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**2008 Central Coast Motorcycle Association  
Beach Race and Festival Special Event  
Oceano Dunes State Vehicular Recreation Area**

**Initial Study/  
Mitigated Negative Declaration**

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**August 2008**



**State of California  
Department of Parks and Recreation  
Off-Highway Motor Vehicle Recreation Division**

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2008 Central Coast Motorcycle Association  
Beach Race and Festival Special Event  
Oceano Dunes State Vehicular Recreation Area

Initial Study/  
Mitigated Negative Declaration

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August 2008

Prepared for:  
State of California  
Department of Parks and Recreation  
Off-Highway Motor Vehicle Recreation Division



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## MITIGATED NEGATIVE DECLARATION

PROJECT: 2008 Central Coast Motorcycle Association (CCMA) Beach Race and Festival Special Event at Oceano Dunes State Vehicular Recreation Area (ODSVRA). Pursuant to a settlement agreement entered into between the Center for Biological Diversity and the California Department of Parks and Recreation (CDPR) in April 2008, CDPR agreed to undertake a CEQA analysis of each annual CCMA Beach Race Special Event during the years 2008 through 2011. This IS/MND has been prepared in accordance with the terms of the April 2008 settlement agreement.

LEAD AGENCY: CDPR, Off-Highway Motor Vehicle Recreation (OHMVR) Division

AVAILABILITY OF DOCUMENTS: The Initial Study for this Negative Declaration is available for review at:

- Oceano Dunes State Vehicular Recreation Area  
340 James Way, Ste. 270  
Pismo Beach, CA 93449  
(805) 773-7170  
Contact – Ronnie Glick
- California Department of Parks & Recreation,  
Off-Highway Motor Vehicle Recreation Division  
1725 23<sup>rd</sup> Street, Suite 200  
Sacramento, CA 95816  
(916) 324-4442  
Contact – Sarah Cumber

### PROJECT DESCRIPTION:

The CCMA has applied for a Special Event Permit to hold the 2008 CCMA Beach Race and Festival on October 10-12, 2008, at ODSVRA, in Oceano, California. The Project comprises the following activities:

1. Motorcycle and all-terrain vehicle (ATV) racing on October 11, and 12, from 7:30 a.m. to approximately 5:30 p.m.
2. Saturday night (October 11) fundraising dinner at the festival/staging area from 5:30 p.m. to 9:00 p.m.
3. CCMA and vendor concessions on Friday afternoon October 10, Saturday October 11, and Sunday October 12.

All participants would be paid camping or day use visitors, and all vehicles would be subject to the same sound restrictions and equipment requirements applicable to all SVRA visitors. All speed limit and other safety and resource-protective measures already in effect at the SVRA would apply to event participants, outside the race course area. The event sponsor anticipates up to 10,000 visitors over the course of the weekend, but all pre-existing ODSVRA camping and vehicle limits would remain in effect during the event.

## **FINDINGS**

The OHMVR Division, having reviewed the Initial Study for the proposed project, finds that:

1. The proposed project will allow a three-day special event consisting of a charity rider's clinic and OHV, motorcycle, and ATV races within the open riding and camping area at ODSVRA, plus a fundraiser dinner, vendor and concession operations also within the open riding and camping area.
2. All participants will be paid camping or day use visitors; all vehicles will be subject to the same sound restrictions and equipment requirements applicable to all SVRA visitors; all speed limit and other safety and resource-protective measures already in effect at the SVRA will apply to event participants; all pre-existing ODSVRA camping and vehicle limits will remain in effect during the event.
3. With the implementation of mitigation measures, the project will not exceed significance thresholds for the environmental effects identified in the Initial Study Checklist.
4. A Mitigated Negative Declaration will be filed as the appropriate CEQA document of the Project.

## **BASIS OF FINDINGS**

Based on the environmental evaluation presented herein, the project will not cause significant adverse effects related to aesthetics, agricultural resources, air quality, biological resources, cultural resources, geology/soils, hazards/ hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities/service systems. In addition, substantial adverse effects on humans, either direct or indirect, will not occur. The project does not affect any important examples of the major periods of California prehistory or history. Nor will the project substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The project does not have impacts that are individually limited, but cumulatively considerable. A copy of the Initial Study is attached. Questions or comments regarding this Initial Study/ Mitigated Negative Declaration should be submitted in writing to:

Sarah Cumber – Environmental Scientist  
California Department of Parks & Recreation,  
Off-Highway Motor Vehicle Recreation Division  
1725 23<sup>rd</sup> Street, Suite 200  
Sacramento, CA 95816

Pursuant to Section 21082.1 of the California Environmental Quality Act, CDPR has independently reviewed and analyzed the Initial Study and Mitigated Negative Declaration for the proposed project and finds these documents reflect the independent judgment of CDPR.

## TABLE of CONTENTS

|                                                                                          |    |
|------------------------------------------------------------------------------------------|----|
| <b>CHAPTER 1 INTRODUCTION</b> .....                                                      | 1  |
| 1.1 Introduction and Regulatory Guidance .....                                           | 1  |
| 1.2 Lead Agency .....                                                                    | 2  |
| 1.3 Purpose and Document Organization .....                                              | 2  |
| 1.4 Required Permits and Approvals .....                                                 | 3  |
| <b>CHAPTER 2 PROPOSED PROJECT</b> .....                                                  | 4  |
| 2.1 Project Location and Site Description .....                                          | 4  |
| 2.2 Project Objectives .....                                                             | 4  |
| 2.3 Project Description .....                                                            | 4  |
| 2.4 Special Event Permit Conditions .....                                                | 8  |
| <b>CHAPTER 3 ENVIRONMENTAL CHECKLIST AND RESPONSES</b> .....                             | 15 |
| 3.1 Aesthetics .....                                                                     | 18 |
| 3.2 Agriculture Resources .....                                                          | 20 |
| 3.3 Air Quality .....                                                                    | 21 |
| 3.4 Biological Resources .....                                                           | 26 |
| 3.5 Cultural Resources .....                                                             | 30 |
| 3.6 Geology and Soils .....                                                              | 32 |
| 3.7 Hazards and Hazardous Materials .....                                                | 35 |
| 3.8 Hydrology and Water Quality .....                                                    | 38 |
| 3.9 Land Use and Planning .....                                                          | 41 |
| 3.10 Mineral Resources .....                                                             | 43 |
| 3.11 Noise .....                                                                         | 44 |
| 3.12 Population and Housing .....                                                        | 46 |
| 3.13 Public Services .....                                                               | 47 |
| 3.14 Recreation .....                                                                    | 49 |
| 3.15 Transportation/Traffic .....                                                        | 50 |
| 3.16 Utilities and Service Systems .....                                                 | 52 |
| 3.17 Mandatory Findings of Significance .....                                            | 54 |
| <b>CHAPTER 4 REFERENCES</b> .....                                                        | 56 |
| <b>CHAPTER 5 REPORT PREPARATION</b> .....                                                | 57 |
| Table 1 – State and/or federally listed plant species at ODSVRA .....                    | 27 |
| Figure 1 – Regional Location .....                                                       | 10 |
| Figure 2 – Project Site .....                                                            | 11 |
| Figure 3 – Event Layout .....                                                            | 12 |
| Figure 4 – Previous Event Photos .....                                                   | 13 |
| Figure 5 – Race Course Layout .....                                                      | 14 |
| Figure 6 – Construction thresholds from the SLO APCD CEQA Air Quality Handbook (2003) .. | 23 |
| Figure 7 – Emission factors for off-road motorcycles and all-terrain vehicles .....      | 23 |
| Appendix A: Draft Special Event Permit Conditions                                        |    |

## Chapter 1 INTRODUCTION

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### 1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the Off-Highway Motor Vehicle Recreation (OHMVR) Division of the California Department of Parks and Recreation (CDPR). Pursuant to a settlement agreement entered into between the Center for Biological Diversity and CDPR in April 2008, CDPR agreed to undertake a CEQA analysis of each annual CCMA Beach Race Special Event during the years 2008 through 2011. This IS/MND has been prepared in accordance with the terms of the April 2008 settlement agreement. This IS evaluates the potential environmental effects of a three-day special event (October 10-12, 2008) called the Central Coast Motorcycle Association (CCMA) Oceano Dunes Beach Race and Festival held at the Oceano Dunes State Vehicular Recreation Area (ODSVRA), in San Luis Obispo County, California. All dates listed here are for the year 2008 unless otherwise noted.

This project would involve:

1. Motorcycle and all-terrain vehicle (ATV) racing on October 11 and 12, from 7:30 a.m. to approximately 5:30 p.m.
2. Saturday night (October 11) fundraising dinner at the festival/staging area from 5:30 p.m. to 9:00 p.m.
3. CCMA and vendor concessions on Friday afternoon October 10, Saturday October 11, and Sunday October 12.

The California Environmental Quality Act (CEQA; Public Resources Code § 21000 et seq.) and the CEQA Guidelines (14 CCR §15000 et seq.) establish the OHMVR Division as the lead agency. The lead agency is defined in CEQA Guidelines section 15367 as “the public agency which has the principal responsibility for carrying out or approving a project.” The lead agency decides whether an Environmental Impact Report (EIR) or ND is required for the project and is responsible for preparing the appropriate environmental review document.

According to CEQA Guidelines Section 15070, a public agency shall prepare a proposed ND or a Mitigated ND when:

1. The IS shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
2. The IS identifies potentially significant effects, but:
  - Revisions in the project plans made before a proposed Mitigated ND and IS are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  - There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

This IS has been prepared by the OHMVR Division of CDPR in accordance with CEQA and the CEQA Guidelines.

## 1.2 LEAD AGENCY

The lead agency is the public agency with principal responsibility for carrying out or approving the proposed project (CEQA Guidelines §15367). The lead agency for the proposed project is the OHMVR Division of CDPR, the agency that would be approving the project. The contact person for the lead agency regarding the project is:

Ronnie Glick – Senior Environmental Scientist  
Oceano Dunes SVRA  
340 James Way, Ste. 270  
Pismo Beach, CA 93449  
(805) 773-7170

Questions or comments regarding this Initial Study/Mitigated Negative Declaration should be submitted to:

Sarah Cumber – Environmental Scientist  
California Department of Parks & Recreation,  
Off-Highway Motor Vehicle Recreation Division  
1725 23<sup>rd</sup> Street, Suite 200  
Sacramento, CA 95816  
(916) 324-4442

## 1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this document is to evaluate the potential environmental effects of the Oceano Dunes Beach Race Special Event proposed to be conducted by the CCMA Charitable Foundation at ODSVRA from October 10 through October 12, 2008.

This document is organized as follows:

- Chapter 1 - Introduction  
This chapter provides an introduction to the project and describes the purpose and organization of this document.
- Chapter 2 – Proposed Project  
This chapter describes the project location, project area, and site description, objectives, characteristics and related projects.
- Chapter 3 - Environmental Checklist and Responses  
This chapter contains the Environmental (IS) Checklist that identifies the significance of potential environmental impacts (by environmental issue) and provides a brief discussion of each impact resulting from implementation of the proposed project. This chapter also contains the Mandatory Findings of Significance.
- Chapter 4 - References  
This chapter identifies the references and sources used in the preparation of this IS/MND.
- Chapter 5 - Report Preparation  
This chapter provides a list of those involved in the preparation of this document.

#### **1.4 REQUIRED PERMITS AND APPROVALS**

The following permits or approvals are required for this project:

- CDPR Special Event Permit

## **Chapter 2 PROPOSED PROJECT**

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### **2.1 PROJECT LOCATION AND SITE DESCRIPTION**

CDPR proposes to allow a special event, the CCMA Beach Race and Festival, to take place from October 10 to October 12, 2008, at ODSVRA in the community of Oceano, San Luis Obispo County, California.

Oceano Dunes SVRA is located in the community of Oceano, off State Route 1 (Figures 1 and 2). The SVRA contains 5.5 miles of beach open for vehicle use, and the 1,500 acres of sand dunes available for off-highway motor vehicle recreation are attractions for visitors from throughout the United States. Oceano Dunes SVRA is the only California State Park where vehicles may be driven on the beach. Passenger cars can easily drive on the northern portion of the beach while the southern portion of the SVRA can be accessed with four-wheel drive vehicles and is where off-highway vehicles (OHVs) and camping are allowed. The park also features the Oso Flaco Lake Natural Area, which is only open to pedestrians.

### **2.2 PROJECT OBJECTIVES**

The purpose of this project is to allow the operation of the Oceano Dunes Beach Race and Festival to occur in October 2008. The CCMA has identified the following purpose for the event: "Conduct the race and related festival events as a charity fundraiser for spinal cord injury research and other charitable purposes."

### **2.3 PROJECT DESCRIPTION**

#### **2.3.1 Project History**

The CCMA Oceano Dunes Beach Race & Festival has taken place annually in October since 2004. The race consists of an off-road motorcycle and ATV race on an enclosed and marked approximately seven mile natural course which would be set up in the open riding area of ODSVRA. Supplementing the race activities would be a vendor area and a fundraiser dinner.

The event is expected to attract 10,000 visitors over the course of the weekend; however, all pre-existing ODSVRA camping and vehicle limits would remain in effect during the event. Oceano Dunes SVRA is open year-round. Oceano Dunes SVRA's Coastal Development Permit 4-82-300, Amendment A 5, allows a maximum of 1,000 registered camping vehicles and 4,300 day use vehicles per day. Of those day use vehicles, up to 2,580 can be street-legal vehicles and up to 1,720 off-highway vehicles. The permit sets no limits on the number of off-highway vehicles that can be on the site associated with registered campers.

Based on visitor statistics from 2005 to 2007, the average October visitation on non-event weekends has been 499 registered campers, 991 street-legal day use vehicles, and 482 OHV day use vehicles. Event weekends during this period average 1,000 registered campers, 1,910 street-legal day use vehicles, and 709 OHV day use vehicles. For the purposes of this analysis, the event is thus assumed to result in 501 additional registered campers, 919 additional day use street legal vehicles, and 227 additional off highway vehicles over a typical non-event October weekend.

OHV use within ODSVRA is a legal use allowed by the park's General Development Plan and San Luis Obispo County's Local Coastal Plan (LCP).

#### **2.3.2 Race Course Area**

The proposed race course area is in the northern portion of ODSVRA east of Worm Valley and Sand Highway (Figure 2 and Figure 5). The start and finish area would be in the dunes just north of Pavilion Hall.

The race course area would be fenced to preclude entry by unauthorized persons. Fencing would consist of metal "T-posts" and orange plastic construction fencing (as shown in Photo 1). Only race participants, course workers, safety and medical personnel, journalists and others with special permission would be allowed in the fenced race course area. Designated points of entry would allow for convenient and safe access for all authorized persons.

The race course would be approximately seven miles long with the motorcycle and ATV courses set up side-by-side. The acreage of the race course area to be fenced is approximately 225 acres. The course route would be marked using wooden posts with plastic ribbon strung between the posts along the course route. The course would be on natural terrain and would not involve any kind of grading.

The race course area would contain a designated "hot-pit" area. The "hot pit" is where vehicles that are engaged in a race stop during the race to repair or replace vehicle or driver equipment and refuel. Refueling during a race of this duration is unusual. One tank full should get a vehicle through the race. The "hot pit" would be a platform (4 feet by 50 feet) constructed by placing impermeable plastic on the sand layered with absorbent material blankets on top. Plywood sheets attached to two inch by four inch wood beams would be laid over the absorbent blankets and be the platform on which the vehicles drive. The plywood, blankets, and plastic sheeting would protect the sand from any spilled fuel or oil.

### 2.3.3 Staging and Festival Area

The staging and festival area would be located near and just north of Pole 4, extending for approximately 1,150 feet (Figure 3).

Public access would be maintained along the north side of the staging and festival area for a distance of about one-half mile (see Figure 3). The south side of the staging and festival area would also have public access for a length of about one-half mile from the beach through Worm Valley.

The staging and festival area would not extend onto wet sand. The CCMA would set up and maintain a controlled corridor a minimum of 75 feet wide between the high tide line and the staging and festival area. The CCMA would be responsible for traffic flow and parking through this corridor and would ensure recreationists could move through the corridor and access the beach and dunes south of the event area. The staging and festival area would also accommodate camping and parking in designated areas for event staff and event participants. CCMA personnel would be responsible for directing traffic and parking within the designated camping/parking areas of the staging and festival area. The CCMA may utilize tow vehicles to move non-OHV vehicles into place.

The staging and festival area would also contain a 60 foot by 60 foot tent where the Saturday night dinner, concessions, and vending would take place. Amplified music from solo or duo musicians would be played during the meal as background music/entertainment.

Restroom locations are shown in Figure 3. The event would utilize two existing permanent restroom facilities owned and operated by CDPR. They are located at the north and south sides

of the festival staging area. CCMA would also provide 10 portable restrooms, including at least one wheelchair accessible restroom, and at least one hand wash station.

#### 2.3.4 Shuttle and Race Traffic

The CCMA would operate a shuttle from the Grand Avenue Ramp (Figure 2) to the event site. This shuttle would provide free pedestrian transportation. Subject to availability, the existing dirt area adjacent to the paved Grand Avenue parking area would be used for parking for persons using the shuttle. This shuttle would include a wheelchair accessible vehicle. The shuttle would stop at the Pier Avenue Ramp (on the beach) on the way to the event site.

Race support vehicles and equipment, as well as race participant vehicles (especially large trucks and trailer combos) would be directed to use the Grand Avenue ramp for event access.

#### 2.3.5 Event Schedule

Starting at approximately noon on Friday, October 10, there would be race sign-ups at the staging/festival area, as well as technical inspection including sound testing. Technical inspection would end at approximately 5:00 p.m. Race sign ups would end at approximately 8:00 p.m. Some concessions would be open during this time.

There may be a charity rider's clinic from approximately 9:00 a.m. to 4:00 p.m. on Friday, October 10. If this is done, it would involve approximately 20 to 40 riders. The clinic would be a supervised rider instruction and it would take place within the race course area. It is also possible that this clinic could be expanded to include a practice session on the track. If so, there could be a total of 100 riders on this day.

On Friday evening from approximately 5:00 p.m. there would be a dinner and motorcycle show at a location offsite. Events at this offsite location are not covered in this Initial Study.

Motorcycle and ATV races would run on Saturday, October 11 and Sunday, October 12 from 7:30 a.m. to 5:30 p.m. Sign ups would start at 6:00 a.m. on Saturday and Sunday.

On Saturday, October 11 there would be a dinner in the tent at the Festival area from approximately 5:30 p.m. to 9:00 p.m. Amplified music from a solo or duo musician(s) would be played as background music during dinner festivities.

#### 2.3.6 Vending and Concessions

The CCMA would operate a booth that would sell CCMA and event apparel as well as other fundraising items, such as spinal cord injury (SCI) bracelets and raffle tickets.

Food and drink concessions would be provided by a third party vendor(s). Other than the Saturday night dinner, the sale of alcohol would not be allowed. Other vendors would either display or sell products and services as part of a vendor area.

The dinner on Saturday night would be put on by the CCMA. Beer and wine would be sold at this event. The CCMA would obtain an appropriate license allowing for these sales.

#### 2.3.7 Race Operations

Race vehicles would include motorcycles, ATVs, utility vehicles, and a small buggy class, such as Honda Pilots. The small buggy and utility classes would be run on a modified race course that is a shortened version of the full course. Motorcycles would not be run on the same track at the same time with other types of vehicles.

The maximum number of race "entries" is 1,000 for both days of racing. It should be noted that some vehicles and individuals would compete in multiple events. Therefore, the estimated maximum number includes these duplicates. It is estimated that these entries would be spread equally between Saturday and Sunday. Of the total number of race vehicles, it is estimated that 40 percent would be motorcycles, 50 percent would be ATVs, and 10 percent would be the other vehicles. These entries include youth classes, which would be run separately on a shortened course.

The race would be operated by the CCMA. It would have direct responsibility for sign up, operations, and scoring. Operations would include staging the start, overseeing the race with race monitors, and sweeping the course at the end of each event.

### 2.3.8 Set Up and Tear Down

Materials would be delivered on Sunday, October 5 and placed in the CDPR storage area.

The race course area boundary fence would be installed beginning on Monday, October 6 and should be completed that day or the following day.

Securing of the staging/festival area would begin on Monday (October 6) and would be completed by Tuesday (October 7). From Tuesday through the end of the event the CCMA would maintain a secure area around the race track and the staging/festival area.

The race track posts and ribbon would be installed beginning Tuesday, October 7. This should be completed by Thursday, October 9.

The tent, camping, parking, vendor and beach traffic control areas would be set up on Wednesday October 8, 2008. Plywood flooring and pathways would be installed on Thursday October 9.

Portable restrooms would be placed and vendor areas would be secured on Wednesday.

Race participants, vendors, and related persons would begin to be placed on Wednesday. The hours of persons entering the controlled camping, parking, and pit area are 5:30 a.m. to 11:00 p.m.

Private security would be in place beginning Thursday night and would continue for Friday and Saturday night.

All trash would be removed by Monday morning, October 13.

Tear down of fences, track markers and the staging/festival area would begin on Monday morning. All fencing, tents, restrooms, plywood and other materials would be removed from the dunes and beach by Wednesday, October 15. All materials, equipment, and vehicles would be removed from the CDPR storage area by Sunday, October 19. Also, a final sweep of the dunes and beach for trash and fencing materials would be completed by this same date.

### 2.3.9 Equipment

Equipment for this event would include a fork lift/tractor, boom-fork lift, a large tow vehicle such as a Cat Challenger Tractor, a medium size tow vehicle such as a skid steer tractor or farm tractor, four-wheel drive trucks and trailers, and utility vehicles such as Polaris Rangers or Yamaha Rhinos. Also, race equipment would include large capacity generator/generators, lighting, sound equipment, and enclosed trailers used for sign-up, scoring, and supply storage. No blade or bucket would be used on a tractor for moving sand.

### 2.3.10 Safety Personnel

CCMA would make prior arrangements with a professional ambulance service, such as San Luis Ambulance, to have a four-wheel drive ambulance dedicated to this event at all times during racing activities.

In addition, CCMA would arrange for at least two certified Emergency Medical Technicians (EMTs) to monitor the race within the race course area at all times during racing activities.

### 2.3.11 Race Equipment and Sound Controls

Each race vehicle would be inspected for safety requirements and sound tested prior to its first race. The maximum allowable decibel output would be 99 dBA. Vehicles that do not conform to this sound requirement would not be allowed to participate. All ATVs would be required to be equipped with a cutoff switch that would turn the motor off if the rider is separated from the machine. All racers would also be required to wear appropriate boots, helmet, gloves, pants, and jersey.

## 2.4 SPECIAL EVENT PERMIT CONDITIONS

CDPR has drafted Special Event Permit terms and conditions for the proposed event. The following are applicable provisions of the permit relevant to the CEQA analysis. A copy of the draft Special Event Permit terms and conditions is included here as Appendix A. No other permits or approvals are required for the project.

- No structures or sets may be constructed unless specifically provided for and described in writing, no digging or excavation is permitted, and no shrubbery or trees are to be cut, trimmed or injured. No additions, alterations, modification, or decorations may be affixed to any Department of Parks and Recreation facility without specific written approval of the District Superintendent.
- Vehicles under the authority of the permittee would be parked in areas designated by the District Superintendent.
- Permittee would control all traffic and vehicles associated with the event as directed by the District Superintendent.
- Permittee would maintain the permitted area in a clean and sanitary condition and would restore the area to the condition in which it was received to the satisfaction of the State.
- Policing of the event would be provided by permittee and at own expense.

- The District Superintendent may terminate without prior notice any special event activity when it is necessary for the safety and enjoyment of the public for the protection of resources, or for violation of any rules or regulations of the Department of Parks and Recreation or conditions of this permit. In addition, any Special Event Permit may be cancelled without notice in the event of disaster or unforeseen emergency.

Depending on circumstances and probability of occurrence, permittee may be charged a damage deposit as determined by the District Superintendent. Costs for damage repair and any fines or penalties for noncompliance with permit conditions would be deducted from this deposit. The District Superintendent shall determine if all or only a portion of the deposit is refundable.

Figure 1 – Regional Location

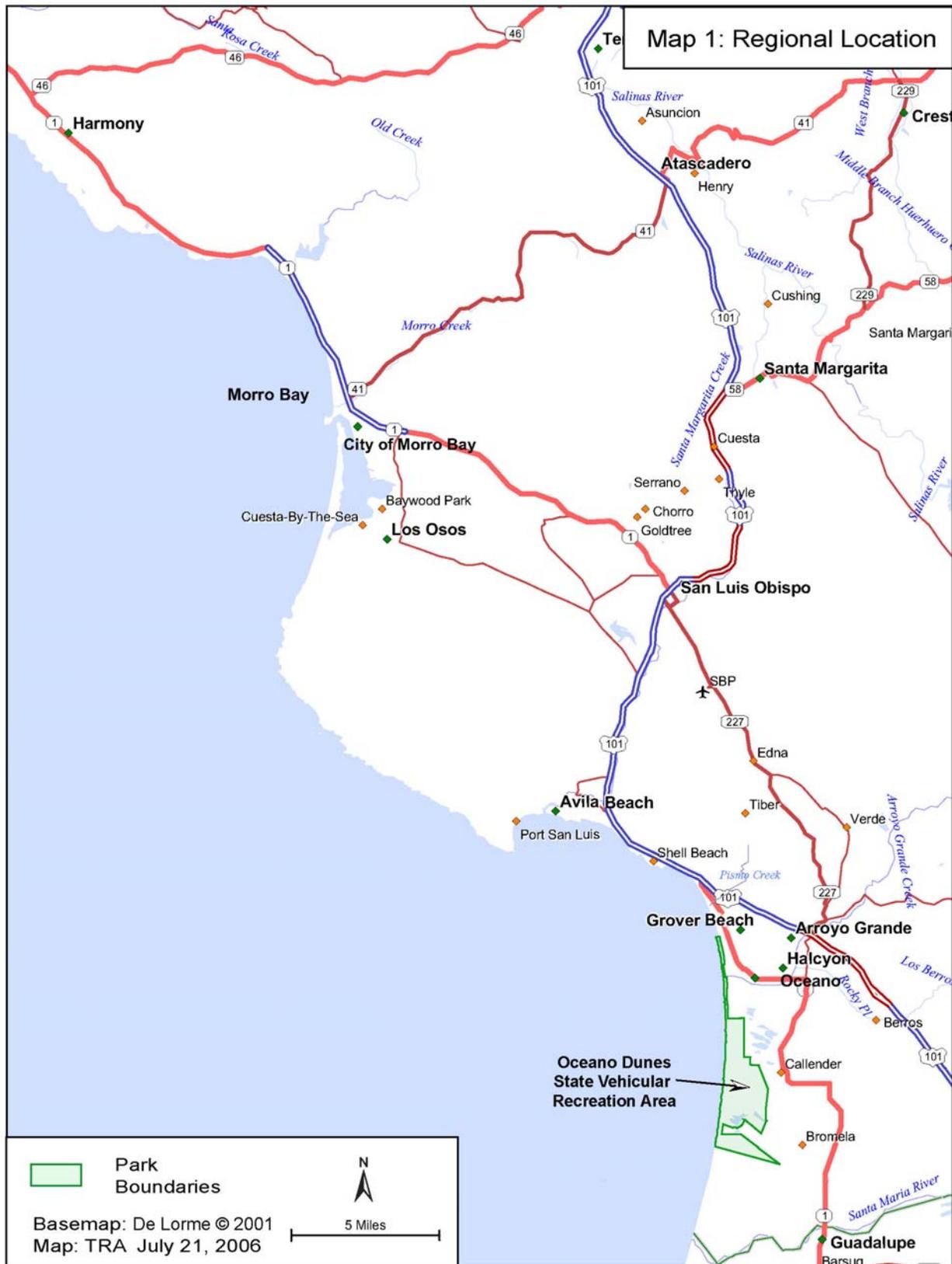


Figure 2 – Project Site

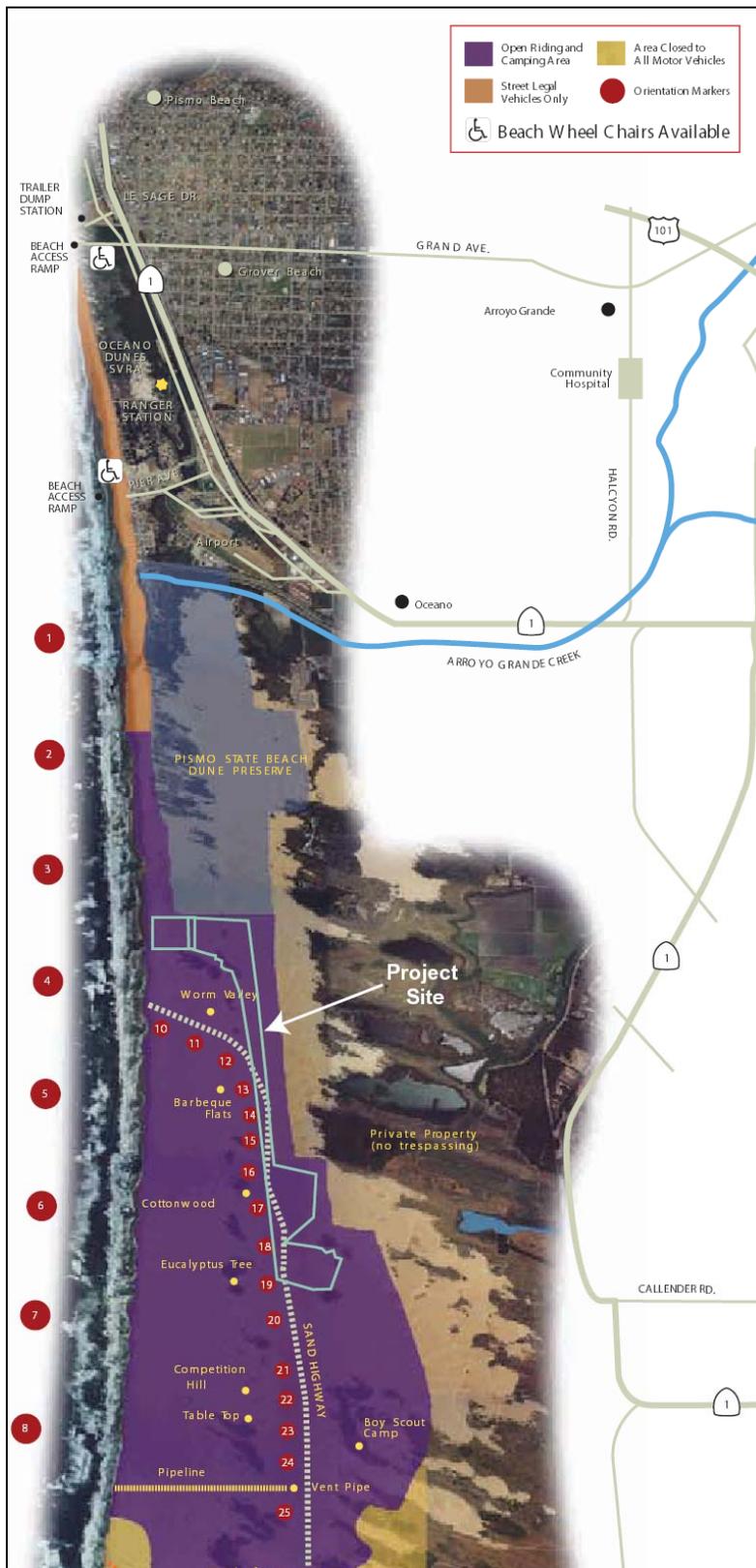


Figure 3 – Event Layout

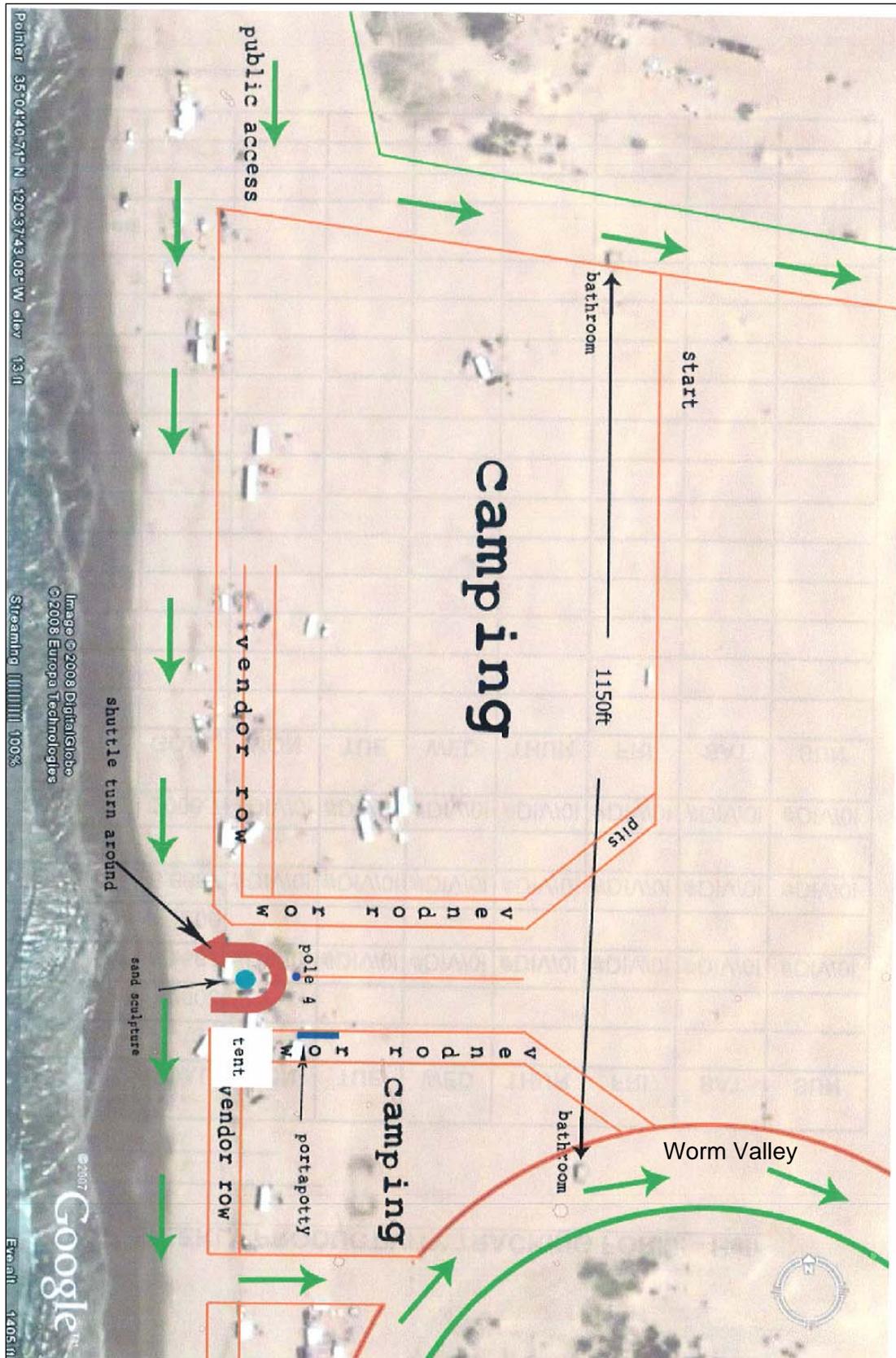


Figure 4 – Previous Event Photos

Photo 1: Race Start



Source: Dirtrider Magazine Website

Photo 2: Motorcycle Action on Course



Source: Dirtrider Magazine Website

Figure 5 – Race Course Layout



**Chapter 3** ENVIRONMENTAL CHECKLIST AND RESPONSES

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**PROJECT INFORMATION**

1. **Project Title:** 2008 CCMA Beach Race and Festival Special Event, ODSVRA
2. **Lead Agency Name & Address:** CDPR, OHMVR Division  
1725 23<sup>rd</sup> Street, Suite 200  
Sacramento, CA 95816
3. **Contact Person & Phone Number:** Ronnie Glick, (805) 773-7170
4. **Project Location:** Oceano Dunes SVRA, Oceano, CA
5. **Project Sponsor Name & Address:** CCMA Charitable Foundation  
P.O. Box 4942  
San Luis Obispo, CA 93403
6. **General Plan Designation:** Park
7. **Zoning:** Recreation
8. **Description of Project:** See Chapter 2 Project Description
9. **Surrounding Land Uses & Setting:** Refer to Chapter 3 of this document (Section 3.9, Land Use and Planning)
10. **Approval Required from Other Public Agencies:** Special Event Permit from CDPR; no other agency approval required.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Note measures contained in this chapter can avoid or minimize all impacts to less than significant levels.

- |                                                          |                                                             |                                                 |
|----------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agricultural Resources             | <input type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils          |
| <input type="checkbox"/> Hazards & Hazardous Materials   | <input type="checkbox"/> Hydrology/Water Quality            | <input type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/Housing     |
| <input type="checkbox"/> Public Services                 | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems       | <input type="checkbox"/> Mandatory Findings of Significance | <input type="checkbox"/> None                   |

**DETERMINATION:**

On the basis of this initial evaluation:

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

I find that, although the original scope of the proposed project **COULD** have had a significant effect on the environment, there **WILL NOT** be a significant effect because revisions/mitigations to the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION WILL** be prepared.

I find that the proposed project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** or its functional equivalent will be prepared.

I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment. However, at least one impact has been adequately analyzed in an earlier document, pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis, as described in the report's attachments. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the impacts not sufficiently addressed in previous documents.

I find that, although the proposed project could have had a significant effect on the environment, because all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration, pursuant to applicable standards, and have been avoided or mitigated, pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, all impacts have been avoided or mitigated to a less-than-significant level and no further action is required.

\_\_\_\_\_  
Rick LeFlore, CDPR Superintendent IV (RA)

\_\_\_\_\_  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers, except "No Impact", that are adequately supported by the information sources cited. A "No Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to the project being evaluated (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on general or project-specific factors (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must consider the whole of the project-related effects, both direct and indirect, including off-site, cumulative, construction, and operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether that impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate when there is sufficient evidence that a substantial or potentially substantial adverse change may occur in any of the physical conditions within the area affected by the project that cannot be mitigated below a level of significance. If there are one or more "Potentially Significant Impact" entries, an Environmental Impact Report (EIR) is required.
4. A "Mitigated Negative Declaration" (Negative Declaration: Less Than Significant with Mitigation Incorporated) applies where the incorporation of mitigation measures, prior to declaration of project approval, has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact with Mitigation." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR (including a General Plan) or Negative Declaration (CEQA Guidelines § 15063(c)(3)(D)). References to an earlier analysis should:
  - a) Identify the earlier analysis and state where it is available for review.
  - b) Indicate which effects from the environmental checklist were adequately analyzed in the earlier document, pursuant to applicable legal standards, and whether these effects were adequately addressed by mitigation measures included in that analysis.
  - c) Describe the mitigation measures in this document that were incorporated or refined from the earlier document and indicate to what extent they address site-specific conditions for this project.
6. Lead agencies are encouraged to incorporate references to information sources for potential impacts into the checklist or appendix (e.g., general plans, zoning ordinances, biological assessments). Reference to a previously prepared or outside document should include an indication of the page or pages where the statement is substantiated.
7. A source list should be appended to this document. Sources used or individuals contacted should be listed in the source list and cited in the discussion.
8. Explanation(s) of each issue should identify:
  - a) the criteria or threshold, if any, used to evaluate the significance of the impact addressed by each question **and**
  - b) the mitigation measures, if any, prescribed to reduce the impact below the level of significance.

### 3.1 AESTHETICS

|                                                                                                                                                          | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                       |                                |                                       |                                     |                                     |
| a) Have a substantial adverse effect on a scenic vista?                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?                                                      | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

*Will the proposed project:*

**a. Have a substantial adverse effect on a scenic vista?**

**No Impact.** The proposed special event would take place within an area that has been subject to ongoing car and OHV activities, including large gatherings of vehicles since the 1900s. The project itself would not result in new trails or roads, rather all activities would take place in the Open Riding area. Since no new trails, roads, or any other type of development would occur, and the event is very temporary in nature, no scenic vistas would be adversely affected. None of the highways that are located in the area (SR 1 and U.S. 101) have State Scenic Highway Status ([http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm)). SR 1 becomes a State Scenic Highway north of the city of San Luis Obispo, about 14 miles north of the project site. The project site is not visible from the State Scenic designated portion of SR 1.

**b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** The project site does not contain scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway. The nearest scenic highway is State Route 1, which is not visible from the project site.

**c. Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less than Significant Impact.** See response for a) above. All facilities including tents, lighting, fencing, portable toilets, etc. brought in for the event would be removed once the event is over. Because the area where the race would occur is normally open to OHV use and all facilities brought in for the event are temporary and would be removed following the event, there would be no significant impact from the use of OHVs or event activities in this area. Event lighting proposed is only what is necessary to provide safe movement within the festival area. No night lighting would be pointed upwards to the sky and would not include waving spotlights.

- d. **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**Less than Significant Impact.** There would be no new permanent sources of substantial light or glare as a result of this project, and the temporary event lighting would be minimal and confined to a small area. Portable lights may be brought in or used in dining, vendor, or concessionary tents. This portable light use would be solely for the duration of the event, and the impact is thus less than significant.

### 3.2 AGRICULTURE RESOURCES

|                                                                                                                                                                                                                                                | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| Would the project*:                                                                                                                                                                                                                            |                                |                                       |                              |                                     |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

\*In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

*Will the proposed project:*

- a. **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
- b. **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c. **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?**

**No Impact.** (Responses a-c) The project area is located within a SVRA. No farmland exists on the proposed event site, and adjacent farmland would not be affected by the project. The project site is zoned as park land in the San Luis Obispo County General Plan. The proposed project would not remove any acreage from agricultural production. The project would have no impact on prime farmland or other agricultural resources in the project vicinity. The project does not affect any land that has been zoned for agricultural use or is currently in Williamson Act contracts. The project would not involve other changes in the existing environment which could result in the conversion of farmland to non-agricultural use.

### 3.3 AIR QUALITY

|                                                                                                                                                                                                                                                                                             | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                          |                                |                                       |                                     |                                     |
| a) Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?                                                                                                                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### Environmental Setting

The project is located on the San Luis Obispo County coast near the community of Oceano. The County of San Luis Obispo Air Pollution Control District (APCD) is the air quality regulatory agency for the project area. Pollution from mobile sources, such as cars, trucks, trains and marine vessels, falls outside of the Air District's jurisdiction and is regulated by state and federal agencies that establish the air pollution emission standards for vehicles and the fuel they run on. State standards for ozone and fine particulate matter (PM<sub>10</sub>) are currently exceeded in San Luis Obispo County. As a result, the California Air Resources Board (CARB) has designated the county a nonattainment area for these pollutants. The California Clean Air Act requires the development of plans to achieve and maintain the state ozone standard by the earliest practicable date. The San Luis Obispo County Air Pollution Control District currently operates according their 2001 Clean Air Plan.

The California Global Warming Solutions Act of 2006 (AB32) requires CARB to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. CARB identified 427 million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e) as the total statewide GHG 1990 emissions level and adopted this level as the 2020 GHG emissions limit (CARB 2007). CARB estimates 2020 GHG emission levels will reach 600 MMTCO<sub>2</sub>e if no actions are taken under a "business-as-usual" scenario.

The 1990 GHG inventory includes the following gases: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). Each GHG has a different capacity to trap heat in the atmosphere by absorbing infrared radiation. Almost 90% of the total GHG identified in the inventory is CO<sub>2</sub>. The

majority of 1990 emissions are tied to fuel use activities such as electrical generation, transportation, and industrial operations (CARB 2007). CARB is starting to develop the Scoping Plan mandated by AB32. Development of the Scoping Plan will include an analysis of potential emission reductions across all sectors. CARB is developing policy scenarios to describe a range of possible approaches to implementing AB 32, such as use of a carbon fee, use of a cap and trade program, or reliance on direct regulations on emission sources or industrial sectors.

Pursuant to Senate Bill 97 (Chapter 185, 2007) the Governor's Office of Planning and Research (OPR) is in the process of developing CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions." OPR is required to "prepare, develop, and transmit" the guidelines to the Resources Agency on or before July 1, 2009. The Resources Agency must certify and adopt the guidelines on or before January 1, 2010.

*Will the proposed project:*

**a. Conflict with or obstruct implementation of the applicable air quality plan?**

**Less than Significant Impact.** The project would result in temporary emissions for the duration of the event (3 days). However, the proposed project would not contribute to urban growth or introduce new sources of air pollutants into the air basin. Therefore, the project does not conflict with or obstruct the implementation of the San Luis Obispo County Clean Air Plan.

**b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Less than Significant Impact.** The project would result in a temporary increase in emissions for the duration of the event (three days) compared to a typical October weekend. However, the project does not involve new land uses and would not contribute to urban growth or introduce new sources of air emissions into the air basin. Event emissions are similar in nature to construction emissions in that they are of short-term duration—in this case limited to the actual event weekend. Therefore, construction emission thresholds are used here to determine if the event would cause significant impacts for reactive organic gases (ROG). Since OHV vehicles run on gasoline (as opposed to diesel), exhaust emissions of NO<sub>x</sub> and PM<sub>10</sub> are not of significant concern as diesel engines produce substantially greater amounts of these pollutants (SLO APCD 2003). Construction emission thresholds as stated in the San Luis Obispo (SLO) County Air Pollution Control District (APCD) CEQA Air Quality Handbook (April 2003) are as shown in Figure 6.

Emission factors were estimated using information from Durbin et. al. (2004; see Figure 7). OHV emission estimates were made using the emission rates below. Because the actual number of two-stroke vs. four-stroke engines is not known, a worst case scenario assuming all engines would be four-stroke is presented. Therefore, 24 grams of hydrocarbons (HC)/mile was used to calculate daily emissions from the CCMA event. ROG and HC emissions from gasoline engines are essentially equivalent; for purposes of this analysis, the terms are used interchangeably.<sup>1</sup> Other known values are: length of race course (7 miles) and maximum number of race entries (1,000). Since there is no construction emission standard set for carbon monoxide (CO), emissions of CO were not estimated for event activities.

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<sup>1</sup> Although HC technically includes methane, methane is not produced from gasoline combustion.

Figure 6 – Construction thresholds from the SLO APCD CEQA Air Quality Handbook (2003)

| Table 6-3 Level of Construction Activity Requiring Mitigation |                           |         |                                                                                                                                                                                                                                     |             |
|---------------------------------------------------------------|---------------------------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| Pollutant of Concern                                          | Thresholds <sup>(1)</sup> |         | Amount of Material Moved                                                                                                                                                                                                            |             |
|                                                               | Tons/Qtr                  | Lbs/Day | Cu. Yds/Qtr                                                                                                                                                                                                                         | Cu. Yds/Day |
| ROG                                                           | 2.5                       | 185     | 247,000                                                                                                                                                                                                                             | 9,100       |
|                                                               | 6.0                       | 185     | 593,000                                                                                                                                                                                                                             | 9,100       |
| NO <sub>x</sub>                                               | 2.5                       | 185     | 53,500                                                                                                                                                                                                                              | 2,000       |
|                                                               | 6.0                       | 185     | 129,000                                                                                                                                                                                                                             | 2,000       |
| PM10                                                          | 2.5                       |         | Any project with a grading area greater than 4.0 acres of continuously worked area will exceed the 2.5 ton PM10 quarterly threshold. Combustion emissions should also be calculated based upon the amount of cut and fill expected. |             |

1. Thresholds were approximated using the screening level emission rates from Table 6-2. Daily emission thresholds are based upon the level of daily emissions that may result in a short-term exceedance of the ozone standard.

Figure 7 – Emission factors for off-road motorcycles and all-terrain vehicles.

Table 1  
Motorcycle, ATV, PWC registration and emissions

| Vehicle                   | Engine type | HC g/mi | CO g/mi |
|---------------------------|-------------|---------|---------|
| Motorcycle/ATV            | 2-Stroke    | 24      | 32      |
| Motorcycle/ATV            | 4-Stroke    | 2.4     | 51.2    |
| New passenger car (2002)* | 4-Stroke    | 0.075   | 3.4     |

Based on 50K mile standards for a California Low Emission Vehicle certification level (*Sources: CARB, 1993; DaimlerChrysler, 2001*).

Source: Durbin et al. 2004

#### Hydrocarbon (HC) Calculation:

Total miles raced = 7000 miles = [maximum of 1,000 race entries x 7 mile race course]

Amount of HC emitted per mile for a two-stroke engine = 24 grams (g)

Amount of HC emitted during the event from race activities = 24 g HC x 7000 miles = 168,000g HC

Conversion to pounds (lb) = 453.6 g/lb = 370.4 lb HC emitted from race activities over two days = 185.185 lb HC/day. This is a worst-case scenario that assumes that all race vehicles are two-stroke engines, the number of racers equals the maximum number of race entries (1,000), and all races are run on the full seven-mile course.

It is likely that the actual vehicles raced during the weekend will be a mix of both two- and four-stroke engines and that the actual number of race entries will not reach the maximum allotted (1,000 entries). Additionally, as discussed above in Section 2.3.7, youth classes and the small buggy and utility classes are run on a shortened course. Therefore, the threshold of 185 lb HC per day of VOC would not be exceeded by race activities.

In addition to vehicles in the race, the event attracts a certain number of spectators and vendors, causing the number of registered vehicles at ODSVRA to be higher during the event

weekend than a typical October weekend. Considering that the vehicle counts within the park would remain within permitted limits, that special events are contemplated by the park's GDP, and that the event is only for one weekend, the overall impact from emissions is not considered significant.

#### Fugitive Dust (PM<sub>10</sub>)

One indicator of fugitive dust being generated from the event would be an increase in PM<sub>10</sub> during the race weekend. The SLO County APCD monitors PM<sub>10</sub> on the Nipomo Mesa. 2007 SLO County APCD monitoring data from the Mesa 2 monitoring location did not show any exceedance of the PM<sub>10</sub> standard during the month of October corresponding to the 2007 CCMA event (Joel Craig, APCD, pers. comm. 2008). Given the extremely short-term nature of the event and the results of monitoring, the 2008 CCMA event is not expected to result in exceedance of the PM<sub>10</sub> national or state AAQS.

- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

**Less than Significant Impact.** The County is a State non-attainment area for PM<sub>10</sub> (fine particulate matter) and ozone. The County is either unclassified or in attainment for all National Ambient Air Quality Standards and other State Standards.

The project does not involve new land uses and would not contribute to urban growth or introduce new sources of air emissions into the air basin. Exhaust from motorcycles and vehicle traffic during the three day event could result in temporary air pollutant emissions. However, October is typically not a month of inversions along the coast and the emissions should disperse quickly. As noted above, 2007 SLO County APCD monitoring data from the Mesa 2 monitoring location did not show any exceedance of the PM<sub>10</sub> standard during the month of October corresponding to the 2007 CCMA event (Joel Craig, APCD, pers. comm. 2008). A lack of inversions coupled with the temporary nature of the impacts is thus not expected to result in a cumulatively considerable net increase in PM<sub>10</sub> or ozone precursors. Therefore the impact is considered less than significant.

The event would result in temporary emissions of GHGs (CO<sub>2</sub> and NO<sub>x</sub>) from competition vehicles over a three-day period. As all vehicle quotas would remain in effect during the event, the spectator vehicles would not exceed what would be allowed without the event but might represent an increase from the numbers of vehicles that would otherwise visit the park during a typical October weekend. Given the extremely short duration of the event, the vehicle quotas, and the park's existing status as an SVRA, the short-term increase in GHG emissions associated with the event would not be considered a significant impact.

- d. Expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant Impact.** The closest permanent sensitive receptors would be scattered rural residences about one mile away, which would not be affected by project activities. The event would take place in the open riding and camping area of the SVRA; camping would be allowed in designated areas.

There are no long term pollutant emissions associated with the project. Temporary emissions of OHV exhaust would occur during the three-day event only. Therefore, the impact is considered less than significant.

**e. Create objectionable odors affecting a substantial number of people?**

**No Impact.** The activities associated with the OHV race would not result in the creation of objectionable odors.

### 3.4 BIOLOGICAL RESOURCES

|                                                                                                                                                                                                                                                                                                                  | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                               |                                |                                       |                              |                                     |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?                                                                 | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?                                             | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?                                                                               | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>     | <input type="checkbox"/>            |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

*Will the proposed project:*

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Less than Significant Impact with Mitigation.** The ODSVRA contains known nesting habitat for the western snowy plover (*Charadrius alexandrinus nivosus*), a federally listed threatened species, and the California least tern (*Sterna antillarum browni*), a federally and state listed endangered species. Both of these birds nest in sand dune environments and known nesting areas are in relatively close proximity to the project site.

The breeding season for these species is March through September. Since the race would take place in October, it is unlikely that California least terns would still be in the area since they migrate to their wintering grounds in August and early September. However, western snowy plovers could be present in the event area and nearby shoreline during the event, and the event would cause a temporary increase in the overall number of registered vehicles within the park (albeit within permitted limits). Western snowy plovers would no longer be breeding, but if snowy plovers were to be harmed or harassed (i.e., taken, as defined under the federal Endangered Species Act) due to the event, the impact would be considered significant. Other special-status avian species, including the California brown pelican (*Pelecanus occidentalis californicus*), long-billed curlew (*Numenius americanus*), and elegant tern (*Sterna elegans*), could occur in or near the event area. Brown pelicans are currently listed as endangered under both the federal and state Endangered Species Acts. Long-billed curlews and elegant terns are both California Species of Special Concern. While it is unlikely that any of these species would be directly harmed or killed due to the event as they would be expected to avoid the area, it is possible an individual that is ill or otherwise compromised could be harmed. Mitigation Measure BIO-1 shall be implemented to ensure that western snowy plovers and other special-status avian species that occur at ODSVRA are not significantly affected by the event.

The California red-legged frog (*Rana aurora draytonii*) is another federally listed threatened species known to occur at the ODSVRA. This species is restricted to the fresh water aquatic environment around Oso Flaco Lake and Arroyo Grande Creek. It would not be present in the areas of the special event.

Tidewater goby (*Eucyclogobius newberryi*) and steelhead (*Oncorhynchus mykiss*; South-Central California Coast ESU) are federally listed as endangered and threatened, respectively, and both occur within Arroyo Grande Creek. Arroyo Grande Creek must be crossed to reach the open riding and camping area, including the event site, and the park would cause a temporary increase in the number of park visitors over the numbers registered during non-event October weekends. The creek crossing is not expected to contain water during this time, however, unless there is an extremely unusual and heavy rainfall prior to the event. The creek mouth is barred over until the first big rains of the season, usually in November or December. Even if water is flowing through the creek crossing area, existing protocols are already in effect to protect the sensitive aquatic habitat of Arroyo Grande Creek and the lagoon from adverse impacts during vehicular crossings. The Arroyo Grande Creek lagoon is completely closed to vehicles all year-round. Significant impacts to tidewater goby or steelhead would thus not be expected to occur due to the proposed project.

Oceano Dunes SVRA also supports several special-status plant species, including the state and/or federally-listed species listed in Table 1. These plants have been accurately mapped by CDPR and are protected from OHV disturbance and other recreational uses. Most of these species are located in the back dunes and near Oso Flaco Lake. None of the plant populations are in close proximity to the special event area and none would be affected by the project.

| Species                    | Common Name    | General Habitat | Listing Status |
|----------------------------|----------------|-----------------|----------------|
| <i>Arenaria paludicola</i> | Marsh sandwort | marsh and swamp | FE, SE         |

|                            |                      |                                                |        |
|----------------------------|----------------------|------------------------------------------------|--------|
| <i>Cirsium loncholepis</i> | La Graciosa Thistle  | coastal dunes; marsh and swamp; riparian scrub | FE, ST |
| <i>Cirsium rhotophilum</i> | Surf thistle         | coastal dunes                                  | ST     |
| <i>Dithyrea maritima</i>   | Beach Spectacle Pod  | Coastal dunes                                  | ST     |
| <i>Lupinus nipomoensis</i> | Nipomo Mesa lupine   | coastal dunes                                  | FE, SE |
| <i>Roripa gambelii</i>     | Gambel's water cress | marsh and swamp                                | FE, ST |

**Measure BIO-1:** Beginning a week before the race (Friday October 3), a trained and permitted biological monitor from ODSVRA will survey the festival and race course area, twice per day, every day until the end of the event. This monitor shall identify any western snowy plover within 300 feet of the festival or race course areas. If any western snowy plovers are found within 300 feet of the festival or race course areas, all activity within 300 feet of the bird shall cease until the animal leaves the area on its own accord. During the race events, a trained and permitted monitor shall be on site to survey for plovers and respond to incidents where the western snowy plover is found near the race course area.

Biological monitors will also be present to patrol the area and to prevent impacts to other sensitive shorebirds that could occur in the event area, including the California brown pelican, long-billed curlew, and elegant tern.

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**Less than Significant with Mitigation.** (Responses b-c) The special event project area itself does not contain riparian, wetland, or other sensitive habitat -- it is entirely located on a sandy beach that is open to recreational activity year round and where there is no vegetation (refer to Figures 2 and 3). The race course will be near some vegetated islands (see Figure 5); however, these areas are maintained as wildlife areas and are fenced to keep vehicles out. There is a small potential for race activities to mobilize sand and dust into the neighboring vegetation islands. Vehicular activity can send sand particles into the air, and these particles can be carried by the wind up to eight feet, depending on the particle size and wind velocity. Considering the short-term nature of the event, any such fugitive dust would be unlikely to harm adjacent vegetation. Regardless, Mitigation Measure BIO-2 would be implemented to ensure any potential adverse impact from sand and dust on sensitive dune vegetation would be less than significant.

As discussed above, Arroyo Grande Creek must be crossed to reach the open riding and camping area, including the event site. The creek is typically impounded at this time of year by a large sand bar. Vehicles will drive on this sandbar and avoid the creek entirely. Existing protocols are already in effect to protect the sensitive aquatic habitat of Arroyo Grande Creek and the lagoon

from adverse impacts during vehicular crossings. Vehicle entry into the lagoon is prohibited; no impact to riparian or other aquatic habitat would occur due to the proposed event.

**Measure BIO-2:** The race course area boundary fence (consisting of metal “T-posts” and orange plastic construction fencing) shall be allowed within 50-feet of a fenced vegetated island; however, the actual delineated race course route (delineated with wooden posts with plastic ribbon strung between the posts) within the race course area shall be located a minimum of 50 feet from any vegetated island. Riders are restricted to the race course route in the race course area; therefore, the riders would be a minimum of 50-feet away from the vegetated island.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Less Than Significant Impact with Mitigation.** See response to a) above. The race is a temporary three day event that will not have any long-term impacts to wildlife migration or wildlife migration corridors.

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** No heritage or ordinance trees are in the project area. No trees would be removed to accommodate the special event. The project does not conflict with any local policies or ordinances protecting biological resources.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** CDPH is currently developing an HCP that includes ODSVRA, but the HCP has not been approved by the trustee agencies. This project would be consistent with activities anticipated by the HCP.

### 3.5 CULTURAL RESOURCES

|                                                                                                               | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|---------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                            |                                |                                       |                                     |                                     |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?    | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?       | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                          | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

*Will the proposed project:*

- a. **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**
- b. **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Less than Significant Impact** (Responses a-b). The project was reviewed CDPR and it was determined that there are no known archaeological sites within the area to be disturbed by all race and festival activities. There are two recorded archaeological sites within 300 feet from the proposed race course. These sites have been closed to vehicular recreation for many years. The race course would avoid these known archaeological sites. The area identified for the event festival and race course area has been open to OHV use for many years. In the unlikely event that cultural resources are discovered, pursuant to standard CDPR protocols all activities surrounding the site would cease until the area has been cleared by a CDPR archaeologist.

- c. **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**No Impact.** This activity would not significantly modify existing topography or impact paleontological resources or geologic features. There has been no documentation of significant paleontological resources or geological features in the project area by CDPR cultural resource specialists.

- d. **Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than Significant Impact.** A cultural resource inventory performed in 2005 (Gruver and Hines) did not reveal evidence of human remains at ODSVRA and within the race course specifically. The area identified for the event festival and race course area has been open to OHV

use for many years. In the unlikely event that human remains are discovered all activities surrounding the site would cease until the area has been cleared by a CDPR archaeologist and the County Coroner is notified.

### 3.6 GEOLOGY AND SOILS

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

*Will the proposed project:*

**a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

**No Impact.** Although ODSVRA is located in a seismically active area associated with the San Andreas fault system, the proposed special event would not expose people or structures to a risk of surface rupture in excess of existing conditions. No new buildings or other permanent facilities are proposed. There are no active faults mapped within ODSVRA park boundaries (SLO County Natural Hazards Map: Earthquake Fault Zone).

## 2. Strong seismic ground shaking?

**Less than Significant Impact.** The project site is located in San Luis Obispo within a seismically active area and could be subject to very strong seismic shaking during the next major earthquake. The temporary facilities that would be installed or erected for the duration of the event do not pose a significant public safety risk in the event of damage during a seismic event. Therefore, the impact is determined to be less than significant.

## 3. Seismic-related ground failure, including liquefaction?

**Less than Significant Impact.** Although the park includes areas of moderate to high potential for liquefaction, the installation of temporary facilities associated with the weekend event do not pose a significant risk of injury, loss, or death due to seismic related ground failure, including liquefaction, because the proposed facilities such as tents and booths are only small, temporary for the duration of the event, and are not meant as permanent habitable structures.

## 4. Landslides?

**Less than Significant Impact.** San Luis Obispo County hazard maps show the project area to have a low potential for landslides. The terrain at the project site consists of gentle slopes of less than 20 percent, which are not normally conducive to landslides.

### b. Result in substantial soil erosion or the loss of topsoil?

**Less than Significant Impact.** The event activities would occur on sand, a highly erosive material, but typical of the area because of the beach and dune location. Beach and dune sand is subject to movement, and vehicles can contribute to sand movement. The area proposed for the event has long been open to vehicular activity, and no additional impacts to soil stability would be expected. All event activities would be located on the beach and dunes in the sand; therefore, there would be no loss of topsoil.

### c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

**Less than Significant Impact.** All event facilities would be located on the flat portions of the beach. The race course would be located in the dunes, which are in constant flux due to prevailing coastal winds. The sand in the project area is subject to seasonal and daily fluctuations from wind erosion, and the event would not affect the stability of the beach or dune sheet. Sand by nature is unstable; however, the impact would be less than significant as the small, temporary nature of the event facilities would not expose people or buildings to any risk from sand movement.

### d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

**No Impact.** Expansive soils are not a consideration in the sandy soils found in the project area.

- e. **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No Impact.** The project does not propose the installation of new septic tanks nor does the project create the need for a system for disposal of wastewater. The applicant would be required to provide portable toilets as shown in Figure 3.

### 3.7 HAZARDS AND HAZARDOUS MATERIALS

|                                                                                                                                                                                                                                                                  | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                               |                                |                                       |                                     |                                     |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?                                             | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

*Will the proposed project:*

**a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less than Significant Impact.** Gasoline and diesel to power vehicles and generators would be the only hazardous materials in use on the event site. All equipment fueling and OHV operation would use typical Best Management Practices (BMPs) to minimize the risk of leaks or spills. These BMPs include “hot pits” contained in the race course area. The hot pits are areas used by the OHVs to refuel. A race of this length does not require more than one tank of gas;

therefore, routine “pit-stops” are not expected during the race. However, the “hot-pits” are provided to protect the ground in the event that vehicles do need to refuel. The ground is protected by plastic sheeting and plywood to protect the ground from absorbing spills or leaks. The project would not involve the routine transport, use, or disposal of other types of hazardous materials such as asbestos, lead, toxic waste, etc.

- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less than Significant Impact.** The proposed special event does not involve the transport, use, or disposal of hazardous materials other than fuels for equipment and vehicles.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or hazardous waste within one-quarter mile of an existing or proposed school?**

**No Impact.** There are no schools within two miles of the event site.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

**No Impact.** No hazardous material site is known to occur on or in the vicinity of the project site. The project site is not on the Department of Toxic Substance Control’s Hazardous Waste and Substance Site List (Cortese List).

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The airport closest to the project site is the Oceano County airport located in Oceano. This airport is a general aviation airport and has an adopted Airport Land Use Plan (2007). The airport is located less than a quarter-mile east of the northern portion of ODSVRA, just north of Pole 1 (Figure 2). The event site is located about 1.5 miles south of the airport (near Pole 4) and is not located within the Oceano County airport land use plan area (Airport Land Use Commission 2007). The proposed special event would not result in an airport safety hazard for the project site or the people using the site.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** There are no private air strips within two miles of the project site so the project would not result in a safety hazard for people residing or working in the project area.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** The proposed special event would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- h. Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?**

**No Impact.** The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The project is not within the urban/wildland interface. The ODSVRA has adequate fire fighting capabilities in the event of small fires within the park, and for larger fires, the area would be subject to existing ODSVRA emergency response plans.

### 3.8 HYDROLOGY AND WATER QUALITY

|                                                                                                                                                                                                                                                                                                                                                                                               | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                                                                                                            |                                |                                       |                                     |                                     |
| a) Violate any water quality standards or waste discharge requirements?                                                                                                                                                                                                                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?                                                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?                                                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?                                                                                                                                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?                                                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?                                                                                                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?                                                                                                                                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| j) Inundation by seiche, tsunami, or mudflow?                                                                                                                                                                                                                                                                                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

*Will the proposed project:*

**a. Violate any water quality standards or waste discharge requirements?**

**Less than Significant Impact.** The project would not violate any water quality standards or waste discharge requirements. The project is a special event consisting of OHV dune races and a festival. No permanent facilities would be constructed as part of the project, and no waste discharge is proposed. Although the event would increase the number of Arroyo Grande Creek crossings, the increase would be only for one weekend, and existing protocols would ensure each vehicle would only have minimal contact with the creek. The creek is not expected to be flowing at the crossing at this time of year.

- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

**No Impact.** The project would not extract groundwater or involve installing impervious surfaces that would block groundwater recharge and therefore would not affect the recharge of subsurface water supplies. The project would not change the direction or rate of groundwater flow. The project does not directly involve the use of groundwater supplies. The project therefore would not impact the groundwater table or nearby wells.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

**Less than Significant Impact.** The existing drainage pattern of the area would not be altered. The project would not alter the course of a stream or river. The special event race would not require grading the existing dunes features to create the race track routes in the sand. The dunes are in constant flux due to the prevailing coastal winds.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**No Impact.** There would be no increase in the rate or amount of surface runoff because no new impermeable surfaces would be in the event or race course area.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

**Less than Significant Impact.** No impermeable areas are being added as a result of this project; therefore, the project would not create or contribute to existing runoff amounts. The event would not create additional sources of polluted runoff. Refueling areas called “hot pits” would be located in the race course area. These hot pits would be lined with plastic and held in place with plywood to prevent fuel from spilling on the sand.

**f. Otherwise substantially degrade water quality?**

**Less than Significant Impact.** The project is a special event race and would not otherwise substantially degrade water quality.

**g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** The project does not involve construction of residential structures.

**h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**Less than Significant Impact.** According to the San Luis Obispo County Flood Hazard Map, the project site is located within a flood hazard area or a 100-year floodplain, but the proposed structures are temporary for the duration of the event. Therefore, the impact is considered less than significant.

**i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

**Less than Significant Impact.** The special event would not expose people or structures to a significant risk of loss or injury or death involving flooding as it is temporary for the duration of the event. Local public safety, public works, and related agencies would use standard emergency response procedures or internal procedures in the event of dam or levee failure.

**j. Result in inundation by seiche, tsunami, or mudflow?**

**Less than Significant Impact.** The project is located in an area that could be subject to inundation by tsunamis, however the impact is considered less than significant due to the temporary nature of the event and the tsunami emergency response plan in effect for the County.

### 3.9 LAND USE AND PLANNING

|                                                                                                                                                                                                                                                                                                             | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                                          |                                |                                       |                              |                                     |
| a) Physically divide an established community?                                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?                                                                                                                                                                                                           | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

*Will the proposed project:*

**a. Physically divide an established community?**

**No Impact.** There is no established community within the project area. The closest established community is located two miles east of the event site. The project is a special event race and festival at a SVRA; it would not divide an established community.

**b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** No significant impacts would occur from the project as it would not change the nature of use within the park. OHV use is a legal use allowed by the park's General Development Plan and San Luis Obispo County's Local Coastal Plan (LCP). Some of the event activities would occur within a portion of ODSVRA currently owned by the County (commonly referred to as the La Grande Tract). The County's LCP does include a map (commonly referred to as Figure 4) showing the County lands as buffer area closed to OHV. When the Coastal Commission certified the County's LCP in 1984, the LCP reflected in general the conditions of ODSVRA's Coastal Development Permit 4-82-300, which allows for OHV use on the County-owned land. ODSVRA operates the County-owned land for OHV use consistent with the park's SVRA designation and in conformance with an operating agreement with the County. The special event proposed within the County-owned portion of ODSVRA would not represent a change in use of the area and would not cause a significant conflict with the LCP.

**c. Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The project site is not located in an area covered by a habitat conservation plan or natural community conservation plan. A habitat conservation plan is being developed for

certain State Park units within San Luis Obispo County, including ODSVRA; however, it has not yet been finalized.

### 3.10 MINERAL RESOURCES

|                                                                                                                                                                        | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                     |                                |                                       |                              |                                     |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local, general plan, specific plan or other land use plan? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

*Will the proposed project:*

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** Set-up or operation of the proposed special event would not affect any known mineral resources of regional or local importance.

- b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** No locally important mineral resources are designated at this site in the San Luis Obispo County General Plan. The project would not result in the loss of availability of any locally important mineral resources.

### 3.11 NOISE

|                                                                                                                                                                                                                                                                     | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| Would the project result in:                                                                                                                                                                                                                                        |                                |                                       |                                     |                                     |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                             | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

*Will the proposed project:*

- a. Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less than Significant Impact.** Noise levels would increase during the race events scheduled throughout the weekend. Race times are between the hours of 7:30 a.m. and 5:30 p.m. However, because there are no sensitive receptors within the general vicinity of the project site, this temporary issue would not cause significant adverse effects. The project would not generate or expose people to permanent noise levels in excess of standards. The closest permanent residence, considered the most likely sensitive receptor in this case, is over one mile from the event site. Ambient noise levels at the park are high because of OHV use, but campers or park visitors, if disturbed, could move elsewhere in the park to avoid noisy areas. All competition vehicles would be sound tested during the check-in process by race officials to ensure that noise from their OHV does not exceed 99 dB. Therefore, there would be no significant impact.

- b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?**

**Less than Significant Impact.** The races or festival would not expose persons to ground borne vibration or ground borne noise levels. Ground borne vibration or ground borne noise levels are typically caused by blasting or pile driving. No blasting or pile driving would occur as a result of the proposed project.

**c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact.** The special event race and festival would take place in an area at ODSVRA that is already open to riding, including some special events, and the event itself would be only temporary. Therefore, the occurrence of a special event race and festival would not result in a substantial permanent increase in ambient noise levels.

**d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact.** The project would not create a substantial temporary or periodic increase in ambient noise levels. As mentioned above, the special event race and festival would take place within the open riding area of the ODSVRA, an area already subject to elevated noise levels from the operation of OHVs. The nearest permanent residence is located over one mile away. The project site is located within the open camping area of the SVRA. Campers or park visitors disturbed by any noise could move elsewhere in the park to avoid noise. Each race vehicle would be inspected for safety requirements and sound tested prior to its first race. The maximum allowable decibel output would be 99 dBA. Vehicles that do not conform to this sound requirement would not be allowed to participate. This event may cause a temporary increase in noise levels above the levels existing on the site without the project. However, this area has been set aside as an SVRA for the specific purpose of providing OHV recreational opportunities, including special events like the proposed race. Noise levels would temporarily increase, but this increase is not significant as the SVRA's General Development Plan includes special events of this nature.

**e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The nearest airport to the project site is the Oceano County Airport, located 1.5 miles to the north of the race/festival area. The project would not expose people to excessive noise levels associated with the Oceano County Airport.

**f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The proposed project is not within the vicinity of a private airstrip.

### 3.12 POPULATION AND HOUSING

|                                                                                                                                                                                                           | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                        |                                |                                       |                              |                                     |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

#### DISCUSSION:

*Will the proposed project:*

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**No Impact.** The project would not induce population growth in the community of Oceano or its environs. The project is within a SVRA, and no permanent population or housing would be generated as a result of the project. The project would not add any new permanent residents to the area.

- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The project would not displace existing housing at the SVRA, as there is none at the project site. The closest residence is over one mile from the project site.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The project would not displace any people, as it is a special event in a SVRA.

### 3.13 PUBLIC SERVICES

|                                                                                                                                                                                                                                                                                                                                                                                                                             | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: |                                |                                       |                                     |                                     |
| i) Fire protection?                                                                                                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii) Police protection?                                                                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| iii) Schools?                                                                                                                                                                                                                                                                                                                                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| iv) Parks?                                                                                                                                                                                                                                                                                                                                                                                                                  | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| v) Other public facilities?                                                                                                                                                                                                                                                                                                                                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

#### DISCUSSION:

*Will the proposed project:*

- a. **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**1. Fire protection?**

**Less than Significant Impact.** The project does not increase the need for fire protection services or create an adverse impact on fire protection services, as it is a special event in a SVRA. A 75-foot-wide access corridor is to be maintained in the project area and would provide access for emergency vehicles.

**2. Police protection?**

**Less than Significant Impact.** The project does not increase the need for police protection services or create an adverse impact on police protection services, as it is a special event in a SVRA. C DPR rangers already assigned to ODSVRA would provide law enforcement for the event. C DPR may require the permittee to provide additional police protection for the duration of the event at the permittee's expense.

### 3. Schools?

**No Impact.** The project would not result in increased number of students served by local schools, as it is a special event in a SVRA and would not bring in new residents.

### 4. Parks?

**No Impact.** The project would not result in an increased number of residents in the area using community parks, as it is a special event in a SVRA. The project area has been used in the past for the same or similar special events. The event sponsors would provide or pay for any temporary facilities required for the event. Although a small portion of the SVRA would be closed to public use during the event, this closure would only be for a long weekend and would not permanently shift significant numbers of users, if any, to other parks.

### 5. Other public facilities?

**Less than Significant Impact.** Through the Special Event Permit process, CDPR is requiring CCMA to provide a minimum of ten extra restroom facilities in the form of chemical toilets, one of which is required to meet Americans with Disabilities Act (ADA) standards for wheelchair access and one wash station. No local governmental facilities related to other public facilities would be impacted by the proposed project, nor would any new local governmental facilities need to be built as a result of the proposed project. CCMA would also provide at least two EMTs and hire a four-wheel drive ambulance service to be present at all times during racing activities.

### 3.14 RECREATION

|                                                                                                                                                                                                                | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|------------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>     | <input checked="" type="checkbox"/> |

#### DISCUSSION:

*Will the proposed project:*

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** The project would not permanently increase the visitor use of ODSVRA or nearby community parks in Oceano or generate demand for recreational facilities. The project would not significantly alter existing recreational opportunities or affect access to existing recreation areas, as it is special event in a SVRA. Although a small portion of the SVRA would be closed to public use during the event, this closure would only be for a long weekend and would not permanently shift significant numbers of users, if any, to other parks.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**No Impact.** The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## 3.15 TRANSPORTATION/TRAFFIC

|                                                                                                                                                                                                                                                                                        | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                                                                     |                                |                                       |                                     |                                     |
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?                                                                                                                   | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?                                                                                                                        | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?                                                                                                                                 | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in inadequate emergency access?                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity?                                                                                                                                                                                                                                              | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?                                                                                                                                                       | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**DISCUSSION:**

*Will the proposed project:*

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

**Less than Significant Impact.** ODSVRA is subject to strict visitor quotas including 1,000 camping units (a camping unit is defined as one street legal motorized vehicle registered for overnight use) per day and 2,580 street legal and 1,720 OHVs per day for day-use. The overall vehicle limit for day-use is thus limited to 4,300 vehicles (of this 60 percent street legal and 40 percent non-street legal). These visitor quotas would remain in effect during the event. It is expected that the event would attract around 10,000 people over the course of the weekend. Most people are expected to arrive and day spectators would arrive on Saturday. Since the impacts to traffic would be temporary for the duration of the event, and most people would arrive outside of

peak traffic hours (weekday mornings and afternoons) the impacts are considered less than significant.

- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

**Less than Significant Impact.** The park's Pier Avenue entrance can back up onto Pier Avenue; however, the greatest backups occur in the spring when Arroyo Grande Creek is flowing and creek crossings are delayed due to the high water. Delays and traffic backups because of high water within Arroyo Grande Creek are not expected during the event as this time of year is not typical for heavy storms, which can preclude vehicle passage. The vehicle limit for day-use is limited to 2,580 street legal vehicles, and 1,720 off-highway vehicles, and limited to 1,000 registered campers per day. As the event would not cause these limits to be exceeded, it would not affect any LOS standards or other congested areas any differently than normal park operations during a holiday or peak weekend.

- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** The proposed special event would not affect air traffic patterns.

- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**Less than Significant Impact.** The proposed special event would not increase hazards due to a design feature or incompatible uses. The event proposes a controlled access corridor, the race area will be closed off by fencing, and there is an existing 15 mile per hour speed limit along the beach.

- e. Result in inadequate emergency access?**

**No Impact.** The proposed special event would not result in inadequate emergency access. All entrances are required to allow emergency vehicles access at any time and a 75-foot-wide corridor would be maintained to allow vehicle access including emergency vehicles.

- f. Result in inadequate parking capacity?**

**Less than Significant Impact.** The proposed special event would not result in inadequate parking capacity. Cars are allowed into the SVRA for day use activities and would park in designated areas. Impacts to parking capacity outside of the park boundary would be temporary for the duration of the event.

- g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**No Impact.** The proposed special event would not conflict with adopted alternative transportation policies.

### 3.16 UTILITIES AND SERVICE SYSTEMS

|                                                                                                                                                                                                                                   | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|-------------------------------------|
| Would the project:                                                                                                                                                                                                                |                                |                                       |                                     |                                     |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?                                                                                                                               | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?                                                                                                            | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?                                                                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>              | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### DISCUSSION:

*Will the proposed project:*

**a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Less than Significant Impact.** There are no water uses proposed that would result in exceedance of waste water treatment requirements. The project is a special event in an SVRA. The permittee is required to provide ten on-site portable lavatory facilities (chemical toilets), one of which is required to meet ADA requirements and one hand wash station.

**b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Less than Significant Impact.** The project would not require construction of new or expanded water or wastewater treatment facilities. The temporary event would utilize existing restroom facilities at the state park and additional portable toilets for the duration of the event. The portable toilets would be removed following the event.

- c. **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** This project is a special event which takes place at the beach and does not require storm water facilities to accommodate existing flows; therefore, the project would not cause significant environmental effects due to expansion or construction of storm water drainage facilities.

- d. **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**No Impact.** No new water supplies or entitlements would be needed. There would be no expansion of existing water use associated with this project.

- e. **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**No Impact.** The project does not involve construction of any public use facilities or expansion of existing facilities that would add quantities of wastewater to be treated.

- f. **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**No Impact.** The project is a special event and does not result in new housing or businesses that would require permanent year-round garbage collection. The CCMA would remove all trash from event activities by Monday, October 13, 2008.

- g. **Comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** The special event festival and race would not create solid waste that would not comply with federal state and local statutes.

### 3.17 MANDATORY FINDINGS OF SIGNIFICANCE

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Potentially Significant Impact | Less Than Significant with Mitigation | Less Than Significant Impact        | No Impact                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means the incremental effects of past projects, the effects of other current projects, and the effects of probably future projects as defined in Section 15130.)                                                                                                                                                                                         | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/>       | <input type="checkbox"/>              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

#### DISCUSSION:

- a. **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less than Significant Impact with Mitigation.** The project would employ on-site monitoring during event activities by qualified specialists (biologists) to preserve quality of the environment and sensitive habitats and species and important examples of the major periods of California history or prehistory.

- b. **Does the project have possible environmental effects that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means the incremental effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in Section 15130)?**

**Less than Significant Impact.** The project would not have environmental effects that are individually limited, but cumulatively considerable. The proposed event would be very short-term in duration and would not change usage at the SVRA.

- c. **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less than Significant Impact.** The project would not have environmental effects that would cause substantial adverse effects on humans, either directly or indirectly.

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## **Chapter 5** REPORT PREPARATION

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