included in the Appendix. The report shall consider, describe and analyze the following:
 - 1. A site-specific erosion control plan to assure that the development would not contribute to the erosion or failure of any bluff face shall be prepared by a licensed engineer qualified in hydrology and soil mechanics for all bluff-top development.
 - 2. Cliff geometry and site topography, extending the surveying work beyond the site as needed to depict unusual geomorphic conditions that might affect the site. (See guidelines in the Appendix.)
 - 3. Historic, current and foreseeable cliff erosion, including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available and possible changes in shore configuration and sand transport.
 - 4. Geologic conditions, including soil, sediment and rock types and characteristics in addition to structural features, such as bedding, joints, and faults.
 - 5. Evidence of past or potential landslide conditions, the implications of such conditions for the proposed development and the potential effects of the development on landslide activity.
 - 6. Impact of construction activity on the stability of the site and adjacent area.
 - 7. Ground and surface conditions and variations, including hydrologic changes caused by the development (i.e., introduction of irrigation water to the ground water system); alterations in surface drainage.
 - 8. Potential erodibility of the site and mitigating measures to be used to ensure minimized erosion problems during and after construction (i.e., landscaping and drainage design).
 - 9. Effects of marine erosion on seacliffs;
 - 10. Potential effects of seismic forces resulting from a maximum credible earthquake; and
 - 11. Any other factors that might affect slope stability.

- **S-5: Development on Bluff Face.** No additional development shall be permitted on any bluff face, except engineered staircases or access-ways to provide public beach access, and pipelines for scientific research or coastal dependent industry. Drain- pipes shall be allowed only where no other less environmentally damaging drain system is feasible and the drainpipes are designed and placed to minimize impacts to the bluff face, toe and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face, toe and beach.
- **S-6: Shoreline Protective Devices.** Shoreline protective devices, such as seawalls, revetments, groins, breakwaters, and riprap shall be permitted only when necessary to protect existing principal structures, coastal dependent uses, and public beaches in danger of erosion. If no feasible alternative is available, shoreline protection structures shall be designed and constructed in conformance with Section 30235 of the Coastal Act and all other policies and standards of the City's Local Coastal Program. Devices must be designed to eliminate or mitigate adverse impacts on local shoreline sand supply, and to maintain public access to and along the shoreline. Design and construction of protective devices shall minimize alteration of natural landforms, and shall be constructed to minimize visual impacts. The city shall develop detailed standards for the construction of new and repair of existing shoreline protective structures and devices. As funding is available, the city will inventory all existing shoreline protective structures within its boundaries.
- **S-7 Hazards Overlay Zone.** Areas where bluff-top hazards exist shall be included within and subject to the requirements of the Hazards Overlay Zone.

The projected growth from new development envisioned in the GP/LCP Update would increase wastewater generation and increase treatment demand at the Pismo Beach WWTP. However Central Coast Blue, anticipated to be completed in 2023, would assist with the treatment of wastewater and capture of water for recharge of the Santa Maria Groundwater Basin and would provide a new source of recycled water. The Pismo Beach WWTP currently treats and discharges an average of 0.9 million gallons per day (mgd) and is permitted to discharge up to 1.9 mgd to the Pacific Ocean under its existing Waste Discharge Requirements (WDRs) Order No. R3-2015-0016 as of February 2016 (City of Pismo Beach 2015). The permit requires that discharges from the plant meet applicable water quality standards before release into the Pacific Ocean. Required compliance with applicable WDRs would ensure that wastewater discharged to the ocean are properly and effectively treated to meet or exceed discharge requirements so as to not degrade water quality.

Compliance with the regulations, ~~and~~ GP/LCP Update policies and actions, and existing Safety Element policies discussed above would reduce discharge of additional stormwater runoff and associated pollutants from new development and redevelopment within the City. Because violations of water quality standards would be minimized through compliance with existing regulations and the GP/LCP Update policies and actions, impacts to water quality facilitated by the GP/LCP Update would be less than significant.

Impact HWQ-2

The following policy and actions under Impact HWQ-2 on Page 4.9-27 of the Draft EIR are revised as follows:

- **Policy COS-1.4 2.4: Water Supply.** The City shall provide residents and visitors of Pismo Beach a reliable and sustainable water supply through the use of new or enhanced water supply programs, water conservation efforts, and routine reporting.
 - **Action COS-1.4d 2.4h: Groundwater Management Plan.** The City may consider coordination with other agencies within the Santa Maria Groundwater Basin to develop a more comprehensive groundwater management plan.
 - **Action COS-1.4e 2.4c: Seawater Intrusion into Groundwater Aquifers.** The City shall continue to implement best practices to prevent seawater intrusion into groundwater aquifers, by alternating disinfectants used in water treatment and monitoring chemical levels installing monitoring wells for saline levels and implementing other measures as necessary.

Impact HWQ-3

The following action under Impact HWQ-3 on Page 4.9-28 of the Draft EIR is revised as follows:

- **Action LU-8.1ef: Floodplain Overlay Zone.** Continue to implement the Floodplain Overlay Zone to restrict, prohibit or condition development within hazardous floodplain areas to assure that the type and intensity of use are consistent with the protection and preservation of people, property and significant resources and consistent with all policies of the GP/LCP, including but not limited to the policies of the Safety Element.

The following policies and actions under Impact HWQ-3 on Pages 4.9-28 through 4.9-35 of the Draft EIR are revised as follows:

Additionally, the following ~~policies~~ policy and ~~actions~~ within the GP/LCP Update existing Safety Element would also reduce the risk of pollutant release in areas of flood hazard by restricting development within the Floodplain Overlay Zone 100-year flood plain, requiring continuous risk identification by the City, and requiring review of new development in sites with high flood hazard areas.

- ~~**Policy S-2.5: Flood Hazards.** New development and substantial redevelopment in flood hazard areas shall be sited and designed to avoid hazards and protect coastal resources.~~
 - ~~**Action S-2.5a: Flood Plain Zoning.** Areas subject to flooding, including those shown on the most current FEMA Flood Insurance Rate Maps (FIRMs) and areas projected to be impacted by flooding with sea level rise as shown on Figures S-2 to S-9 (of the Safety Element), shall be mapped within and subject to the requirements of the Floodplain Overlay Zone.~~
 - ~~**Action S-2.5b: Restrictions on New Development Within the 100-Year Floodplain.** D New development in the Floodplain Overlay shall not result in an obstruction to flood control or adversely affect migrating tidelands, coastal wetlands, estuaries, or other sensitive habitat areas within the floodplain.~~
 - ~~**Action S-2.5c: Shoreline Setbacks.** All structures shall be setback a sufficient distance to avoid flood hazards, including those associated with wave run-up from a 100-year storm event, accounting for sea level rise and long-term shoreline retreat, over the anticipated lifespan of the development. Structures that cannot feasibly avoid all flood hazards shall be setback as far as possible and minimize flood risks. as required by Action 2.5d.~~

- **Action S-2.5d: Floodplain Zoning Standards.** Development within the floodplain shall adhere to the following standards:
 - 1. Within flood hazard areas as mapped by the FEMA, development shall meet the minimum elevation requirements as determined by the Pismo Beach Building Code of the Base Flood Elevation assigned to the specific flood zones on a FIRM, or the sea level rise amount projected for the anticipated lifespan of the development, whichever is greater.
 - 2. Within areas that are not within FEMA mapped flood zones but are identified on Figures S-2 to S-9 (of the Safety Element), development shall be constructed such that the lowest habitable finished floor exceeds the projected sea level rise expected at the site for the anticipated lifespan of the structure. If it is infeasible for new development, including redevelopment, to avoid flood hazards completely, development should be sited and designed to minimize risks from flooding, including as influenced by sea level rise, over the anticipated life of the development, and constructed using design techniques that will limit damage caused by floods. Based on a site-specific coastal hazard analysis, flood hazard mitigation design techniques may include, but shall not be limited to:
 - a. Locating only non-habitable space below the flood hazard elevation;
 - b. Elevating mechanical and utility installations;
 - c. Eliminating basements;
 - d. Using flood vents and anchoring structures where appropriate; and
 - e. Other appropriate mitigation measures identified in the most recent FEMA regulations.
 - 3. No habitable structure shall be approved for construction within the area of the 100-year floodplain unless the applicant demonstrates that the finished floor elevations are at least 1 foot above the projected elevation of the 100-year flood, except as allowed by FEMA regulations.
 - 4. No new fill, structure, or other obstruction shall be permitted to be placed or constructed within a flood way unless a detailed hydrologic study has been prepared by the applicant and approved by the City Engineer ensuring that the proposed project will not obstruct passing floodwaters in any way.
 - 5. No new development shall be allowed in the 100-year floodplain that will contribute to or increase flood hazards on the same or other properties, or which would require construction of flood control devices.
 - 6. In addition to the coastal hazard report required per Action 2.2d, any application for development on a parcel any portion of which is within the boundary of the 100-year floodplain shall be required to submit a hydrological engineer's report which assesses the nature of the flood risks, identifies the boundary of the 100-year floodplain, and specifies the protective measures that should be undertaken to attain compliance with the City's floodplain zoning and with FEMA regulations.

- **S-1: Risk Identification.** The City shall continually provide for the identification and evaluation of existing structural hazards, and abate those hazards to acceptable levels of risk. Specifically:
 - a. Structures within the City's jurisdiction that are old, or suspect of hazards from fire, flooding and geologic events, including bluff retreat, should be inspected by qualified personnel to determine the degree of the hazards. Critical facilities should be inspected prior to non-critical facilities, and public-owned facilities prior to private owned facilities. Structural inspections are a major seismic concern. Susceptibility to damage from flooding should be determined based on the 100- year flood. Fire hazards are best evaluated on a building-by-building basis, by qualified inspection personnel.
 - b. CALTRANS should review its facilities and roadways within the area to determine the potential impact of expected earthquakes and floods and should forward comments to the City.
 - c. The Pacific Gas and Electric Company and the Southern California Gas Company should continue the review of their facilities and distribution/transmission networks and centers, especially with regard to fire and earthquake hazards to ensure adequate and safe service pursuant to the standard of construction, operation and maintenance mandated by the California Public Utilities Commission. Where local standards differ significantly with those of the Commission, the City should inform the commission accordingly in order that such differences be taken into consideration.
 - d. Structures, which have been inspected and found to have a high degree of hazard from earthquake, landslide, fire or flooding should be brought up to an acceptable level of risk or mitigated to reduce the level of risk. Programs used to bring structures up to standards should include, but not be limited to, structural rehabilitation, flood proofing, occupancy reduction, and demolition and reconstruction.
 - e. The City shall initiate abatement proceedings against structures found to be unsafe.
- **S-2: New Development.** New development within the City's jurisdiction shall be designed to withstand natural and man-made hazards to acceptable levels of risk by:
 - a. Adoption of the most recent safety requirements in the Building and Fire Code.
 - b. Using the planning and technical criteria presented in the Safety Element, as basic guidelines for all new public facilities.
 - c. Evaluating new development, particularly industrial, commercial or utility development, to ensure that construction or operation of the project will not cause hazardous conditions at an unacceptable level of risk.
 - d. Requiring new development to avoid portions of sites with high hazard levels
- **S-9: Restrictions on Development Within the 100-Year Flood Plain.**
 - 1. No habitable structure shall be approved for construction within the area of the 100-year flood plain unless the applicant demonstrates that the finished floor elevations are at least one foot above the projected elevation of the 100-year flood, except as allowed by FEMA regulations.
 - 2. No new fill, structure, or other obstruction shall be permitted to be placed or constructed within a flood-way unless a detailed hydrologic study has been prepared and approved by the City Engineer ensuring that the proposed project will not obstruct, in any way, passing floodwaters.

3. No new development shall be allowed in the 100-year flood plain which will contribute to or increase flood hazards on the same or other properties or which would require construction of flood control devices.
4. Any application for development on a parcel any portion of which is within the boundary of the 100-year floodplain shall be required to submit a hydrological engineer's report which assesses the nature of the flood risks, identifies the boundary of the 100-year flood plain and specifies the protective measures that should be undertaken to attain compliance with the city's flood plain zoning and with FEMA regulations.

Adherence to the GP/LCP actions, existing Safety Element policies, and compliance with applicable laws and regulations would minimize the potential impact of pollutant release in the event of inundation of structures in areas subject to inundation. Impacts would be less than significant.

As a result of the Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association [CBIA] v. Bay Area Air Quality Management District [BAAQMD]*, 62 Cal. 4th 369 [No. S 213478] issued December 17, 2015), it is not considered the purview of the CEQA process to evaluate the impact of existing environmental conditions on a proposed project. Therefore, the following discussion of sea level rise is provided solely for informational purposes.

As discussed in Section 4.7, *Greenhouse Gas Emissions*, climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood, frequency, and risk of flooding and release of pollutants due to inundation, including pollutants associated with increased erosion. Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust greenhouse gas emission control measures. Sea level rise could affect flooding along the creeks in the City and at the development in the southeastern portion of City. Additionally, loss of the City beaches from sea level rise would reduce the natural wave buffer and exacerbate flooding in the downtown area. The City prepared a *Sea Level Rise Vulnerability Assessment* (City of Pismo Beach 2019), consistent with the CCC's adopted *Sea Level Rise Policy Guidance* (CCC 2018). ~~As part of the Safety Element update, The Sea Level Rise Vulnerability Assessment~~ used a range of sea level rise projections, based on multiple greenhouse gas emissions scenarios. The *Sea Level Rise Vulnerability Assessment* used the sea level rise projections, combined with coastal hazard models, to map areas that may be subject to coastal hazards with sea level rise. ~~The results of the Sea Level Rise Vulnerability Assessment and the recommendations of the Sea Level Rise Adaptation Plan were used to guide the development of the policies and actions in the GP/LCP Update.~~

~~In addition to Compliance with mandatory Clean Water Act requirements (NPDES Construction General Permit and Phase II MS4 Permit), City Municipal Code requirements, the Central Coast RWQCB's post-construction requirements for stormwater management, and implementation of Policies 2.5 and Policy 8.1 and Actions 2.5a through 2.5dc (listed above), implementation of the following GP/LCP Update Safety Element goals and policies would minimize potential risk of release of pollutants, including pollutants from erosion, from inundation from sea level rise. by limiting development in the areas potential subject to additional flooding from sea level rise:~~

- **Action S-1.2c: Coordination with Stakeholder Agencies.** The City shall consult with regional, state, and federal agencies on the effects of climate change on local hazards, including sea level rise. This should include coordination with California Department of Transportation (Caltrans), California State Parks, Union Pacific Railroad, San Luis Obispo Regional Transit Authority, South County Transit, and other stakeholder government agencies that own/manage public infrastructure along the shoreline. This coordination should aim to protect public access to the coast and minimize the impacts of sea level rise on assets such as Pismo State Beach (including the North Beach campground and the Monarch Butterfly Grove), U.S. Highway 101, Dolliver Street Bridge, Pismo Lake Ecological Reserve, and the railroad. The intent of this coordination should be the implementation of planning solutions before coastal hazards are accelerated by sea level rise and impacts start to occur. Such consultation shall help prevent the squeeze of the beach between rising sea levels and infrastructure and shall work to maintain a minimum beach width that supports public access, recreation, beach ecology, and the function of the beach as a buffer for coastal hazards.
- *— **Policy S-1.4: Sea Level Rise Resiliency.** Support efforts to develop a better understanding of sea level rise and participate in coordination and collaboration to increase resiliency.
 - **Action S-1.4a: GP/LCP Updates.** The City will conduct an evaluation at least every 10 years to determine whether additional policies and/or actions are necessary for inclusion in the GP/LCP in order to better address the impacts of sea level rise and other coastal hazards. Such GP/LCP amendments may include updates to hazard overlay maps, policies, and/or the zoning code if such updates are needed to address changed conditions, updates to the best available science that provides new information and alters the projected timing or amount of sea level rise, and/or changes to the sea level rise adaptation strategies based on the observed efficacy of whatever adaptation strategies have been implemented. The scope of each update is expected to vary depending on the extent to which conditions have changed over time.
 - **Action S-1.4b: Sea Level Rise Information.** The best available scientific information regarding sea level rise projections and effects shall be considered in the preparation of findings and recommendations for all geologic, geotechnical, hydrologic, coastal hazards, and engineering investigations.
 - **Action S-1.4c: Sea Level Rise Monitoring.** The City, or other entity authorized by the City, shall conduct monitoring and shall keep a record of all monitoring data and reports to track the increase in local sea levels over time. The City shall establish a baseline condition for each of the following monitoring methods within 5 years of the date of certification of the GP/LCP. Monitoring sites and methods shall be consistent in timing, location, and technique. The City should collaborate with other local, regional, state, and federal entities to establish consistent monitoring methods and to collaboratively track the effects of sea level rise, where feasible. Supplementary surveys should be performed immediately following any significant bluff or shoreline erosion events. Monitoring shall include the following:
 1. **Beach Monitoring.** Conduct annual or seasonal beach profile surveys documenting shoreline width, slope, height, or other features, as necessary. This data will be useful to verify projected rates of shoreline retreat along the Downtown and low-lying study areas and quantify the efficacy of any beach nourishment or additional sediment management activities. The City will use the beach width data collected within 5 years of certification of the LCP as a baseline for future monitoring.

2. ~~**Bluff Monitoring.**~~ Conduct coastal bluff surveys in the northern portion of the City at 5-year intervals using technology such as LIDAR to document the bluff top and toe position, nearshore slope, bluff face slope, and other bluff features as needed. This monitoring will provide actionable data in the face of uncertain projections and be useful for the site-specific geologic hazard analyses that are required for development along the bluffs. The City will use the bluff data collected within 5 years of certification of the LCP as a baseline for future monitoring. Opportunities to coordinate and collaborate with other agencies on large-scale studies and efforts should be pursued.
 3. ~~**Fluvial Monitoring.**~~ Fluvial flooding conditions from Pismo Creek shall be monitored, (e.g., frequency of overbank/flood events).
- ~~**Action S-1.4d: Additional Research.**~~ Encourage opportunities to conduct additional research on combined fluvial and coastal flood hazards in the low-lying areas bordering Pismo Creek and Meadow Creek.
 - ~~**Action S-1.4e: Inventory of Existing Shoreline Protective Devices.**~~ The City shall support CCC efforts to establish an inventory of all existing shoreline protective devices, and provide relevant information such as their associated design lives, capacity to function under near-term sea level rise scenarios, and a general assessment of the existing principal structure the device is needed to protect, as it is available. The City shall identify maintenance and improvement requirements for the existing, city-owned protective devices and an initial feasibility analysis of alternatives to shoreline protection or opportunities to minimize and mitigate adverse impacts to coastal resources. As part of necessary maintenance or replacement of an existing, city-owned protective device, opportunities to incorporate additional protective capacity to account for sea level rise hazards should be included. Any maintenance and improvement of existing shoreline protective devices shall be consistent with the requirements of the GP/LCP.
 - ~~**Action S-1.4g: Regional Sediment Management Planning.**~~ To increase efficiency and reduce costs, the City should advocate for regionally coordinated sediment management programs that benefit multiple jurisdictions, including those outlined in the County of San Luis Obispo Coastal Regional Sediment Management Plan (May 2016). The City should consider taking a more active role in regional planning by appointing a local elected official to represent Pismo Beach on the San Luis Obispo Council of Governments Policy Advisory Committee, which serves as the implementation body for the County of San Luis Obispo Coastal Regional Sediment Management Plan.
 - ~~**Action S-1.4h: Opportunistic Beach Nourishment.**~~ In coordination with the CCC and other permitting agencies, the City shall explore the potential for opportunistic beach nourishment to serve as a viable adaptation strategy for the bluffs region of the City and to reduce the adverse impacts of both current and future beach and bluff erosion. Potential sediment sources that should be considered include material dredged from Port San Luis and upland sources for construction or maintenance of flood control infrastructure such as debris basins and channels. The City should consider how replenishment options may need to change over time as sea level rises. Any beach nourishment program for sediment deposition shall:
 1. Be designed to minimize adverse impacts to beaches, marine resources, onshore and offshore ecological resources, restoration sites, water quality, coastal access, and recreational activities;
 2. Be designed to match existing beach sediment size and aesthetics as closely as feasible;

- 3.— Consider the method, location, and timing of placement. Opportunistic sediment removed from catchment basins may be disposed of in the littoral system if it is tested and found to be safe and of suitable grain size and type. The program shall identify and designate appropriate beaches or offshore feeder sites in the littoral system for placement of suitable materials from catchment basins;
- 4.— Incorporate appropriate mitigation measures for any unavoidable coastal resource impacts;
- 5.— Include adequate monitoring protocols to measure impacts on beach width and elevation, as well as impacts on biological resources; and
- 6.— Sand retention devices may be necessary in conjunction with sand nourishment to protect public beaches in danger of erosion, but should be sited and designed to first avoid, then minimize and mitigate adverse impacts to coastal resources to the maximum feasible extent, consistent with California Coastal Act Section 30235.

Beach nourishment in the Downtown area of the City should also be considered; however, a detailed study of the potential impact of sea level rise and beach nourishment on fluvial flooding must be part of any feasibility analysis.

- **Action S-1.4i: Capital Improvement Projects.** Incorporate the probability of sea level rise and coastal hazards into the Capital Improvement Planning process as an effective way to ensure that public projects account for future hazard risks and as an opportunity to include strategies that build adaptive capacity into coastal infrastructure. The City shall facilitate a science-based approach to sea level rise hazard analysis for capital improvement projects by identifying a design life and risk tolerance, consistent with the requirements of this element and current state and federal guidance. For future facility or infrastructure development, as necessary, the City will analyze and evaluate a combination of structural and non-structural adaptation measures as part of a Coastal Development Permit (CDP) or other processes (e.g., public works plan) with a preference towards non-structural solutions, including beach nourishment, dune restoration or living shorelines, and relocating infrastructure, unless the structural solutions are less environmentally damaging.
- **Action S-1.4j: Nature-Based Adaptation.** Encourage the establishment of pilot programs that utilize soft or natural shoreline protection methods, such as dune restoration, living shorelines, rocky intertidal habitat restoration, and other “green” infrastructure as alternatives to hard shoreline protective devices. Soft shoreline protection devices shall be fully evaluated for coastal resource impacts, and shall only be approved if found consistent with the GP/LCP policies related to shoreline protection. The City should consider how these options may need to change over time as sea level rises and identify adaptive management strategies for maintenance over time and/or removal if deemed necessary. Opportunities to study and monitor such projects over time and share lessons learned with other jurisdictions should be encouraged.
- **Action S-2.2b: Risk Aversion.** The level of risk aversion for development in the coastal zone is used to determine which sea level rise scenario should be evaluated in a coastal hazard analysis (Action S-2.2d). Risk aversion is based on the type of development and considers the level of acceptable risk associated with that development type, as well as the ability of that development to adapt to or recover from hazard conditions. Risk aversion for a particular development should be determined based on the following general definitions and guidelines:

1. **Low Risk Aversion:** This level of risk aversion may be used for projects that would have limited consequences should they be exposed to hazards and/or a higher ability to adapt, such as sections of unpaved coastal trail, public accessways, and other small or temporary structures that are easily removable and would not have high costs if damaged. The upper value for the “likely range” of sea level rise (which has approximately a 17% chance of being exceeded) should be evaluated over the anticipated lifespan of these development types.
 2. **Medium-High Risk Aversion:** Development with a medium-high level of risk aversion have greater consequences and/or a lower ability to adapt to coastal hazards, and include projects such as residential and commercial structures. The 1-in-200 chance (or 0.5% probability of exceedance) should be evaluated over the anticipated lifespan of development with this level of risk aversion.
 3. **Extreme Risk Aversion:** This level of risk aversion should be used for projects with little to no adaptive capacity that would be irreversibly destroyed or significantly costly to repair following a hazards incident, and/or would have considerable public health, public safety, or environmental impacts. Development types with this level of risk aversion may include new wastewater treatment plants, power stations, highways, or other critical infrastructure. Coastal hazard evaluations for these development types should consider the H++ scenario, which accounts for extreme ice loss.
- **Action S-2.2c: Anticipated Lifespan of Development.** The anticipated lifespan of development in the coastal zone is used to determine the amount of sea level rise that should be evaluated in the coastal hazard analysis (Action S-2.2d), according to a development’s appropriate risk aversion. The anticipated lifespan of development is not an entitlement to retain the structure, nor does it guarantee safety over that period. A development’s anticipated lifespan is generally defined by the following time frames, unless a site or project-specific analysis proves otherwise:
1. Temporary structures or portable/moveable construction: up to 5 years
 2. Ancillary development or amenity structures (e.g., detached garages, sheds, gazebos, public restrooms): 25 years
 3. Mobile homes: 30–55 years
 4. Residential or commercial structures: 75–100 years
 5. Critical infrastructure:
 - Asphalt roadways: 25–50 years
 - Concrete pavement: 50–75 years
 - Bridges: 75 years
 - Water mains: 100 years
 - Storm drains: 100 years
 - Electrical and gas: 100 years
- **Action S-2.2d: Coastal Hazard Analysis.** CDP applicants for non-exempt development within a coastal hazard area shall submit a site-specific coastal hazard analysis that evaluates potential coastal hazards at the site, including with sea level rise. This coastal hazard analysis shall:
1. Be prepared by a qualified professional, and use the best available science;

2. ~~Provide an analysis of the site's potential exposure to coastal hazards, including but not limited to inundation, flooding, wave run-up and overtopping, erosion;~~
 3. ~~Assess the potential change in coastal hazards due to the effects of sea level rise. The amount of sea level rise to be considered shall be based on the anticipated lifespan of the proposed development and according to an appropriate level of risk aversion for the proposed development type, as defined in Actions S-2.2b and S-2.2c, and be based on the best available science (Action S-1.4b);~~
 4. ~~Assume no reliance upon existing or future shoreline protective devices; and~~
 5. ~~If the proposed development cannot fully minimize hazard risks by avoiding all coastal hazards without reliance upon existing or future shoreline protection, the report shall discuss possible adaptation responses to the hazards to reduce risk as feasible and mitigate impacts to coastal resources.~~
- **Action S-2.2c: New Development.** ~~New, non-exempt development, including substantial redevelopment, in a coastal hazard area shall be sited to avoid hazards, taking into account predicted sea level rise over the anticipated lifespan of the development, as defined in Actions 2.2b and 2.2c. If hazards cannot be completely avoided, then development shall be sited and designed to protect coastal resources and minimize risks to life and property to the maximum extent feasible.~~
 - **Action S-2.2i: Removal of Development.** ~~Except for coastal-dependent development, a CDP for new development, including substantial redevelopment, in a coastal hazard area shall be conditioned to require the property owner to record a deed restriction that acknowledges and agrees that the development shall be removed and the affected area restored to its previous or natural condition if:~~
 1. ~~The City has issued a final order that the development is not to be occupied currently and permanently due to the imminent threat from coastal hazards or sea level rise to the health and safety of its occupants;~~
 2. ~~The City has determined that services to the site can no longer be maintained (e.g., utilities, roads) due to coastal hazards or sea level rise;~~
 3. ~~The development requires new and/or augmented shoreline protective devices that conflict with LCP or relevant California Coastal Act policies;~~
 4. ~~The development becomes unstable, loses structural integrity, or becomes threatened by coastal hazards or sea level rise; and/or~~
 5. ~~The development becomes located on public trust lands and authorization to retain the development is not obtained.~~

~~For new development, where relocation and/or structure removal might be necessary at some time in the future, ensure that foundation designs or other aspects of the development will accommodate future relocation and/or structure removal. Such relocation and/or removal shall be demonstrated in final plans, and may be phased over time. Alternative design options should be considered and employed where appropriate and if site conditions allow, such as constructing smaller structures, increasing finished floor elevations, and installing wall flood vents.~~

Compliance with NPDES permits requirements, City Municipal Code requirements, existing Safety Element policies, and GP/LCP Update goals and policies would reduce the risk of discharge of pollutants from inundation, including inundation due to sea level rise.

Furthermore, existing Safety Element Policies S-1 and S-2 (listed above) require the City to continually identify and abate potential flooding hazards and avoid placing new development in areas with high flood hazard levels. As individual development projects facilitated by the GP/LCP Update are proposed, the City would continue to review individual projects in accordance with Safety Element Policies S-1 and S-2 for the potential to be inundated due to flooding, including from sea level rise, and abate potential flooding risks if necessary. Therefore, impacts would be less than significant.

Section 4.10: Land Use and Planning

Section 4.10.1 Setting

The second paragraph under the Existing Land Use Patterns subsection on Page 4.10-1 of the Draft EIR is revised as follows:

The GP/LCP Land Use and ~~Community Design~~ Element guides the future development of Pismo Beach by establishing the allowable distribution, location, and extent of development across the City for residential, commercial, open space, public and semi-public facilities, and other uses. The local controls in the Land Use and ~~Community Design~~ Element include restrictions on land uses and parcel sizes in the SOI. Figure 2-2 in Chapter 2, Project Description shows the Pismo Beach City limits and the Coastal Zone boundary in the City.

The second paragraph under the City of Pismo Beach General Plan/Local Coastal Program subsection on Page 4.10-3 of the Draft EIR is revised as follows:

The City is currently preparing an update to the GP/LCP, which includes updates to the Land Use and ~~Community Design~~, Safety, Conservation and Open Space, Noise, ~~Facilities~~, and Circulation Elements of the City's GP/LCP.

The following text under the Proposed GP/LCP Update subsection on Pages 4.10-3 and 4.10-4 of the Draft EIR is revised as follows:

The proposed GP/LCP Update would update the Land Use and ~~Community Design~~, Safety, Conservation and Open Space, Noise, ~~Facilities~~, and Circulation Elements and would supersede the 1992 General Plan. The description of each land use designation includes allowed maximum density or intensity of development and specific guidance on the intended physical character of future development, including building placement on a lot, lot coverage, building frontage, streetscape character, and parking location and access. Table 2-4 in Chapter 2, *Project Description*, describes the 12 proposed land use designations.

A principal intention of the GP/LCP Update is to guide land use decisions within the City through the year 2040 while helping the community enhance and maintain its small beach town character, manage growth effectively, provide a safe community, and enhance the City's tourist-based economy. The GP/LCP Update contains the goals listed in Table 4.10-2 related to land use planning. The GP/LCP Update also includes goals specific to each of the 10 neighborhood planning areas related to land use planning and the vision for development within these areas.

Table 4.10-1 GP/LCP Update Goals

General Plan Chapter	Goals
Land Use	Goal LU-1 A community with a variety of well-regulated land uses that support the diverse needs of both ~~visitors~~ <u>residents</u> and ~~residents~~ <u>visitors</u> .
	Goal LU-2 A community ~~with~~ <u>that strives to maintain</u> a classic California and small-town beach atmosphere.
	Goal LU-3 City Design. A functional community that is designed with compatible facades, architectural styles, and colors.
	Goal LU-4 A community economy built on visitor-serving uses while maintaining services for year-round community members.
	Goal LU-5 A community that supports the health, safety, and sustainability of all residents, visitors and structures.
	Goal LU-6 A community that provides and maintains a high level of service and infrastructure to all development.
	Goal LU-7 A community where growth is concentrated in corridors and neighborhood centers where adaptive land reuse will contribute to a high quality of life for the entire community.
	Goal LU-8 A community that protects and enhances natural and coastal resources within Pismo Beach.

Impact LUP-1

The following text under Impact LUP-1 on Pages 4.10-9 and 4.10-10 of the Draft EIR are revised as follows:

The goals and policies in the Land Use ~~and Community Design~~ Element would increase the connectivity of the City's circulation network. The GP/LCP Update Land Use ~~and Community Design~~ Element includes the following goals, policies, and actions that would facilitate connectivity throughout the City and to the coast:

Goal LU-5: A community that supports the health, safety, and sustainability of all residents, visitors and structures.

- **Policy LU-5.12: Complete Neighborhood.** Provide well-connected and complete neighborhoods that enable healthy lifestyles and provide for the daily needs of residents.
 - **Action LU-5.12a: Mixed-Use Neighborhoods.** Create standards for each commercial zone to allow for mixed-use residential areas within proximity and walking distance of commercial, office, recreation, and public uses. Furthermore, identify opportunities to provide a mix of commercial- and recreation uses within walking distance of residential neighborhoods to enable and encourage walking and biking between uses.
 - **Action LU-5.12b: Transit Accessibility.** Locate and design all new commercial and high-density residential development to facilitate provision or extension of transit service to the development to the extent feasible. Major employment, retail, visitor-serving facilities, and entertainment districts and major coastal recreational areas should be well served by public transit and easily accessible to pedestrians and people who bike.
- **Policy LU-5.21: Pedestrian Orientation and Safety.** Through appropriate zoning and discretionary approvals, strive to create safe, walkable environments that include elements such as good lighting, safe crosswalks, and street trees that allow people of all ages and abilities to exercise and safely access public transportation, community centers, recreation, schools, and goods and services

- **Action LU-5.2ef: Pedestrian-Scaled Street Lights.** Pedestrian-scaled streetlights shall be used throughout the community in new developments except for safety lighting used for intersection lighting. The City shall also consider a pedestrian scaled streetlight program for each planning area, as done for the Shell Beach planning area.
- **Policy LU-5.3: Sustainable Community Strategies.** Ensure land uses decisions and community strategies are designed to reduce energy and water consumption, waste and noise generation, air quality impacts; and support multimodal transport for a sustainable Pismo Beach
 - **Action LU-5.3eb: Trail and Bikeway System.** Update and expand the trail and bikeway system to connect residential uses to commercial uses, and workplace and recreation nodes. Such trails and bikeways shall consider following natural features like Pismo Creek and the shoreline, while avoiding adverse impacts to the natural features.
 - **Action LU-5.3d: Transit Oriented Development.** Support the development of multifamily residential and mixed-use projects around the City's transit station, by allowing a reduction in the parking requirements or other development standards, and require new development to incorporate or improve pedestrian, bicycle, and where applicable, transit facilities.

Impact LUP-2

Table 4.10-4 on Pages 4.10-11 through 4.10-13 of the Draft EIR are revised as follows:

Table 4.10-4 GP/LCP Update Land Use Consistency with the SLOCOG 2019 RTP

SLOCOG 2019 RTP Goals and Policy Objectives	GP/LCP Update Consistency
Goal 2 Mobility	
Objective 2.2: Improve opportunities for businesses and citizens to easily access goods, jobs, services, and housing. Objective 2.5: Support cooperative planning activities that lead to an integrated intermodal transportation system.	Consistent. The Land Use and Community Design Element of the GP/LCP Update include goals and policies that support equitable access for residents and employees to the coast, visitor amenities and services, housing, employment, retail, services, education, and recreation. Goal LU-1 is to support the diverse needs of both <u>visitors-residents</u> and <u>residents-visitors</u>. All of the policies under Goal LU-1 support accessibility in the community. Goal LU-5 is to ensure that the community form of Pismo Beach supports the health, safety, and sustainability of all residents, visitors and structures. The following policies support accessibility in the community: ▪ Policy LU-5.12 – Complete Neighborhood ▪ Policy LU-5.21 – Pedestrian Orientation and Safety ▪ Policy LU-5.3 – Sustainable Community Strategies Goal LU-6 is to ensure that the community provides and maintains a high level of service and infrastructure to all development; the following policies supports this goal: ▪ Policy LU-6.1 – Community-Serving Facilities Goal LU-7 is to provide a high quality of life for the entire community through concentrating growth in corridors and neighborhood centers with adaptive land reuse. All of the policies under Goals LU-6 and LU-7 are generally intended to provide equitable access to goods and spaces in the planning area.

SLOCOG 2019 RTP Goals and Policy Objectives	GP/LCP Update Consistency
Goal 5 Healthy Communities	
Objective 5.1: Reflect community values while integrating land use and transportation planning to connect communities through a variety of transportation choices that promote healthy lifestyles.	Consistent. The GP/LCP Update has been developed through an extensive public outreach and involvement process and following careful analysis by an advisory committee, commissions, City staff, elected officials, and the community. This approach is intended to provide a plan that encompasses community values and captures the community vision for the planning area.
Objective 5.2: Integrate public health and social equity in transportation planning and decision-making.	Goal LU-1 is to support the diverse needs of both ~~visitors~~ <u>residents</u> and <u>residents</u> ~~visitors~~. All of the policies under Goal LU-1 support accessibility in the community.
Objective 5.3: Support efforts to increase the supply and variety of housing, jobs, and basic services in locations that reduce trips, travel distances, and congestion on U.S. Route 101.	Goal LU-5 is to ensure that the community form of Pismo Beach supports the health, safety, and sustainability of all residents, visitors and structures. The following policies support accessibility in the community: ▪ Policy LU-5.12 – Complete Neighborhood ▪ Policy LU-5.21 – Pedestrian Orientation and Safety ▪ Policy LU-5.3 – Sustainable Community Strategies
Objective 5.4: Make investments and develop programs that support local land use decisions that implement the SCS and other strategies to reduce GHG emissions and make our communities more healthy, livable, sustainable, and mobile.	Goal LU-6 is to ensure that the community provides and maintains a high level of service and infrastructure to all development; the following policies supports this goal: ▪ Policy LU-6.1 – Community-Serving Facilities
Goal 6 Environment	
Objective 6.1: Integrate environmental considerations in all stages of planning and implementation.	Consistent. The Land Use and Conservation and Open Space Elements of the GP/LCP Update include goals and policies that support environmental protection in the planning area. The Land Use ~~and~~ <u>Community Design</u> Element provides the framework for the future layout of the community and includes policies that would promote development in a manner that protects environmental resources in the planning area. Conservation and Open Space Element goals and policies relate to the conservation of natural resources using open space areas within the planning area. The Conservation and Open Space Element addresses the protection of natural habitat and wildlife by designating open space areas throughout the community.
Objective 6.2: Preserve aesthetic resources and promote environmental enhancements.	Policy LU-5.3 – Sustainable Community Strategies is to ensure land use decisions and community strategies are designed to reduce energy and water consumption, waste and noise generation, air quality impacts; and support multimodal transport for a sustainable Pismo Beach.
Objective 6.3: Reduce GHG emissions from vehicles and improve air quality in the region	Goal LU-8 of the Land Use ~~and Community Design~~ Element is to protect and enhance natural and coastal resources within Pismo Beach. The following policies support Goal LU-8 and protection and enhancement of the environment.
Objective 6.4: Conserve and protect natural, sensitive, and agricultural resources.	Policy LU-8.1 – Natural Resources Compatibility Policy LU- 8.2 – Maximizing Public Access
Goal COS-12 of the Conservation and Open Space Element is to conserve the natural resources of Pismo Beach for the community's health, safety, and enjoyment including air quality, renewable energy, geology and soils, minerals, water quality and supply, and dark skies. The following policies	

SLOCOG 2019 RTP Goals and Policy Objectives

GP/LCP Update Consistency

support Goal COS-~~1.2~~ and protection and enhancement of the environment:

- **Policy COS-~~1.1~~ 2.1 – Improve Air Quality**
- **Policy COS-~~1.2~~ 2.1 – Renewable Energy**
- **Policy COS-~~1.4~~ 2.4 –Water Supply**
- **Policy COS-~~1.5~~ 2.5– Water Quality**
- **Policy COS ~~1.6~~ 2.6 – Coastal Waters**
- **Policy COS ~~1.9~~ 2.9 – Minimization of Lighting Impacts**

Goal COS-~~2~~ 3 of the Conservation and Open Space Element is to ensure that scenic roadways and vistas are protected and enhanced. The policy and actions under Goal COS-~~2~~ 3 support the protection of scenic roadways and vistas.

Goal COS-~~3~~ 4 of the Conservation and Open Space Element is to ensure the protection of conservation areas such as the ocean and beaches, bluffs, dunes, foothills, marshes, creeks, and wetlands. All ten of the policies under Goal COS-~~3~~ 4 support the preservation of natural and sensitive resources.

Source: SLOCOG 2019

The fourth paragraph under Impact LUP-2 on Page 4.10-13 of the Draft EIR is revised as follows:

The land use designations in the Land Use ~~and Community Design~~ Element of the GP/LCP Update have been updated from the City’s 1992 General Plan to better match the existing, on-the-ground land uses and established land use pattern in the City as well as meet the vision and future needs of the community.

Section 4.11: Noise

Section 4.11.2 Regulatory Setting

The following text under the City of Pismo Beach General Plan Noise Element subsection on Pages 4.11-12 through 4.11-14 of the Draft EIR is revised as follows:

The GP/LCP Update includes updates to the City of Pismo Beach General Plan Noise Element (2014). The Noise Element is intended to reduce the exposure of people to excessive noise through proactive long-range planning. It sets standards for the compatibility of land uses with ambient noise from transportation sources (identified as “community noise”). Under Policy N-2.1 of the current Noise Element, the City requires that all new development meet the noise compatibility guidelines shown in Table 4.11-5. Changes to the noise compatibility guidelines proposed as part of the GP/LCP Update are shown in underline and strikethrough in Table 4.11-5. These guidelines describe the ranges of community noise exposure that are acceptable, conditionally acceptable, or unacceptable for various noise-sensitive land uses in the City. For areas where the noise environment is conditionally acceptable for a particular land use, the City only allows development after noise mitigation has been incorporated into the project’s design to reduce noise to acceptable levels.

Table 4.11-5 Land Use Compatibility Guidelines for Development

Land Use Category	Community Noise Exposure (CNEL or Ldn dBA)		
	Acceptable ¹	Conditionally Acceptable ²	Unacceptable ³
<u>Single-Family Residential</u> ⁴ , Theaters, Auditoriums, Music Halls, Meeting Halls, Churches	<60	60- ~~70~~ <u>65</u>	> ~~70~~ <u>65</u>
<u>Multi-Family Residential</u> , Transient Lodging – Motels, Hotels	< ~~60~~ <u>65</u>	~~60-75~~ <u>65-70</u>	> ~~75~~ <u>70</u>
~~Schools, Libraries, Museums~~ , Hospitals, Nursing Homes	<60	60- ~~75~~ <u>65</u>	> ~~75~~ <u>65</u>
Playgrounds and Parks	<70	70-75	>75
<u>Schools, Libraries, Museums</u> , Office Buildings	<60	60- ~~75~~ <u>70</u>	> ~~75~~ <u>70</u>

¹ Acceptable: specified land use is satisfactory. No noise mitigation measures are required.

² 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.

³ Unacceptable: development is usually not feasible in accordance with the goals of the Noise Element.

⁴ New single-family residences (individual parcel development) are to be exempt from noise studies but shall require a buyer beware notice that acknowledges the residence may experience noise higher than City standards. New single-family subdivision developments (such as the creation of multiple new residential lots) are subject to the noise study requirements and identified exterior noise exposure limits.

Source: City of Pismo Beach 2023 Noise Element 2014

Additionally, the Noise Element sets limits to noise exposure from stationary sources, which apply when a new noise-sensitive land use is proposed, as shown in Table 4.11-6. These noise limits are applied at the property line of the proposed noise-sensitive land use. New development of noise-sensitive land uses may be permitted only where location and design allow the development to meet the daytime and nighttime standards listed in Table 4.11-6. The GP/LCP Update would not change the noise standards for stationary sources shown in Table 4.11-6.

Table 4.11-6 Maximum Allowable Noise Exposure for Noise-Sensitive Uses: Stationary Noise Sources¹

Metric	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 p.m.)
Hourly L_{eq} dBA ²	50	45
Maximum level dBA ²	70	65
Maximum level, dBA-Impulsive Noise ³	65	60

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 Sound level measurements shall be made with slow meter response.

³ Sound level measurements shall be made with a fast meter response.

Source: City of Pismo Beach 2023 Noise Element ~~2014~~

The Noise Element also prohibits new development where the maximum existing or projected noise levels from transportation exceed the limits shown in Table 4.11-7. Changes to the allowable noise exposure levels proposed as part of the GP/LCP Update are shown in underline and strikethrough in Table 4.11-7. For most noise-sensitive land uses, the maximum allowable noise exposure from transportation sources in outdoor activity areas is 60 CNEL or L_{dn} . The maximum allowable interior noise exposure from transportation noise sources at residential, transient lodging, hospital, and nursing home uses is 45 dBA L_{dn} . ~~The GP/LCP Update would not change the existing noise standards in Table 4.11-5, Table 4.11-6, or Table 4.11-7.~~

Table 4.11-7 Maximum Allowable Noise Exposure for Noise Sensitive Users: Transportation Noise Sources

Land Use	Outdoor Activity Areas ¹	Interior Spaces	
	L_{dn} /CNEL dBA	CNEL or L_{dn} dBA	L_{eq} dBA ²
Single-Family Residential	60 ³	45	–
Transient Lodging, <u>Multi-Family Residential</u>	~~60~~ ³ 65	45	–
Hospitals, Nursing Homes	60 ³⁴	45	–
Theaters, Auditoriums, Music Halls	60 ⁴	–	35
Churches, Meeting Halls, ~~Office Buildings~~	60 ²⁴	–	45
<u>Office Buildings</u>	60 ⁵	–	45
Schools, Libraries, Museums	60 ⁵	–	45
Playgrounds, Neighborhood Parks	70	–	–

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 New single-family residences (individual parcel development) are to be exempt from noise studies but shall require a buyer beware notice that acknowledges the residence may experience noise higher than City standards. New single-family subdivision developments (such as creation of multiple new residential lots) are subject to the noise study requirements. For new multi-lot single-family residential development, where it is not possible to reduce noise in outdoor activity areas to 60 dBA L_{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 65 dBA L_{dn} /CNEL 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.

²⁴ Where it is not possible to reduce noise in outdoor activity areas to 60 dBA L_{dp} /CNEL or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dBA L_{dp} /CNEL may be allowed provided that available exterior

Land Use	Outdoor Activity Areas ¹	Interior Spaces	
	L _{dn} /CNEL dBA	CNEL or L _{dn} dBA	L _{eq} dBA ²
noise level reduction measures have been implemented and interior noise levels are in compliance with this table. This determination will be used as the result of an acoustical study.			
⁵ Where is it not possible to reduce noise in outdoor activity areas to 60 dBA L _{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 70 dBA L _{dn} /CNEL 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.			
⁶ Where is it not possible to reduce noise in outdoor activity areas to 65 dBA L _{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 70 dBA L _{dn} /CNEL 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.			
⁷ Where is it not possible to reduce noise in outdoor activity areas to 70 dBA L _{dn} /CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level up to 75 dBA L _{dn} /CNEL 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: City of Pismo Beach 2023 Noise Element 2014			

Impact N-2

The following text under Impact N-2 on Page 4.11-22 of the Draft EIR is revised as follows:

As shown in Table 4.11-11, the noise contours associated with major roadways in Pismo Beach would incrementally expand during buildout of the GP/LCP Update. For example, the modeled 65 CNEL noise contour along the segment of U.S. 101 from Fourth Street to Price Street currently extends 792 feet from the highway's centerline, but it would extend to 889 feet in the year 2040 (an increase of approximately 100 feet). This would expose additional noise-sensitive land uses to increases in traffic noise. The changes to the allowable noise levels from transportation sources (Table 4.11-7) in the GP/LCP Update would generally be more restrictive, with the exception of noise levels at transient and multifamily residential uses where the allowable outdoor noise level would increase from 60 to 65 Ldn/CNEL dBA.

The following actions under Impact N-2 on Pages 4.11-23 and 4.11-24 of the Draft EIR are revised as follows:

- **Action N-2.1b: Prohibit or Attenuate New Sensitive Uses in Noise-Impacted Areas.** Prohibit new development of transient lodging and multi-family residences in transportation noise impacted areas (as generally depicted by the limit of the 65 dBA CNEL contours illustrated on Figure N-4, 2040 Noise Contours) unless the project design includes effective noise-attenuation measures that (a) reduce exterior noise to 70 dB Ldn/CNEL or less in exterior activity areas; and (b) prohibit new development of single-family residential subdivisions or other noise-sensitive land uses with a maximum exterior noise exposure level of 60 dB Ldn/CNEL (Table N-7) in noise-impacted areas (as generally depicted by the limit of the 60 dBA CNEL contours illustrated on Figure N-4, 2040 Noise Contours) unless the project design includes effective noise-attenuation measures that reduce exterior noise to 60 to the conditionally acceptable dB Ldn/CNEL or less in exterior activity areas and 45 dB Ldn/CNEL or less that are no greater than the applicable interior limit in Table N-7 in interior spaces with windows and doors closed, by using the best available noise-reduction technology, which may include the following techniques:
 - Increase the distance between noise generators and noise-sensitive uses through the use of increased building setbacks and/or the dedication of noise easements.
 - Place noise-tolerant land elements of the site plan such as parking lots, maintenance facilities, and utility areas between vicinity noise generators and on-site receivers.

- Use noise-tolerant structures, such as garages or carports, to shield noise-sensitive areas.
- Orient buildings so that the noise-sensitive portions of a project, including outdoor areas, are shielded from noise sources.
- Use berms and heavy landscaping to reduce noise levels.
- Use sound-attenuating architectural design and building features, such as:
 - ♦ Courtyards
 - ♦ Oriented openings and windows away from roadways
 - ♦ Double and triple paned windows
 - ♦ Additional layers of insulation, plywood, and drywall in the exterior building shell construction
 - ♦ Mechanical ventilation where feasible

Noise reductions associated with exterior traffic noise exposure are heavily dependent upon the configuration of site improvements with respect to the traffic noise source. Locating the primary exterior use area on the opposite side of a structure from the roadway can typically achieve a noise exposure level compliant with the 60 dBA CNEL recommended maximum exposure. With regard to building construction to achieve adequate interior noise attenuation, Pismo Beach shall enforce the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code. Refer also to Table N-8 (above) which identifies construction-related noise controls for residences, as a function of exterior noise level exposure from transportation sources.

- **Policy Action N-2.21c: Highway Noise.** Minimize vehicular and noise exposure for residents and occupants of noise-sensitive uses by planning land uses compatible with transportation corridors, and applying noise attenuation designs and construction standards.

Impact N-3

The following text in the first paragraph of Impact N-3 on Page 4.11-25 of the Draft EIR is revised as follows:

Full buildout of the GP/LCP Update would involve substantial construction activity through the year 2040, adding an estimated 1,111 housing units and 783,268 square feet of non-residential building area in Pismo Beach. This new development would introduce on-site activities that generate operational noise. Typical noise sources at new development would include parking lot activity, rooftop-mounted HVAC equipment, truck deliveries, and trash hauling. To protect new noise-sensitive land uses from excessive exposure to stationary noise, the GP/LCP Update would maintain existing standards shown in Table 4.11-6: new development of noise-sensitive land uses would only be allowed where its location and design ensure attainment of daytime and nighttime standards. Existing noise limits in the Pismo Beach Municipal Code for stationary equipment, as shown in Table 4.11-8 also would continue to apply to new development. In addition, new development would be required to comply with the land use compatibility guidelines shown in Table 4.11-6. The changes to the land use compatibility guidelines in the GP/LCP Update would generally be more restrictive, with the exception of noise levels at transient and multifamily residential uses where the allowable outdoor noise level would increase from 60 to 65 Ldn/CNEL dBA.

Section 4.12: Population and Housing

Impact PH-1

The fourth paragraph under Impact PH-1 on Page 4.12-7 of the Draft EIR is revised as follows:

The following goal and policies in the GP/LCP Update Land Use ~~and Community Design~~ Element would ensure that growth in the City is managed and occurs in a manner consistent with community values and resources available. Impact PH-2

Impact PH-2

The second paragraph under Impact PH-2 on Page 4.12-8 of the Draft EIR is revised as follows:

Therefore, consistent with GP/LCP Update Land Use ~~and Community Design~~ Element Policy LU-7.2 to “Support and incentivize adaptive reuse of buildings and sites to utilize existing infrastructure while enhancing the character of the community,” development and redevelopment under the GP/LCP Update would occur primarily occur in the Downtown Core area and along Highway 101 in the Shell Beach planning area.

The third paragraph under Impact PH-2 on Page 4.12-8 of the Draft EIR is revised as follows:

In addition to Goal LU-7 and Policies LU-7.1 and LU-7.2 listed under Impact PH-1, the following goals, policies, and actions of the Land Use ~~and Community Design~~ Element of the GP/LCP Update would minimize the potential impacts associated with displacement of people and/or housing in the City:

The following goal under Impact PH-2 on Page 4.12-8 of the Draft EIR is revised as follows:

Goal LU-1: A community with a variety of well-regulated land uses that support the diverse needs of both ~~visitors~~ residents and ~~residents~~ visitors.

The fifth paragraph under Impact PH-2 on Page 4.12-9 of the Draft EIR is revised as follows:

If any such temporary displacement did occur, the 1,111 new residential units that could be added as a result of the GP/LCP Update, including a proportion of these as affordable housing in compliance with the City’s existing Housing Element and proposed Land Use ~~and Community Design~~ Element policies, would accommodate displaced residences.

Section 4.13: Public Services and Recreation

Section 4.13.1 Setting

The first paragraph under the Personnel, Facilities, and Equipment subsection on Page 4.13-1 of the Draft EIR is revised as follows:

Fire protection services in the City of Pismo Beach (City) are provided through a cooperative fire protection agreement between the City and the California Department of Forestry and Fire Protection (CalFire). Two fire stations are maintained within the City: Pismo Beach Fire Station 63 and Shell Beach Fire Station 64. In 2023, the City Council approved a contract to design and build a new fire station on Bello Street.

Impact PUB-1

The impact summary for Impact PUB-1 on Page 4.13-10 of the Draft EIR is revised as follows:

IMPACT PUB-1 DEVELOPMENT FACILITATED BY THE GP/LCP UPDATE WOULD RESULT IN AN INCREASE IN THE CITY'S POPULATION. THIS WOULD INCREASE DEMAND FOR FIRE, POLICE, SCHOOL, AND OTHER CITY SERVICES AND POTENTIALLY CREATE THE NEED FOR NEW POLICE, FIRE, SCHOOL, OR OTHER SERVICE FACILITIES. HOWEVER, COMPLIANCE WITH POLICIES IN THE GP/LCP UPDATE, PAYMENT OF CITY REQUIRED PUBLIC FACILITIES IMPACT FEES, AND MANAGEMENT OF FUTURE GROWTH WOULD AVOID ADVERSE ENVIRONMENTAL EFFECTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE, POLICE, SCHOOL, OR OTHER PUBLIC FACILITIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Impact PUB-1 on Page 4.13-11 of the Draft EIR is revised as follows:

Given the high demand for fire and police services in the City, fire and police staffing needs in Pismo Beach are likely to increase which could require the construction of new facilities. In 2023, the City Council approved a contract to design and build a new fire station and police station on Bello Street to accommodate anticipated increased demand for emergency services. The location and potential impacts of these new or expanded facilities are unknown at this time and separate environmental review would be required. An evaluation of the physical effects of such facilities would be speculative at this time. The GP/LCP Update would facilitate development in areas of Pismo Beach that are currently developed. Construction of the new emergency service facilities, if required, would likely occur on previously disturbed or developed areas. Furthermore, the City has identified the requirements for additional personnel and equipment as functions of the capital improvement planning program. New development is required to pay Capital Facilities fees and contribute their fair share to the cost of funding City fire and police services.

~~The GP/LCP Update Facilities Element includes the following goals and policies that would ensure adequate fire and police protection is provided in Pismo Beach:~~

~~**Goal F-1: Emergency Services. Continue to provide excellent emergency services to the community.**~~

~~*** Policy F-1.1: Quality of Service.** Provide courteous, responsive, and efficient police and fire services.~~

- ~~Policy F 1.2: Water Pressure.~~ Ensure that sufficient water service and pressure is available through the City for use in firefighting.
- ~~Policy F 1.3: Increasing fire hazards.~~ Encourage Cal Fire and the surrounding communities to continue to work together on a regional effort to explore and combat the trends of increasing fire hazards associated with drought and increasing temperatures and continue to develop new fire hazard mitigation strategies.
- ~~Policy F 1.4: Emergency Preparedness.~~ Work with Cal Fire, the Pismo Beach Police Department, residents, business owners, and property owners to ensure that sufficient emergency plans and resources are established and well known by all stakeholders.
- ~~Policy F 1.5: Fire and emergency services.~~ Continue to work with Cal Fire to ensure continued excellent fire and emergency services.
- ~~Policy F 1.6: Police Services.~~ Work with all available resources to ensure continued excellent and cost-effective police services in Pismo Beach.

The last paragraph of Impact PUB-1 on Page 4.13-12 of the Draft EIR is revised as follows:

~~Compliance with the goals and policies in the GP/LCP Update and p~~ Payment of City-required public facilities and school developer fees, would offset the increased demand of developments on public services and facilities.

Impact PUB-2

The following goals and policies under Impact PUB-2 on Pages 4.13-13 and 4.13-14 of the Draft EIR are revised as follows:

Goal COS-34: A community that provides and protects a variety of conservation areas such as the ocean and beaches, bluffs, dunes, foothills, marshes, creeks, and wetlands that act as suitable coastal and inland habitat, ~~M~~migratory corridors, and ecologically valuable topography.

- ~~Policy COS-3.7~~ **4.8: Pismo Creek.** Pismo Creek shall be retained in its natural state and protected from significant alterations.
 - ~~Policy Action COS-3.8~~ **4.9a: Price Canyon.** Enhance the visual, recreational, and biological quality of Price Canyon.
- ~~Policy COS-3.9~~ **4.10: Pismo Creek Marsh Lake Protection.** Pismo Marsh Lake shall be retained in its natural state and protected from significant alteration.
- ~~Policy COS-3.10~~ **4.11: Foothills.** The coastal and upland foothills of Pismo Beach, located in the Freeway Foothills, Pismo Oaks, and Pismo Heights planning areas, shall be conserved and enhanced to provide valuable recreational and habitat resources.

Section 4.14: Transportation

Section 4.14.1 Setting

The footnotes of Figures 4.14-1 and 4.14-2 on Pages 4.14-4 and 4.14-5 of the Draft EIR are revised to update the source date as follows:

Source: City of Pismo Beach, Circulation Element (~~2021~~ 2023)

Section 4.14.2 Regulatory Setting

The following text was added under the Caltrans Authority over the State Highway System subsection on Page 4.14-7 is revised as follows:

Caltrans is responsible for the planning, design, construction and maintenance of all interstate freeways and state routes. It builds, maintains, and operates the State Highway System in California with a goal to facilitate the safe and efficient use of the state transportation system for all users. Caltrans sets standards in its 2020 Transportation Impact Study Guide that focus on the VMT metric. This document is often used by local governments to uniformly review transportation analysis and assess the operational standards of Caltrans-maintained facilities. The document is intended to be a reference and informational document that aligns with the standards and thresholds established in the State's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*. The 2020 document acts as a replacement for the 2002 *Guide for the Preparation of Traffic Impact Studies* but is only intended to be used with local land use projects and plans, not to be used for transportation projects on the State Highway System.

Caltrans has completed an *Active Transportation Plan* (2021), which identifies bicycle and pedestrian needs on, across, and parallel to the State Highway System throughout California's Central Coast. The Active Transportation Plan also includes a prioritized list of Location Based Needs to identify high priority needs areas for new projects. In addition, Caltrans recently completed the *US 101 Santa Maria to San Luis Obispo Multimodal Corridor Plan*, which is a comprehensive multimodal corridor plan and concept of operations addressing regional and interregional safety, congestion, accessibility, goods movement, economic development, land use efficiency, public health, air quality, and greenhouse gas emissions for U.S. 101 from State Route (SR) 135 in Santa Maria to SR 58 near Santa Margarita, an overall corridor of about 37 miles which runs through the City of Pismo Beach. The US 101 Santa Maria to San Luis Obispo Multimodal Corridor Plan provides a range of proposed concepts, evaluates and prioritizes improvements within the study limits, and sets a framework for implementing short- and long-term capital improvements supporting the Road Repair and Accountability Act of 2017 (SB 1) goals and priorities. Finally, in December 2021, Caltrans published the *Director's Policy on Complete Streets*. The Director's Policy establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to meet state climate, health, equity, and environmental goals and to foster socially and economically vibrant, thriving, and resilient communities. The Director's Policy focuses on maximizing the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Impact T-1

Table 4.14-2 under Impact T-1 on Page 4.14-12 of the Draft EIR is revised as follows:

Table 4.14-2 GP/LCP Update Consistency with Bicycle and Pedestrian Master Plan

2010 Bicycle and Pedestrian Master Plan	GP/LCP Update Consistency
Policy BP-11: Encourages techniques to create a pleasant walking and biking experience including concern for views, paving materials, landscape, street furniture and pedestrian scale lighting.	Consistent. Policy ~~CIR-4.1.55~~ <u>CE-6.8</u> targets street trees for shade and comfort and ensures that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists and traffic calming benefits. ~~Policy CIR-4.1.68~~ <u>Action CE-2.1e</u> focuses on pedestrian circulation and requires sidewalks be required for all new developments in residential and commercial areas with techniques that create a pleasant walking experience including concern for views, paving materials, landscape, street furniture, and pedestrian scaled lighting.
Policy BP-12: Requires all new sidewalk areas to be designed to accommodate the handicapped.	Consistent. ~~Policy CIR-4.1.68~~ <u>Action CE-2.1e</u> requires all new sidewalk areas to be designed to accommodate the handicapped, compliant with the ADA.
Policy BP-30: Encourages the Lucia Mar School District to provide bike and pedestrian safety programs at schools within City limits.	Consistent. ~~Policy CIR-4.1.64~~ <u>Action CE-2.3a</u> addresses bicycle safety and aims to increase the safety of those traveling by bicycle by specifically working with the Lucia Mar Unified School District to promote classes on bicycle safety in schools.

The fifth paragraph under Impact T-1 on Page 4.14-12 of the Draft EIR is revised as follows:

The 2013 Complete Streets Master Plan describes specific plans and projects that would enhance bicycle and pedestrian safety and connectivity in Pismo Beach. The Complete Streets Master Plan also provides a more general overview of concepts and goals to help guide future project planning. For example, Section 5 of the Complete Streets Master Plan describes components that should be considered during project planning in order to result in a Complete Street with improved pedestrian, bicycle, and transit safety and improved vehicle circulation. The GP/LCP Update Circulation Element includes ~~Policy 4.1.15~~ Action CE-1.5a, which focuses on Complete Streets and requires future projects be evaluated to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are considered.

Impact T-2

The following goals and policies under Impact T-2 on Pages 4.14-15 and 4.14-16 of the Draft EIR are revised as follows:

Goal ~~CIRCE-1~~ Provide a A circulation system that supports safe and efficient travel for all modes of transportation.

Goal ~~CIRCE-2~~ Plan and provide The City's pedestrian and bicycle facilities to encourages and meets the walking and bicycling needs of the city

Goal ~~CIR-1~~ CE-4 ~~Promote the use~~ Use of public transit and seasonal shuttle services is promoted to meet the needs of residents and visitors to the community.

- **Policy ~~CIR-4.1.5~~ CE-1.5: Vehicle Miles of Travel.** Maintain and reduce average regional vehicle miles of travel in accordance with State Senate Bill 743 and California Office of Planning & Research Technical Guidance.
 - a) **Action CE-1.5b: Implement Mitigation Measures.** New development that is projected to exceed average regional vehicle miles of travel shall be required to implement mitigations or modify the proposed project to the maximum extent feasible.
 - a. Assess OPR Technical Guidance Thresholds of Significance and develop local City thresholds of significance if unacceptable.
 - **Action CE-1.5c: Screening Thresholds.** Develop screening thresholds to streamline VMT Analysis including metrics such as:
 - a. Screening Threshold for Small Projects
 - b. Map-Based Screening for Residential & Office Projects
 - c. Screening Thresholds for Projects near High Quality Transit
 - d. Screening Thresholds for Affordable Housing
- **Policy ~~CIR-4.1.7~~ CE-1.6: Neighborhood Context.** Support safe, complete and well-connected neighborhoods for street, bicycle, and pedestrian access. Connections should balance circulation needs within the neighborhood context.
 - **Policy ~~CIR-4.1.15~~ Action CE-1.5a: Complete Streets.** When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land use.
 - a) Evaluate projects to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators.
 - b) Consider ways to increase and improve travel choices when reviewing development or transportation infrastructure projects.
 - c) Consider roundabouts or other innovative designs as alternatives to stop signs and traffic signals when studying intersection configuration options.
 - d) Require sidewalks on all streets where possible. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.
 - e) Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses to reduce vehicle trips.
- **Policy ~~CIR-4.1.26~~ CE-6.1: Traffic Calming.** Traffic calming techniques may be employed to mitigate the traffic effects of new development on minor and major collector streets. The City shall adopt and maintain Traffic Calming Handbook adopted 10/19/21 for application and design of traffic calming measures.
- **Policy ~~CIR-4.1.27~~ CE-6.2: Update and Adopt Transportation Impact Analysis (TIA) Guidelines.** Update and adopt Transportation Impact Analysis guidelines consistent with State Assembly Bill 743 and maintain a local LOS assessment methodology for the evaluation of potential transportation impacts and local policy inconsistency resulting from new development.

- **Policy ~~CIR-4.1.48~~ CE-2.1: Promote Walking and Biking.** Promote walking and bicycle riding for transportation, recreation, commuting, and improvement of public and environmental health. Make downtown more functional and enjoyable for bicyclists and pedestrians. Pedestrian walkways and bicycle paths shall receive at least the same emphasis and attention in future planning as facilities designed for the automobile.
- **Policy ~~CIR-4.1.51~~ CE-2.4: Existing Facilities.** Maintain and improve existing multimodal circulation and transportation systems and facilities, to maximize alternatives to new street and highway construction. Complete a network of bicycle lanes and paths, sidewalks and pedestrian paths within existing developed parts of the City and extend the system to serve new growth areas.
 - **Policy ~~CIR-4.1.58~~ Action CE-2.1c: Bikeways Encouraged.** Bikeways shall be encouraged within the City and adjoining jurisdictions as a complement to Pismo Beach's visitor and recreation emphasis, to reduce automobile trips and for the convenience of visitors and residents. The City's bikeway plan will be coordinated with the San Luis Obispo Area Coordinating Council and Regional Transportation Agency, and the County of San Luis Obispo Regional Transportation Plan.
 - **Policy ~~CIR-4.1.62~~ Action CE-2.2d: Bicycle Use by City Employees.** Establish a program to encourage bicycle use among City employees.
 - **Policy ~~CIR-4.1.70~~ CE-2.1g: Pedestrians Connections to Employment Destinations.** Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings across US 101.
- **Policy ~~CIR-4.1.75~~ CE-4.1: Promote Safe, Efficient, and Convenient Public Transportation.** Promote the use of public transportation for daily trips, including to schools and workplaces, as well as other purposes.
- **Policy ~~CIR-4.1.76~~ CE-4.2: Work with Multiple Agencies and Jurisdictions.** Continue to cooperate with other agencies and jurisdictions to promote local and regional public transit, ~~including SLORTA and SCT serving Pismo Beach.~~
 - **Policy ~~CIR-4.1.79~~ Action CE-4.1a: Comprehensive Transit Services.** The City shall support the availability of transit service as a means to reduce automobile congestion, to provide transportation for those who have no other form of transportation, as a means to reduce air pollution, and as a service to visitors. Such support should include, but not be limited to, SCT, Greyhound bus service, vanpools, shuttle bus systems, dial-a-ride services, and cab services.
 - **Policy ~~CIR-4.1.80~~ Action CE-4.1c: Vanpools and Ride Sharing.** The City shall encourage and support vanpools and ride sharing. A special program should be developed in cooperation with the visitor industry to encourage vanpools and ride sharing for hotel and related workers. Appropriate locations shall be designated for ride share parking lots.
 - **Policy ~~CIR-4.1.87~~ Action CE-4.2h: Transit Usability.** Work with SLORTA to situate transit stops at locations that are convenient for transit users and promote increased transit ridership through the provision of shelters, benches, bike racks on buses, ADA compliance, and other amenities.

- **Policy ~~CIR-4.1.88~~ Action CE-4.1d: Transit Services Marketing.** Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for local and regional trips.

The last paragraph under Impact T-2 on Page 4.14-16 of the Draft EIR is revised as follows:

Potential future VMT impacts from individual development projects in Pismo Beach would be evaluated based on either OPR recommendations or local VMT thresholds established by the City. Consistent with GP/LCP Update Circulation Element ~~Policy 4.1.5~~ Action CE-1.5b, future development that is projected to exceed the average regional VMT would be required to implement VMT-reducing mitigations or modify the proposed development to reduce VMT to the maximum extent feasible.

Impact T-3

The following goals and policies on under Impact T-3 on Pages 4.14-17 through 4.14-19 of the Draft EIR are revised as follows:

Goal CIR-1 ~~Provide a~~ A circulation system that supports safe and efficient travel for all modes of transportation.

- **Policy ~~CIR-4.1.1~~ CE-1.1: Safe and efficient roadway system.** Promote a safe and efficient roadway system for the movement of people and goods. This is achieved through a well-designed local roadway system that serves the City's primary need for mobility and includes a hierarchy of roadways to meet that need.
 - **Policy ~~CIR-4.1.15~~ Action CE-1.5a: Complete Streets.** When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land use.
 - a) Evaluate projects to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators.
 - b) Consider ways to increase and improve travel choices when reviewing development or transportation infrastructure projects
 - c) Consider roundabouts or other innovative designs as alternatives to stop signs and traffic signals when studying intersection configuration options.
 - d) Require sidewalks on all streets where possible. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.
 - e) Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses to reduce vehicle trips.
- **Policy ~~CIR-4.1.16~~ CE-1.6: Neighborhood Context.** Plan for safe, complete, well-connected neighborhood streets.
 - ~~a) —~~ **Action CE-1.6a: Improve Circulation Connections.** Modify the existing street network, where possible, to enable direct physical connections within and between

- b) — **Action CE-1.6b: Connect residential areas to parks and open space.** Provide direct connection from residential areas to neighborhood parks and open space.
- c) — **Action CE-1.6c: Pedestrian Crosswalks.** Where feasible, provide pedestrian crosswalks on all intersection approaches.
- d) — **Action CE-1.6d: ADA Transition Plan.** Implement projects identified in the City's ADA Transition Plan.
- Action CE-1.6e: Bicycle and Pedestrian Master Plan.** Maintain and update the Bicycle and Pedestrian Master Plan and work to fund and complete the planned bikeway and pedestrian system. The Plan indicates which streets in addition to arterials and collectors will install sidewalks and what other pedestrian facilities and amenities (such as 'resting spots') are needed to complete the pedestrian network. Sidewalk widths and shade coverage should also be addressed in the context of the adjacent land use, vehicle volumes, and vehicle speeds. The Plan also indicates proposed on- and off-street bikeways, pedestrian trails, and bike parking facilities within the City.
- Action CE-1.6f: Safe Routes to School.** Maintain and complete implementation of the Safe Routes to School Plan. This effort should complement the ADA Transition Plan, and the Bicycle and Pedestrian Master Plan.
- Policy CIR-4.1.17 Action CE-1.2b: Following Adopted City Standards.** Build arterials, collectors and local streets in accordance with adopted City standards. Improve existing facilities to conform to classification standards where possible. The cross-sections designated under this section will normally be required. Specific plan or special (alternative) section streets may also be adopted deviating from these standards. Wherever such alternative cross-section configurations are used, each will be so designed as to create an orderly transition from one to the next. Each alternative cross-section must further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form. Where streets are to be constructed by developers, the City shall not permit installation of less than a full street section. Exceptions to the standards may be allowed by the City Engineer where mitigation is infeasible or would conflict with other community values such as those listed below:
 - a) Impacts on general safety, particularly pedestrian, bicycle, and transit safety;
 - b) The right-of-way needs and the physical impacts on surrounding private or public properties;
 - c) The visual aesthetics of the required improvement and its impact on community identity and character;
 - d) Environmental impacts including air quality and noise impacts; and
 - e) Impacts on quality of life as perceived by residents.

Policy CIR-4.1.29 CE-6.4: Traffic and Accident Monitoring & Reduction. Implement and update the City's Local Roadway Safety plan/~~program~~ to help maintain satisfactory roadway performance at intersections and along roadway segments. This may include the following:

- 1) Collect and analyze traffic volume data on a regular basis, and monitor current intersection and roadway segment LOS on a regular basis. This information may be used to update and refine the City's travel forecasting model to improve estimates of future conditions.

- 2) Consider ways to shift travel demand away from the peak period using Transportation Demand Management (TDM) strategies, especially in situations where peak traffic problems result from a few major generators (e.g. large retail developments on highway corridor, the Pismo Beach Pier). Strategies to consider include:
 - i. Encouraging employer-sponsored incentives for transit, bike, or carpool use;
 - ii. Providing shuttle service to major events and destinations;
 - iii. Promoting shopping or entertainment events that are at off-peak hours;
 - iv. Coordinating centralized TDM programs that serve multiple tenants at large shopping or office centers; and,
 - v. Perform periodic evaluations of the City's (and Caltrans) traffic control system, with emphasis on traffic signal timing, phasing, and coordination to optimize flow along collector and arterial corridors.
 - vi. Utilize alternative parking strategies as a means of managing transportation demand.
 - vii. Manage, and when possible, reduce summertime visitor traffic impacts.
 - viii. Support programs that reduce the interregional use of single-occupant vehicles and increase the use of alternative forms of transportation such as walking, riding buses and bicycles, bike share, and using car pools.
 - ix. Support and develop education programs directed at promoting types of transportation other than single-occupant vehicle.
- **Policy ~~CIR-4.1.34~~ CE-6.10: Medians.** Medians shall be installed along arterials, as deemed necessary by the City engineer.
- **Policy ~~CIR-4.1.36~~ CE-7.2: Coordinate Standards.** Continue to coordinate the City's design standards for regional roadways with the standards of adjacent and overlapping agencies to provide smooth transitions for roadway users between jurisdictional boundaries.
- **Policy ~~CIR-4.1.50~~ CE-2.3: Develop a Safe and Efficient Non-Motorized Circulation System.** Provide safe and direct pedestrian routes and bikeways between places.
 - **~~Policy CIR-4.1.64~~ Action CE-2.3a: Bicycle Safety.** Assess and address bicycle safety through implementation of the City's Local Roadway Safety Plan. Increase the safety of those traveling by bicycle by:
 - a) Ensuring that bikeways are delineated and signed according to Caltrans or City standards, and that lighting is provided where needed;
 - b) Providing bicycle paths and lanes on bridges and overpasses;
 - c) Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement or gravel;
 - d) Providing adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and
 - e) Work with the Lucia Mar Unified School District to promote classes on bicycle safety in schools.
 - **~~Policy CIR-4.1.68~~ Action CE-2.1e: Pedestrian Circulation.** Sidewalks shall be required for all new developments in residential (other than individual single family residential) and commercial areas. Generally, the sidewalk shall be located so that a landscape strip or trees are located between the sidewalk and the vehicular travelled way. Techniques shall be

encouraged to create a pleasant walking experience including concern for views, paving materials, landscape, street furniture, and pedestrian scaled lighting. The City encourages the use of flashing beacons or lighted crosswalk systems, especially in highly trafficked areas. All new sidewalk areas shall be designed to accommodate the handicapped, compliant with the ADA. Also, the City shall install (or cause to be installed) sidewalks or footpaths along all collector or arterial streets that connect with commercial centers, public gathering areas and schools.

- **Policy CIR-4.1.99 Action CE-5.1c: Truck Route Design.** Ensure that truck routes are designed according to California Legal and where appropriate STAA standards for intersections and turning movements.

Impact T-4

The first paragraph under Impact T-4 on Page 4.14-19 of the Draft EIR is revised as follows:

The GP/LCP Update would not implement specific design features or building specifications for new project-level development or other transportation facilities. The proposed GP/LCP Land Use and Community Design Element would not affect overall emergency access. The GP/LCP Land Use and Community Design Element includes the following action intended to maintain and improve emergency access throughout Pismo Beach.

The following goals, actions, and policies under Impact T-4 on Pages 4.14-19 and 4.14-20 of the Draft EIR are revised as follows:

- **Action LU-3.1a: Zoning Ordinance Modifications.** To allow for creative site planning, the City Planning Commission shall allow modifications to the Zoning Ordinance so long as modifications are consistent with the GP/LCP goals and policies. Minimum access standards for emergency vehicles shall be maintained at all times. Specific criteria and findings shall be developed for when these modifications would be permitted.

In addition, the GP/LCP Update Circulation Element includes the following goals and policies intended to maintain and improve emergency access throughout Pismo Beach.

Goal CIR-1 ~~Provide a~~ A circulation system that supports safe and efficient travel for all modes of transportation.

- **Policy CIR-4.1.1 CE-1.1: Safe and efficient roadway system.** Promote a safe and efficient roadway system for the movement of people and goods. This is achieved through a well-designed local roadway system that serves the City's primary need for mobility and includes a hierarchy of roadways to meet that need.
- **Policy CIR-4.1.13 CE-1.9: Emerging Transportation Technology.** Promote "green technology" efforts for emerging technological transportation advancements, including connected and autonomous vehicles, emergency vehicle pre-emption, sharing technology, electric vehicle technology, electric bikes and scooters, electric car, bike and scooter parking and charging facilities, solar panels, downtown parking occupancy monitoring and innovative transit options.
- **Policy CIR-4.1.15 Action CE-1.5a: Complete Streets.** When constructing or modifying transportation facilities, strive to provide for the movement of vehicles, commercial trucks, alternative and low energy vehicles, transit, bicyclists and pedestrians appropriate for the road classification and adjacent land use.

- a) Evaluate projects to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators.
 - b) Consider ways to increase and improve travel choices when reviewing development or transportation infrastructure projects.
 - c) Consider roundabouts or other innovative designs as alternatives to stop signs and traffic signals when studying intersection configuration options.
 - d) Require sidewalks on all streets where possible. Where feasible, separate sidewalks from streets on arterials and collectors with landscaping including a tree canopy to create shade.
 - e) Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses to reduce vehicle trips.
- **Policy ~~CIR-4.1.16~~ CE-1.6: Neighborhood Context.** Plan for safe, complete, well-connected neighborhood streets.
 - a) — **Action CE-1.6a: Improve Circulation Connections.** Modify the existing street network, where possible, to enable direct physical connections within and between neighborhoods, neighborhood-commercial areas, and commercial areas, including connections accessible only by pedestrians and bicycles on existing cul-de-sac streets.
 - b) — **Action CE-1.6b: Connect residential areas to parks and open space.** Provide direct connection from residential areas to neighborhood parks and open space.
 - **Action CE-1.6c: Pedestrian Crosswalks.** Where feasible, provide pedestrian crosswalks on all intersection approaches.
 - **Action CE-1.6d: ADA Transition Plan.** Implement projects identified in the City's ADA Transition Plan.
 - **Action CE-1.6e: Bicycle and Pedestrian Master Plan.** Maintain and update the Bicycle and Pedestrian Master Plan and work to fund and complete the planned bikeway and pedestrian system. The Plan indicates which streets in addition to arterials and collectors will install sidewalks and what other pedestrian facilities and amenities (such as 'resting spots') are needed to complete the pedestrian network. Sidewalk widths and shade coverage should also be addressed in the context of the adjacent land use, vehicle volumes, and vehicle speeds. The Plan also indicates proposed on- and off-street bikeways, pedestrian trails, and bike parking facilities within the City.
 - **Action CE-1.6f: Safe Routes to School.** Maintain and complete implementation of the Safe Routes to School Plan. This effort should complement the ADA Transition Plan, and the Bicycle and Pedestrian Master Plan.
 - **~~Policy CIR-4.1.103~~ Action CE-5.2a: Railroad Crossing Safety.** Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings. Special consideration must be given to improving east-west cross-town emergency access, potentially with a grade-separated crossing.

The GP/LCP Update Safety Element includes the following goal and policy which are also intended to maintain and improve emergency access throughout Pismo Beach.

~~Goal S 1 — A well prepared and educated community that can quickly and effectively respond to and recover from a hazardous event.~~

- ~~▪ Policy S 1.2: Emergency Disaster Response Programs.~~ Regularly update plans and agreements with other agencies to respond to changing hazard risks.

Finally, the GP/LCP Update Facilities Element includes the following goal and policy intended to maintain and improve emergency access throughout Pismo Beach.

~~Goal F 1: Emergency Services: Continue to provide excellent emergency services to the community.~~

- ~~▪ Policy F 1.5: Fire and emergency services.~~ Continue to work with Cal Fire to ensure continued excellent fire and emergency services

Section 4.15: Utilities and Service Systems

Impact U-1

The following goals and policies under Impact U-1 on Page 4.15-16 of the Draft EIR were removed as follows:

The GP/LCP Update identifies a series of major strategies to ensure a sustainable water supply to support economic development, land use changes, and development in the City through 2040 (the planning horizon). Specifically, the GP/LCP Update ~~Facilities Element and Land Use and Community Design Element~~ contains the following goals and policies, which are consistent with the purpose of the UWMP to encourage the sustainable use and management of water supplies and infrastructure in the City.

Facilities Element

~~Goal F-4: Water supply. Ensure a sustainable, clean, long-term water supply~~

- ~~▪ **Policy F-4.2: Water supply.** Provide a clean, reliable Citywide water supply sufficient to serve existing and planned development~~
- ~~▪ **Policy F-4.3: Water infrastructure.** Maintain existing water infrastructure to protect the supply, quality, and delivery of potable water.~~
- ~~▪ **Policy F-4.4: Water infrastructure for new development.** Require development projects to pay for their share of new water infrastructure or improvements necessitated by that project.~~
- ~~▪ **Policy F-4.5: Citywide water conservation and efficiency.** Encourage and promote community water conservation and efficiency efforts.~~
- ~~▪ **Policy F-4.6: Priority infrastructure improvements.** Prioritize water infrastructure improvements in areas with failing, insufficient, or end of useful life infrastructure.~~

Land Use Element

- **Policy LU-5.3: Sustainable Community Strategies.** Ensure land uses decisions and community strategies are designed to reduce energy and water consumption, waste and noise generation, air quality impacts; and support multimodal transport for a sustainable Pismo Beach.
 - **Action LU-5.3a: Sustainable Infrastructure.** The City shall:
 1. Promote infrastructure expansion where it will be more efficient and effective and does not promote growth inducement or result in adverse impacts to coastal resources. See Goal LU-7 for policies and actions related to growth management.
 2. Focus infrastructure improvements in designated growth areas and contiguous to existing development.
- **Policy LU-6.2: Maintenance of Infrastructure.** Continue to regulate new and existing development and infrastructure so as not to overburden the City's infrastructure.
 - **Action LU-6.2a: Infrastructure for New Development.** To balance the residential and commercial long-term needs, require new development to pay the full cost of additional infrastructure (sewer, water etc.) needed to support the new development either directly or through development impact fees.

- **Action LU-6.2bd: Annual Reporting.** Require the Department of Public Works to prepare an annual or biannual report for the City's water, wastewater, and stormwater infrastructure capacity.
- **Action LU-6.2fa: Infrastructure Improvements.** The City shall give preference to infrastructure improvements that support or enhance desired land uses and projects and ensure that those improvements are consistent with Coastal Act and GP/LCP policies.

The last paragraph in Impact U-1 on Page 4.15-17 of the Draft EIR is revised as follows:

In summary, compliance with applicable GP/LCP Update ~~Facilities Element~~ goals and policies to encourage the sustainable use and management of water supplies in the City, completion of the Central Coast Blue project, and continued compliance with water conservation measures would ensure that impacts associated with water demand would be less than significant.

Impact U-2

The following goals and policies under Impact U-2 on Page 4.15-19 of the Draft EIR are removed as follows:

In addition, the following policies in the GP/LCP Update ~~Facilities Element and Land Use and Community Design Element~~, as well as policies 4.4 and 4.6, as described in Impact U-1 above, would ensure proper management of wastewater systems and infrastructure for new development and redevelopment in the City.

Facilities Element

~~**Goal F-3: Sewer. Sewer management and facility operations that allow for adequate disposal within the community.**~~

- ~~▪ **Policy F-3.1: Sewer System Maintenance.** Ensure all sewers are operational and in good working order.~~
- ~~▪ **Policy F-3.2: Sewer Infrastructure for New Development.** Require development projects to pay for their fair share of new sewer infrastructure or improvements necessitated by that development.~~

Land Use Element

- **Policy LU-5.3: Sustainable Community Strategies.** Ensure land uses decisions and community strategies are designed to reduce energy and water consumption, waste and noise generation, air quality impacts; and support multimodal transport for a sustainable Pismo Beach.
 - **Action LU-5.3a: Sustainable Infrastructure.** The City shall:
 1. Promote infrastructure expansion where it will be more efficient and effective and does not promote growth inducement or result in adverse impacts to coastal resources. See Goal LU-7 for policies and actions related to growth management.
 2. Focus infrastructure improvements in designated growth areas and contiguous to existing development.

- **Policy LU-6.2: Maintenance of Infrastructure.** Continue to regulate new and existing development and infrastructure so as not to overburden the City's infrastructure.
 - **Action LU-6.2a: Infrastructure for New Development.** To balance the residential and commercial long-term needs, require new development to pay the full cost of additional infrastructure (sewer, water etc.) needed to support the new development either directly or through development impact fees.
 - **Action LU-6.2b: Annual Reporting.** Require the Department of Public Works to prepare an annual or biannual report for the City's water, wastewater, and stormwater infrastructure capacity.
 - **Action LU-6.2c: Infrastructure Improvements.** The City shall give preference to infrastructure improvements that support or enhance desired land uses and projects and ensure that those improvements are consistent with Coastal Act and GP/LCP policies.

Impact U-3

The second paragraph under Impact U-3 on Page 4.15-20 of the Draft EIR is revised as follows:

Additionally, the Land Use and ~~Community Design~~ Element of the GP/LCP contains the following policies and actions that would minimize the potential for utility infrastructure to result in environmental impacts:

The following policies and actions under Impact U-3 on Pages 4.15-20 and 4.15-21 are revised as follows:

- **Action LU-5.3b: Sustainable Design Incentive Program.** Consider the feasibility of providing incentives for new and renovated projects that incorporate sustainable design features such as the construction of new buildings that reduce energy demand through natural features, such as green roofs and walls or energy efficiency above and beyond the current building code. Inform applicants of the benefits and incentives for green building practices and pursuit of LEED certification.
- **Policy LU-6.2: Maintenance of Infrastructure.** Continue to regulate new and existing development and infrastructure so as not to overburden the City's infrastructure.
 - **Action LU-6.2a: Infrastructure for New Development.** To balance the residential and commercial long-term needs, require new development to pay the full cost of additional infrastructure (sewer, water etc.) needed to support the new development either directly or through development impact fees.
 - **Action LU-6.2b: Annual Reporting.** Require the Department of Public Works to prepare an annual or biannual report for the City's water, wastewater, and stormwater infrastructure capacity.
 - **Action LU-6.2c: Infrastructure Improvements.** The City shall give preference to infrastructure improvements that support or enhance desired land uses and projects and ensure that those improvements are consistent with Coastal Act and GP/LCP policies.

The following policies and actions under Impact U-3 on Pages 4.15-21 and 4.15-22 are revised as follows:

- **Action COS-1.6 2.6d: Low Impact Development Strategies.** New development and redevelopment shall give precedence to the use of a Low Impact Development (LID) approach to

stormwater management, which integrates site design strategies (e.g., minimizing the building footprint, preserving vegetation, and protecting natural drainage features) with small-scale, distributed Best Management Practices (BMPs) (e.g., permeable pavement surfaces, rain barrels and cisterns, and bioretention techniques) to replicate the site's natural hydrologic balance through infiltration, evapotranspiration, harvesting, detention, or retention of stormwater close to the source, to the maximum extent appropriate and feasible.

- **Action COS-1.6g-2.6h: Infiltration.** Modify the Stormwater regulations in the Municipal Code maintain or enhance on-site infiltration of runoff, where appropriate and feasible. If on-site infiltration of runoff may potentially result in adverse impacts, including, but not limited to, geologic instability, flooding, or pollution of coastal waters, the development shall substitute alternative BMPs (e.g., flow-through planter box, green roof, or cistern) that do not involve on-site infiltration in order to minimize changes in the runoff flow regime to the extent appropriate and feasible. Alternative BMPs shall also be used where infiltration BMPs are not adequate to treat a specific pollutant of concern attributed to the development, or where infiltration practices would conflict with regulations protecting groundwater.
- **Action COS-1.6h 2.6g: Impervious Surfaces.** New development shall be planned, sited and designed to minimize the installation of impervious surfaces, where feasible, especially impervious areas directly connected to the municipal storm drain system, in order to minimize increases in stormwater or dry weather runoff. Redevelopment projects shall, where feasible, increase the area of pervious surfaces.
- **Action COS-1.6 2.6i: Priority Development Projects.** Require a Water Quality Management Plan for Priority Development Projects, (PDPs) as defined in the NPDES MS4 Permit, that includes permanent post-construction treatment control BMPs to address pollutants of concern specific to the PDP's land use and impairments of surface waters to which the project drains. PDPs will also require post-construction runoff control BMPs to minimize adverse changes in the PDP's runoff flow regime. The Water Quality Management Plan will provide for the operation and maintenance of the permanent treatment control and runoff control BMPs and shall be implemented for the life of the development.
- **Action COS-1.8 2.8b: Runoff Plan Requirements.** Runoff management shall be addressed early in the development's planning and design stages. As part of CDP approval, the City shall require that the runoff plans include stormwater pollution control and runoff control measures or systems, and a maintenance program, as necessary, for both the construction-phase and post-development runoff plans, including erosion controls, sediment traps and filtering of off-site storm water flows, capture of site-generated pollutant sources, street sweeping of dirt tracked off-site, litter control, post-construction monitoring, and other best management practices. Construction-phase water quality impacts shall be avoided by minimizing the disturbed area, phasing grading activities, implementing soil stabilization and pollution prevention measures, and preventing unnecessary soil compaction. Development that has the potential for water quality impairment shall, at a minimum, be designed to meet National Pollutant Discharge Elimination System stormwater runoff requirements. The post-development maintenance program shall be for the life of the development. The level of detail provided to address the plan's requirements shall be commensurate with the type and scale of the development, and with the potential for adverse water quality and hydrology impacts to coastal waters.

Impact U-4

The impact summary for Impact U-4 in on Page 4.15-22 of the Draft EIR is revised as follows:

IMPACT U-4. DEVELOPMENT FACILITATED BY THE GP/LCP UPDATE WOULD INCREASE WASTE SENT TO AREA LANDFILLS. HOWEVER, COLD CANYON LANDFILL WOULD HAVE CAPACITY TO SERVE THE DEVELOPMENT ENVISIONED IN THE GP/LCP UPDATE. GOALS AND POLICIES IN GP/LCP UPDATE WOULD INCREASE THE AMOUNT OF WASTE THAT IS DIVERTED FROM THE LANDFILL AND ENCOURAGE REUSE AND RECYCLING. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The following goals and policies under Impact U-4 on Page 4.15-23 of the Draft EIR are removed as follows:

~~Development facilitated by the GP/LCP Update would be required to be constructed in compliance with the statewide goal for 75 percent disposal reduction by the year 2020 set by AB 341. Goal 2 of the GP/LCP Update Facilities Element establishes a City goal of becoming a near zero waste community. Implementation of this goal would help achieve statewide goals for solid waste reduction, including those established by AB 341. In addition to Goal F-2, the GP/LCP Update Facilities Element includes the following policies related to solid waste reduction:~~

~~Goal F-2: Near zero waste. A highly efficient community that produces very little solid waste.~~

- ~~▪ **Policy F-2.1: Provide waste and recycling services.** In collaboration with City's partners, provide solid waste, recycling, and green waste services to the community at a commensurate service rate.~~
- ~~▪ **Policy F-2.2: Zero waste government operations.** Strive for zero waste government operations, modeling best practices in solid waste management and recycling for the rest of the community.~~
- ~~▪ **Policy F-2.3: Waste reduction.** Seek to continually reduce Pismo Beach's rate of waste disposal per capita, and to increase the diversion rate of recycling and green waste.~~
- ~~▪ **Policy F-2.4: Recycled building material.** Encourage the use of recycled building and infrastructure materials in new public and private development.~~
- ~~▪ **Policy F-2.5: Paper waste reduction.** Reduce paper waste and encourage the use of recycled paper in City operations.~~
- ~~▪ **Policy F-2.6: Community coordination.** Work with the Chamber of Commerce and other groups to encourage recycling by visitors as well as solid waste best practices to minimize trash entering the ocean and other sensitive ecological areas.~~

The projected increase in solid waste generation as a result of development facilitated by the GP/LCP Update would not exceed the capacity of Cold Canyon Landfill, or result in a substantial reduction in the current remaining capacity for the region. Additionally, the GP/LCP Update contains goals and policies to reduce and divert waste consistent with state goals for solid waste reduction. Therefore, this impact would be less than significant.

Section 4.15.4 Cumulative Impacts

The first paragraph in Section 4.15.4 on Page 4.15-24 of the Draft EIR is revised as follows:

Cumulative development and redevelopment in the City would incrementally contribute to increased demand on wastewater treatment and conveyance facilities, and as planned cumulative development occurs throughout San Luis Obispo County, the amount of physical disturbance for new or expanded facilities would increase. Increased disturbance throughout the region for new or expanded wastewater facilities would potentially result in a cumulative environmental impact. On-going upgrades to the sewer system within the City of Pismo Beach under the Capital Improvement Plan and ~~GP/LCP Update~~ would ensure adequate wastewater systems and infrastructure are available for future development within the City. These improvements would generally occur in previously disturbed or developed areas. Therefore, the project would not result in a considerable contribution to cumulative impacts from physical disturbance for new or expanded wastewater systems and infrastructure.

Section 6: Alternatives

The second paragraph of the Alternatives section on Page 6-1 of the Draft EIR is revised as follows:

The GP/LCP Update vision and guiding principles, and thus the project objectives, are contained in the Land Use and ~~Community Design~~ Element and are described in Section 2.4.1, Objectives of the GP/LCP Update.

The fourth paragraph of the Alternatives section on Page 6-1 of the Draft EIR is revised as follows:

The GP/LCP Land Use and ~~Community Design~~ Element has been drafted to implement the community vision through its goals, policies, and actions, which are built around the following GP/LCP Update guiding principles:

Section 6.1.1 Alternatives Considered but Rejected

The third paragraph of Section 6.1.1 on Page 6-2 of the Draft EIR is revised as follows:

A focused update to the GP/LCP that would not include changes to the Circulation Element was also considered as an alternative. However, the City determined that changes anticipated to the Land Use and ~~Community Design~~ Element and resulting buildout scenario would also require a comprehensive update that included updates to the Circulation Element.

Section 6.2.1 Alternative 1: No Project/Continue Using 1992 General Plan and Local Coastal Plan

Page 6-5 of the Draft EIR is revised as follows:

Biological Resources

Implementation of Alternative 1 would reduce residential development by approximately 9 percent compared to the GP/LCP Update. Conversely, implementation of Alternative 1 would increase non-residential development by approximately 1.5 percent compared to the GP/LCP Update. Therefore, Alternative 1 would involve less overall new development as compared to the GP/LCP Update. While the 1992 General Plan/Local Coastal Plan includes objectives and policies aimed towards reducing potential impacts to sensitive biological resources from development, several goals and policies in the proposed GP/LCP Update Land Use and ~~Community Design~~ Element and Conservation and Open Space Element would minimize, and often avoid, impacts from potential direct and indirect effects to special status species and sensitive habitats, reduce impacts to wetlands and riparian habitat through preservation and enhancement of such habitats, reduce impacts to stream corridors, and protect wildlife movement corridors and open space.

Page 6-6 of the Draft EIR is revised as follows:

The reduction in population growth potential would reduce daily operations in the regional transportation system, resulting in an overall reduction in total estimated VMT. Because daily operation of the transportation system uses energy in the form of fuel consumed by propulsion of passenger and commercial vehicles, a reduction in total estimated VMT would result in a reduction in overall energy consumption compared to the GP/LCP Update. Alternative 1 would retain the existing 1992 GP/LCP, and thus would not implement GP/LCP

Update Land Use ~~and Community Design~~, Conservation and Open Space, and Circulation Element goals and policies that would reduce inefficient, wasteful, and unnecessary energy consumption during construction and operation of development; encourage infill and compact mixed-use development; encourage multimodal transportation to reduce overall energy consumption and result in greater energy efficiency; promote a reduction in VMT through support of alternative transportation; prioritize upgrades to bicycle facilities, sidewalks, and other amenities for alternative modes of transportation; and, promote greater energy efficiency in municipal and community operations and development.

Page 6-7 of the Draft EIR is revised as follows:

Geology and Soils

Implementation of Alternative 1 would reduce residential development by approximately 9 percent compared to the GP/LCP Update. Conversely, implementation of Alternative 1 would increase non-residential development by approximately 1.5 percent compared to the GP/LCP Update. Therefore, overall development envisioned in the 1992 GP/LCP would involve a reduced amount of construction activities as compared to the GP/LCP Update. Reduced construction activities under Alternative 1 would include a reduction in stockpiling, grading, excavation, paving and other earth disturbing activities that could result in loose and disturbed soils in the Pismo Beach, decreasing the potential for erosion, loss of topsoil, and disturbance to paleontological resources. However, implementation of the GP/LCP Update would, in some cases, replace older buildings that are subject to seismic damage with newer structures built to current seismic standards that could better withstand the adverse effects of strong ground shaking. While the Similar to the proposed project, development facilitated by Alternative 1 would adhere to 1992 General Plan/Local Coastal Plan includes objectives and policies aimed towards reducing potential impacts related to geology and soils from future development; Alternative 1 would not implement the goals and policies in the GP/LCP Update Safety Element that would further reduce the potential for loss, injury, or death from seismic hazards by prohibiting development in areas of landslide risk or liquefaction without site-specific analysis, minimize risks associated with potential fault rupture, seismic shaking, and other geologic hazards in the City, nor Alternative 1 would it not implement policies from the Conservation and Open Space Element that would reduce the potential for erosion and loss of topsoil.

Page 6-7 of the Draft EIR under the Greenhouse Gas Emissions subheading is revised as follows.

Alternative 1 would retain the existing 1992 GP/LCP, and thus would not implement the GP/LCP Update Land Use ~~and Community Design~~ and Circulation Elements goals and policies that would promote mixed-use and compact development and support bike, pedestrian, and mass transit.

Pages 6-8 and 6-9 of the Draft EIR is revised as follows:

Hazards, Hazardous Materials, and Wildfire

Full buildout of both the 1992 GP/LCP and the GP/LCP Update would facilitate an increase in development in Pismo Beach, which could involve the routine use, storage, and disposal of hazardous materials. Additional development in Pismo Beach could also increase the transport of hazardous materials along the transportation corridors within the City. Therefore, the additional development that would occur under both Alternative 1 and the

GP/LCP Update could result in an increased risk of accidental release of hazardous materials on a transportation route and exposure to hazardous materials to existing development within Pismo Beach. However, development under Alternative 1 would result in a 9 percent reduction in residential development and a 1.5 percent increase in non-residential development as compared to the GP/LCP Update. Therefore, impacts related to hazards, hazardous materials, and wildfire would be reduced under Alternative 1 as compared to the GP/LCP Update. Additionally, the GP/LCP Update would increase mixed-use development in the downtown area, which could result in new residential units adjacent to existing commercial and industrial land uses. ~~However, Alternative 1 would not implement the goals and policies in the GP/LCP Update Safety Element developed to minimize any impacts related to the use, storage, transport, and release of hazardous materials in the City.~~

Page 6-9 of the Draft EIR is revised as follows:

Hydrology and Water Quality

Full buildout of both the 1992 GP/LCP and the GP/LCP Update would facilitate an increase in development in Pismo Beach, which could result in long-term alterations of existing drainage patterns, such as changes in ground surface permeability, and increased soil erosion due to new paving, earth-moving activities, and changes in topography that would result from excavation, cut and fill activities, and grading. However, development under Alternative 1 would result in a 9 percent reduction in residential development and a 1.5 percent increase in non-residential development as compared to the GP/LCP Update. Therefore, implementation of Alternative 1 would involve a reduced amount of construction as compared to the GP/LCP Update. As a result, impacts related to hydrology and water quality would be reduced under Alternative 1 as compared to the GP/LCP Update. However, Alternative 1 would not implement the goals and policies in the GP/LCP Update Conservation and Open Space Element, ~~and Land Use and Community Design Element, and Safety Element~~ that would reduce the potential for water quality degradation during construction activities; reduce the potential for hydrology and water quality impacts during operation of new development or redevelopment; address bluff erosion; reduce discharge of additional stormwater runoff and associated pollutants from new development and redevelopment; ~~and, provide direction for groundwater management; and, reduce the risk of pollutant release in areas of flood hazard by restricting development within the Floodplain Overlay Zone.~~

Page 6-10 of the Draft EIR under the Land Use and Planning subheading is revised as follows:

Alternative 1 would retain the existing 1992 GP/LCP, and thus would not include new GP/LCP Update policies, such as those in the Land Use ~~and Community Design Element~~ that would increase connectivity of the City's circulation network throughout the City and to the coast.

Page 6-11 of the Draft EIR under the Transportation subheading is revised as follows:

Alternative 1 would retain the existing 1992 GP/LCP, and thus would not implement GP/LCP Update Land Use ~~and Community Design Element~~ and Circulation Element goals, policies, and actions that would promote infill development and redevelopment and enhance the City's alternative transportation modes while continuing to accommodate automobile travel.

Section 6.2.2 Alternative 2: Reduced Residential Buildout

Page 6-13 of the Draft EIR is revised as follows:

Biological Resources

Implementation of Alternative 2 would involve less overall disturbance due to the reduced residential buildout, which would cause a reduction in overall new development as well as a reduction in the estimated population growth that is associated with increased residential buildout under the GP/LCP Update. Under Alternative 2, goals and policies in the Land Use ~~and Community Design~~ Element and Conservation and Open Space Element would still minimize, and often avoid, impacts from potential direct and indirect effects to special status species and sensitive habitats, reduce impacts to wetlands and riparian habitat through preservation and enhancement of such habitats, reduce impacts to stream corridors, and protect wildlife movement corridors and open space, similar to the GP/LCP Update.

Pages 6-14 and 6-15 of the Draft EIR is revised as follows:

Geology and Soils

Implementation of Alternative 2 would result in less residential development, causing a reduction in overall new development as well as a reduction in the estimated population growth that is associated with increased residential buildout under the GP/LCP Update. A reduction in new development under Alternative 2 would decrease overall construction activities such as stockpiling, grading, excavation, paving and other earth disturbing activities would reduce the potential for disturbance to paleontological resources. Under Alternative 2, the goals and policies in the existing Safety Element and proposed Conservation and Open Space Element would be implemented to minimize risks associated with potential fault rupture, seismic shaking, and other geologic hazards in the City, as well as reduce the potential of erosion and loss of topsoil, similar to the GP/LCP Update.

Greenhouse Gas Emissions

Implementation of Alternative 2 would result in less residential development, causing a reduction in overall new development as well as a reduction in the estimated population growth that is associated with increased residential buildout under the GP/LCP Update. Because less new development would be constructed under Alternative 2, construction-source GHG emissions would be reduced as compared to the GP/LCP Update. Compared to the GP/LCP Update, buildout of Alternative 2 would result in 555 fewer residential units and approximately 989 fewer residents. As a result, Alternative 2 would result in lower operational GHG emissions, including those due to VMT generation as compared to the GP/LCP Update. In addition, GP/LCP Update Land Use ~~and Community Design~~ and Circulation Elements goals and policies that would promote mixed-use and compact development and support bike, pedestrian, and mass transit would continue to be implemented under Alternative 2.

Pages 6-15 and 6-16 of the Draft EIR under the Hazards, Hazardous Materials, and Wildfire subheading are revised as follows:

The goals and policies in the ~~GP/LCP Update~~ existing Safety Element that would minimize impacts related to the use, storage, transport, and release of hazardous materials in the City; direct the City to develop and maintain a multi-hazard emergency response plan; update plans and agreements with other agencies; and regulate use, location, storage, and transportation of hazardous materials would continue to be implemented under Alternative 2. Alternative 2 would require compliance with all applicable federal and State laws related to the storage of hazardous materials and would maximize containment (through safe handling and storage practices described above), provide for prompt and effective cleanup if an accidental release occurs, and minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials. Overall, Alternative 2 would result in reduced potential impacts related to hazards and hazardous materials compared to the GP/LCP Update. Impacts related to hazards, hazardous materials, and wildfire under this alternative would remain less than significant, similar to the GP/LCP Update.

Page 6-16 of the Draft EIR is revised as follows:

Hydrology and Water Quality

Implementation of Alternative 2 would result in a reduction in residential development, causing an overall reduction in new development as well as a reduction in the estimated population growth that is associated with increased residential buildout under the GP/LCP Update. Therefore, Alternative 2 would result in less development and less ground disturbance than the GP/LCP Update. As a result, impacts related to hydrology and water quality would be reduced under Alternative 2. The goals and policies in the GP/LCP Update Conservation and Open Space Element, ~~and Land Use and Community Design~~ Element, and existing Safety Element that would reduce the potential for water quality degradation during construction activities; reduce the potential for hydrology and water quality impacts during operation of new development or redevelopment; address bluff erosion; reduce discharge of additional stormwater runoff and associated pollutants from new development and redevelopment; provide direction for groundwater management; and reduce the risk of pollutant release in areas of flood hazard by restricting development within the ~~Floodplain Overlay Zone~~ 100-year floodplain would continue to be implemented under Alternative 2.

Section 6.2.3 Alternative 3: Reduced Commercial Floor Area Ratio

Pages 6-20 and 6-21 of the Draft EIR is revised as follows:

Alternative 3 would continue to implement Land Use ~~and Community Design~~, Circulation, and Conservation and Open Space Element goals and policies that would prevent inefficient, wasteful, and unnecessary energy consumption during construction and operation of development; encourage infill and compact mixed-use development; encourage multimodal transportation to reduce overall energy consumption and result in greater energy efficiency; promote a reduction in VMT through support of alternative transportation; prioritize upgrades to bicycle facilities, sidewalks, and other amenities for alternative modes of transportation; and, promote greater energy efficiency in municipal and community operations and development. Overall, Alternative 3 would result in lower energy consumption than the GP/LCP Update. Energy impacts would be less than significant, similar to the GP/LCP Update.

Geology and Soils

Alternative 3 would encourage infill development and redevelopment in vacant and underutilized parcels, but with a reduction in the commercial FAR. As stated above under *Biological Resources* for Alternative 3, a reduction in FAR would not necessarily reduce footprints of future development projects as compared to the GP/LCP Update. Therefore, Alternative 3 would result in a similar amount of ground disturbance as compared to the GP/LCP Update. Similarly, because most future development in the city under both Alternative 3 and the GP/LCP Update would involve infill development or redevelopment in already urbanized areas that may have been previously disturbed, Alternative 3 would result in similar impacts related to geology and soils, including paleontological resources. The goals and policies in the ~~GP/LCP Update~~ existing Safety Element and Conservation and Open Space Element that would minimize risks associated with potential fault rupture, seismic shaking, and other geologic hazards in the City, as well as reduce the potential of erosion and loss of topsoil, would continue to be implemented under Alternative 3. In addition, Alternative 3 would implement policies from the Conservation and Open Space Element related to protection of paleontological resources. In addition, Alternative 3 would require compliance with existing state and federal regulatory requirements to avoid and minimize geology and soil hazards associated with new development, which would reduce potential impacts. Overall, impacts to geology and soils under Alternative 3 would be similar to the GP/LCP Update. Impacts to geology and soils would remain less than significant, similar to the GP/LCP Update.

Greenhouse Gas Emissions

Implementation of Alternative 3 would result in less commercial and visitor-serving development than under the GP/LCP Update. Because less new non-residential development would be constructed under Alternative 3, construction-source GHG emissions would be reduced as compared to the GP/LCP Update. Compared to the GP/LCP Update, buildout of Alternative 3 would result in a reduction in new commercial development by approximately 150,000 square feet as compared to the proposed GP/LCP Update. Pismo Beach is a jobs-rich environment and a regional tourism destination, meaning a reduction in visitor-serving commercial density is expected to reduce the estimate of overall vehicle miles traveled in the regional traffic model. Therefore, Alternative 3 would result in lower operational GHG emissions, including those due to VMT generation, as compared to the GP/LCP Update. In addition, GP/LCP Update Land Use and ~~Community Design~~, Conservation and Open Space, and Circulation Elements goals and policies that would promote mixed-use and compact development and support bike, pedestrian, and mass transit would continue to be implemented under Alternative 3. S

Page 6-22 of the Draft EIR under the Hazards, Hazardous Materials, and Wildfire subheading are revised as follows:

The goals and policies in the ~~GP/LCP Update~~ existing Safety Element that would minimize impacts related to the use, storage, transport, and release of hazardous materials in the City; direct the City to develop and maintain a multi-hazard emergency response plan; update plans and agreements with other agencies; and regulate use, location, storage, and transportation of hazardous materials would continue to be implemented under Alternative 3. Alternative 3 would also require compliance with all applicable federal and State laws

related to the storage of hazardous materials and would maximize containment (through safe handling and storage practices described above), provide for prompt and effective cleanup if an accidental release occurs, and minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials, similar to the GP/LCP Update. Overall, impacts related to hazards, hazardous materials, and wildfire would be similar under Alternative 3 as compared to the GP/LCP Update. Impacts to hazards, hazardous materials, and wildfire would remain less than significant, similar to the GP/LCP Update.

Pages 6-22 and 6-23 of the Draft EIR are revised as follows:

Hydrology and Water Quality

Alternative 3 would encourage infill development and redevelopment in vacant and underutilized parcels in already urbanized areas of Pismo Beach, but with a reduction in the commercial FAR. As stated above under *Biological Resources* for Alternative 3, a reduction in FAR would not necessarily reduce footprints of future development projects as compared to the GP/LCP Update. Therefore, future development in the city under Alternative 3 would result in a similar amount of ground disturbance as compared to the GP/LCP Update. Additionally, because most future development in the city under both Alternative 3 and the GP/LCP Update would involve infill development or redevelopment in already urbanized areas that may have been previously disturbed, Alternative 3 would result in similar impacts related to hydrology and water quality. The goals and policies in the GP/LCP Update Conservation and Open Space Element, ~~and Land Use and Community Design Element~~, and existing Safety Element that would reduce the potential for water quality degradation during construction activities; reduce the potential for hydrology and water quality impacts during operation of new development or redevelopment; address bluff erosion; reduce discharge of additional stormwater runoff and associated pollutants from new development and redevelopment; provide direction for groundwater management; and, reduce the risk of pollutant release in areas of flood hazard by restricting development within the ~~Floodplain Overlay Zone~~ 100-year floodplain would continue to be implemented under Alternative 3.

Section 6.2.4 Alternative 4: Proposed General Plan and Local Coastal Plan Update with Expanded Sphere of Influence Development

Page 6-26 of the Draft EIR under the Aesthetics subheading is revised as follows:

However, implementation of the goals, policies, and actions outlined in the GP/LCP Update ~~Land Use and Community Design Element~~ and Conservation and Open Space Element would continue to minimize adverse effects, and aesthetic impacts would remain less than significant.

Page 6-26 of the Draft EIR under the Biological Resources subheading is revised as follows:

Implementation of Alternative 4 would result in expanded development within the City's SOI in the Price Canyon and Los Robles del Mar areas as compared to the GP/LCP Update. Under Alternative 4, goals and policies in the ~~Land Use and Community Design Element~~ and Conservation and Open Space Element would still minimize, and often avoid, impacts from potential direct and indirect effects to special status species and sensitive habitats, reduce

impacts to wetlands and riparian habitat through preservation and enhancement of such habitats, reduce impacts to stream corridors, and protect wildlife movement corridors and open space, similar to the GP/LCP Update.

Page 6-27 of the Draft EIR under the Energy subheading is revised as follows:

Alternative 4 would continue to implement Land Use ~~and Community Design~~, Circulation, and Conservation and Open Space Element goals and policies that would prevent inefficient, wasteful, and unnecessary energy consumption during construction and operation of development; encourage infill and compact mixed-use development; encourage multimodal transportation to reduce overall energy consumption and result in greater energy efficiency; promote a reduction in VMT through support of alternative transportation; prioritize upgrades to bicycle facilities, sidewalks, and other amenities for alternative modes of transportation; and, promote greater energy efficiency in municipal and community operations and development.

Page 6-28 of the Draft EIR under the Geology and Soils subheading is revised as follows:

Implementation of Alternative 4 would result in expanded development within the City's SOI in the Price Canyon and Los Robles del Mar areas as compared to the GP/LCP Update. Under Alternative 4, the goals and policies in the existing Safety Element and proposed Conservation and Open Space Element that would minimize risks associated with potential fault rupture, seismic shaking, and other geologic hazards in the City, as well as reduce the potential of erosion and loss of topsoil, would be implemented similar to the GP/LCP Update.

Page 6-28 of the Draft EIR under the Greenhouse Gas Emissions subheading is revised as follows:

Alternative 4 would continue to implement Land Use ~~and Community Design~~ and Circulation Elements goals and policies that would promote mixed-use and compact development and support bike, pedestrian, and mass transit.

Pages 6-28 and 6-29 of the Draft EIR under the Hazards, Hazardous Materials, and Wildfire subheading are revised as follows:

The goals and policies in the ~~GP/LCP Update~~ existing Safety Element that would minimize impacts related to the use, storage, transport, and release of hazardous materials in the City; direct the City to develop and maintain a multi-hazard emergency response plan; update plans and agreements with other agencies; and regulate use, location, storage, and transportation of hazardous materials would continue to be implemented under Alternative 4. Alternative 4 would also require compliance with all applicable federal and State laws related to the storage of hazardous materials and would maximize containment (through safe handling and storage practices described above), provide for prompt and effective cleanup if an accidental release occurs, and minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials, similar to the GP/LCP Update. Overall, impacts related to hazards, hazardous materials, and wildfire under Alternative 4 would be increased. Impacts to hazards, hazardous materials, and wildfire would remain less than significant.

Page 6-29 of the Draft EIR is revised as follows:

Hydrology and Water Quality

Implementation of Alternative 4 would result in expanded development within the City's SOI in the Price Canyon and Los Robles del Mar areas as compared to the GP/LCP Update. Alternative 4 would result in City growth in currently undeveloped space, causing an overall increase in population growth in Pismo Beach through the year 2040 by approximately 30 percent compared to the proposed GP/LCP Update. Therefore, Alternative 4 would increase the amount of construction activities for new development, which would result in more significant long-term alterations of existing drainage patterns, such as changes in ground surface permeability, and increased soil erosion due to new paving, earth-moving activities, and changes in topography that would result from excavation, cut and fill activities, and grading. As a result, impacts related to hydrology and water quality would be increased under Alternative 4. Additionally, the increased development that would result from implementation of Alternative 4 would incrementally increase the amount of impervious surface in the City and increase water use, which could reduce the potential for groundwater recharge from infiltration and decrease groundwater supplies. However, the goals and policies in the GP/LCP Update Conservation and Open Space Element, ~~and Land Use and Community Design Element~~, and existing Safety Element that would reduce the potential for water quality degradation during construction activities; reduce the potential for hydrology and water quality impacts during operation of new development or redevelopment; address bluff erosion; reduce discharge of additional stormwater runoff and associated pollutants from new development and redevelopment; provide direction for groundwater management; and, reduce the risk of pollutant release in areas of flood hazard by restricting development within the ~~Floodplain Overlay Zone~~ 100-year floodplain would continue to be implemented under Alternative 4.

Page 6-32 of the Draft EIR is revised as follows:

Utilities and Service Systems

As discussed in Section 4.14, *Utilities/Service Systems*, the GP/LCP Update's potential impacts related to the provision of utilities and service systems would be less than significant. Because Alternative 4 would result in expanded development within the City's SOI in the Price Canyon and Los Robles del Mar areas, population growth in Pismo Beach would increase by approximately 30 percent through the year 2040 as compared to the proposed GP/LCP Update. Alternative 4 would also result in expanded city growth in currently undeveloped space, creating a demand for infrastructure and utility service in new locations. Therefore, the demand for new or expanded utility infrastructure under Alternative 4 would be greater than the utility needs of development facilitated by the GP/LCP Update. However, Alternative 4 would continue to implement a series of major strategies to ensure a sustainable water supply that would support economic development, land use changes, and development in the City through 2040. Specifically, the existing Facilities Element and proposed Land Use ~~and Community Design~~ Element would contain goals and policies that are consistent with the purpose of the City's Urban Water Management Plan to encourage the sustainable use and management of water supplies and infrastructure in the City.

Section 7: References

Page 7-15 in Section 7 of the Draft EIR is revised as follows:

Transportation

California Department of Transportation (Caltrans). December 2002. "Guide for the Preparation of Traffic Impact Studies." https://nacto.org/docs/usdg/guide_preparation_traffic_impact_studies_caltrans.pdf. Accessed November 2021.

California Department of Transportation (Caltrans). February 2010. "Complete Streets Implementation Action Plan." https://www.sfcta.org/sites/default/files/2019-03/CompleteStreets_IP03-10-10.pdf. Accessed November 2021.

_____. July 2020. "Highway Design Manual." *Chapter 1000 – BICYCLE TRANSPORTATION DESIGN*. <https://dot.ca.gov/-/media/dot-media/programs/design/documents/chp1000-a11y.pdf> (accessed November 2021).

_____. 2021. Active Transportation Plan. Available at: <https://www.catplan.org/district-5>

_____. 2021. US 101 Santa Maria to San Luis Obispo Multimodal Corridor Plan Available at: <https://dot.ca.gov/caltrans-near-me/district-5/district-5-current-projects/us-101-santa-maria-san-luis-obispo-multimodal-corridor-plan>

_____. 2021. Director's Policy on Complete Streets (DP-37). Available at: <https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/dp-37-complete-streets-a11y.pdf>

California Office of Planning and Research (OPR). December 2018. "Technical Guidance on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed November 2021.

California Office of Traffic Safety (OTS). 2018. "OTS Crash Rankings Results." https://www.ots.ca.gov/media-and-research/crash-rankings-results/?wpv-wpcf-year=2018&wpv-wpcf-city_county=Pismo+Beach&wpv_filter_submit=Submit (accessed November 2021)

Figure Changes

The following footnote was added to Figures 2-2, 2-3, 2-4, 2-5, 2-6, 4.1-1, 4.3-1, 4.3-2, 4.3-3, 4.6-1, 4.6-2, 4.6-3, 4.6-4, 4.8-1, 4.9-1, 4.9-2, 4.9-3, 4.9-4, 4.9-5, 4.9-6, 4.11-1, 4.11-2, 4.11-3, 4.11-4, 4.13-1, 4.14-1, and 4.14-2, of the Draft EIR:

Note: For the purposes of this map, this figure does not include the submerged lands offshore that are within the Pismo Beach City Limits. See Figure LU-1 of the General Plan/Local Coastal Plan Land Use Element (Pismo Beach LAFCO-approved City Border) for the full Pismo Beach City Limits.

Additional figure changes are described on the following pages.

Figure 4.1-1 on Page 4.1-2 of the Draft EIR was revised as follows to update the scenic vistas mapping for consistency with the GP/LCP Update.



Figure 4.11-1 on Page 4.11-4 of the Draft EIR was revised as follows to expand the Noise Sensitive Land Uses.

Figure 4.11-1 Noise-Sensitive Land Uses and Major Noise Sources

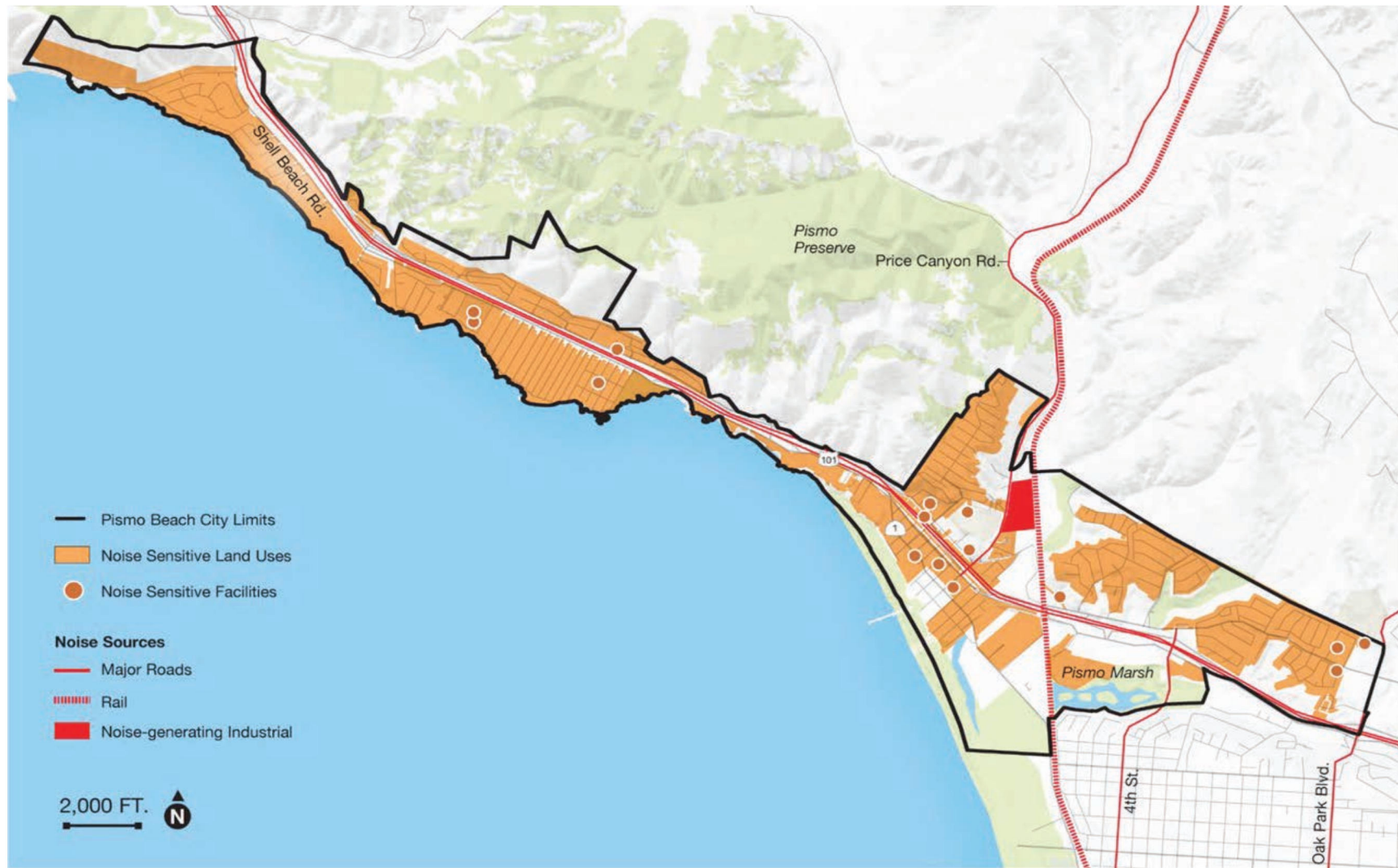
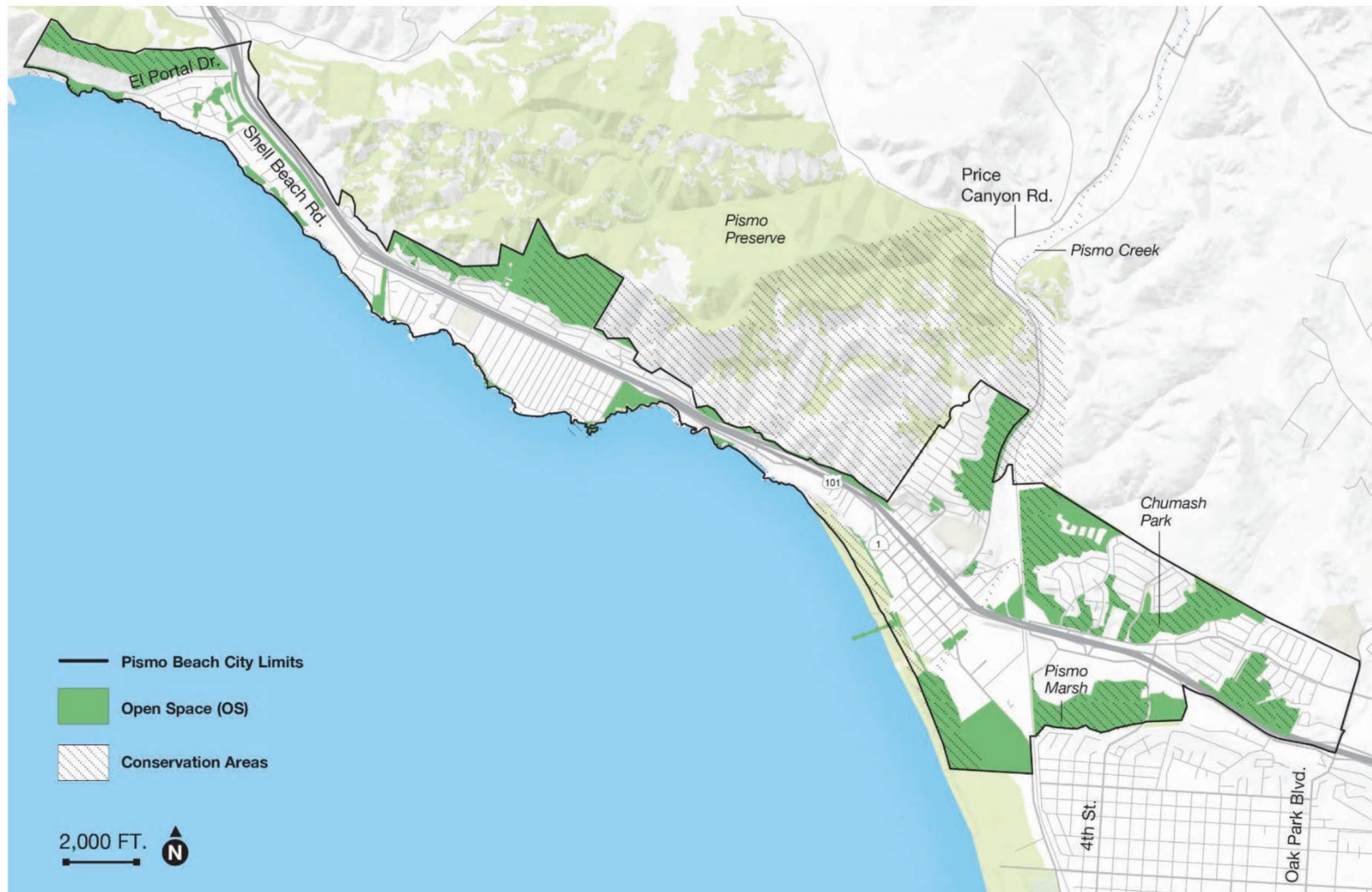


Figure 4.13-1 on Page 4.13-5 of the Draft EIR as revised as follows to expand the Open Space areas:

Figure 4.13-1 Open Space and Conservation Areas



3 List of Preparers

This Recirculated Draft Program Environmental Impact Report was prepared by the City of Pismo Beach, with the assistance of Rincon Consultants, Inc. City and consultant staff involved in the preparation of this document are listed below.

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