

Proposal to Prepare the Avila Point Project Environmental Impact Report and Provide Consultant Support Services



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Prepared For:
The County of San Luis Obispo,
Department of Planning and Building
976 Osos Street, Room 300,
San Luis Obispo, Ca 93408-2040



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May 24, 2013

Ms. Ryan Hostetter, Project Manager
Department of Planning and Building
976 Osos Street, Room 300
San Luis Obispo, CA 93408-2040

Subject: Proposal to Prepare a Program Environmental Impact Report and Provide Consultant Support Services for the Avila Point Project

Dear Ms. Hostetter:

AMEC Environment & Infrastructure, Inc. (AMEC) is pleased to present our proposal to prepare an Environmental Impact Report (EIR) and provide consulting services to support the County of San Luis Obispo from remediation through the entitlements for the Avila Point Project (Project). AMEC is excited about this opportunity and has brought together a strong team of professionals with substantial experience working on complex challenging projects in the Coastal Zone, including large resort hotels. Our team also has substantial experience preparing Environmental Impact Reports for major projects in San Luis Obispo County. Highlights of our team's capabilities, strengths, and approach include:

- A Project Principal who has prepared more than 40 EIRs, including those for two major coastal zone resort hotel complexes, who is familiar with planning and environmental issues in San Luis Obispo County and the complex regulatory environment of the Coastal Zone.
- A Project Manager with substantial planning experience, including preparation of specific plans and Local Coastal Plan amendments, and related environmental documents.
- A firm with recent EIR preparation experience for major development projects in San Luis Obispo and Santa Barbara Counties with similar issues to those likely to arise at Avila Point, including transportation, visual resources, protection of Environmentally Sensitive Habitats, site cleanup and remediation, water supply and wastewater management, cultural resources, air quality, etc.
- Subconsultants experienced working with AMEC's project management team on development projects including InterAct, Rincon Consultants, Inc., Kittleson and Associates, Applied Earthworks, and VIZf/x;
- A firm committed to working as an extension to County staff and other responsible agencies to facilitate continuous interagency communication and achieve the project's ambitious outcomes and phasing requirements.



We hope that our proposal reflects a scope of work that meets the County's expectations while remaining timely, reasonable, and focused. We hope that this proposal demonstrates our understanding of the County's needs and our commitment to meeting the County's objectives. Should you have additional questions, or need clarification on the attached scope of work, please feel free to contact Mr. Dan Gira in AMEC's Santa Barbara office at (805) 962-0992 x225 or daniel.gira@amec.com. Either Mr. Gira or I are authorized to represent the firm in discussions regarding this proposal. We look forward to working with you.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "A. Goldschmidt".

Aaron P. Goldschmidt
Vice President
Environmental Planning and Natural Resources Program



Proposal to Provide Consultant Support Services and Prepare the

Avila Point Project EIR

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I. INTRODUCTION

AMEC understands that the objective of the Avila Point Project (Project) to develop a remediation and reuse plan for the Avila Tank Farm site within the County of San Luis Obispo (Figure 1). The County intends the Project to result ultimately in entitlements for a development project that fosters a balance between coastal resource protection, public recreation and open spaces, and sustainable local visitor-serving amenities, with particular attention to the following key environmental issues:

AVILA POINT PROJECT KEY ISSUES

Transportation, Circulation, and Parking

AMEC would address Project related traffic impacts to the capacity of and safety along Avila Beach Drive, a narrow two lane rural arterial that is the only access to the Project site. We would also review site access that is constrained due to topography to a single driveway proposed off Avila Beach Drive and service access off steep and narrow Cave Land Road.

Biological Resources

AMEC would assess potential Project impacts to Environmentally Sensitive Habitats, including access road development impacts to oak woodland, development of adjacent to artificial wetlands, which are often subject to ESH protections policies and to a lesser extent coastal sage scrub and coastal bluff scrub.

Visual Resources

AMEC would review potential impacts to scenic view corridors associated with development of this highly visible coastal bluffs overlooking Avila Beach; AMEC's certified Visual Resource specialist and licensed architect would provide detailed objective analysis of potential visual changes

Cultural Resources

AMEC and Applied Earthworks would provide a detailed assessment of potential impacts to sensitive cultural resources as well as providing a high level of outreach to the Native American community to ensure that cultural resource issues are adequately addressed, tribal concerns are understood and unnecessary delays avoided.

Infrastructure and Public Services

AMEC's utility engineer would assess Wastewater Treatment Plant Capacity and potential for expansion. If adequate capacity does not exist and the Plant cannot be expanded, AMEC's team is experienced with small (i.e., package) wastewater treatment plant design, operation and associated impacts. AMEC's hydrologist would also review water supply issues, including Lake Lopez allocation and adequacy, and potential for increased use of groundwater supplies.

Coastal Land Use and Development

AMEC's management team has extensive experience with preparation and processing of Local Coastal Plan amendments and would assist the County with development of needed language, policies and development standard for amendments to the AVILA Beach Specific Plan in support of the proposed land use changes and rezone.



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AMEC COMPANY INFORMATION AND QUALIFICATIONS OVERVIEW

AMEC Environment & Infrastructure (AMEC) operates more than 100 offices in North America, with more than 3,000 scientists, geologists, engineers, biologists, environmental planners, and other specialists. AMEC is part of AMEC plc, an international engineering services company with annual revenues in excess of \$6 billion and more than 25,000 employees in 40 countries worldwide. AMEC maintains 12 California offices supporting more than 500 employees, including three Central California offices with more than 100 professional staff (Figure 1). AMEC's California offices maintain in-house expertise in environmental, land use, transportation, and infrastructure planning, biological resource surveys, endangered species assessment, visual resource assessment, noise and air quality analysis, water resources, hazardous materials, geological and geo-technical investigation, and assistance with State and federal permits (e.g., Clean Water Act (CWA) Section 404 and 401 permits). AMEC specializes in the preparation of California Environmental Quality Act (CEQA) - and National Environmental Policy Act (NEPA) - compliant documents, and interagency coordination and permitting for a wide range of local, State and federal agencies. AMEC staff has substantial experience preparing Environmental Impact Reports (EIRs) for local governments.



Figure 1
AMEC Regional Offices

"The EIR prepared by AMEC... and ultimately certified by the City Council of San Luis Obispo, was a critical tool in the decision-making process for the Council...Members of staff and the public who reviewed the report were impressed with its readability, superior graphics, and thorough discussion of key technical issues."

John Mandeville, Community Development Director, City of San Luis Obispo

AMEC is well qualified to prepare the Avila Point Project EIR and provide associated consultant support services to the County of San Luis Obispo. AMEC's management team has substantial experience working on a wide range of complex projects in the unique regulatory environment of the Coastal Zone, including a long history of working with Coastal Commission staff. Our management team has substantial experience with preparation of Local Coastal Plan amendments and guiding these through the Coastal Commission's certification process. AMEC's team has substantial experience with contaminated site remediation and preparing EIRs for development projects on sites contaminated by past oil production and processing, including those with Environmentally Sensitive Habitats (ESH) in the Coastal Zone. AMEC regularly works with clients in an iterative

manner to complete development of project descriptions; during preparation of the award winning EIR for the City of Santa Barbara's 2010 General Plan, AMEC transformed general City policy into a detailed project description which was used by City staff as a key element for development of the public draft General Plan.

AMEC's EIR experience includes preparation of EIRs for five hotels, including two in San Luis Obispo County and one for a major luxury resort in the City of Malibu; this project involves assessment of impacts to ESH and view from scenic roadways. We have experience with preparation of EIRs for specific plans and are currently preparing to the Downtown Specific Plan EIR for the City of Santa Monica as well as the Peery Park Specific Plan EIR for the City of Sunnyvale. AMEC prepared an EIR for residential estate development overlying historic oil production and processing facilities with vernal pools and other ESH areas on Santa Barbara County's scenic Gaviota Coast. AMEC regularly assesses impact to critical view corridors using photosimulations, architectural elevations renderings and rigorous standardized assessment methodology for both urban and rural development projects. We also have experience working with interagency review teams and Joint Review Panels that include staff from both local and state agencies, such as the California Coastal Commission and State Lands Commission.



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II. APPROACH TO THE AVILA POINT PROJECT EIR

UNDERSTANDING OF THE PROJECT OBJECTIVES

AMEC recognizes that thorough knowledge of a project's history, geography, community, land use, and other factors is critical to successful completion of a project. Our understanding of this Project is based on review of the RFP, conceptual project site plans (RRM Designs, 11/17/2011), the 2001 Avila Beach Specific Plan, 2013 Draft Avila Beach Community Plan, San Luis Obispo County's General Plan, and certified Local Coastal Plan. In particular, AMEC carefully reviewed all available applicant prepared studies (e.g., 2004 Predictive Ecological Risk Assessment and 2007 addenda Wetland Delineation Study, 2008 Soil Gas Investigation Report, and 2002-03 Soil and Geologic Site Characterization Studies), online information on the Avila Beach Community Services District, County GIS maps, data, and aerial photographs, attended the site tour and consultant briefing on April 18, 2013, and conducted initial independent field reconnaissance review of the site perimeter and surrounding areas.

PROJECT LOCATION AND EXISTING SETTING

The Project site is located in the unincorporated community of Avila Beach in southwestern San Luis Obispo County (County), northwest of the City of Shell Beach (Figure 1). The Project site includes a single Assessor's Parcel of approximately 95 acres located south of Cave Landing Road and immediately east of the existing urbanized areas within Avila Beach. Avila Beach Drive and the Avila Beach Golf Resort to the north, the Pacific Ocean to the south, undeveloped land zoned for rural residential uses to the east and single and multiple family residential neighborhoods in the town of Avila Beach to the west, bound the Project site. The Project site is addressed as 1717 Cave Landing Road and 10 San Rafael Street with existing primary site access available off Cave Landing Road and secondary or emergency access off Front Street and First Street. The Project site is fenced and all access driveways are gated and monitored. The Project site forms the eastern boundary of developed areas of Avila Beach, but lies within the County's Avila Beach Specific Plan/Draft Community Plan Boundary. Regional access to the site is available from US Hwy 101 located approximately a 3.5 mile drive to the northwest located along Avila Beach Drive.



Located east of and 200 feet above Avila Beach, the 95-acre Avila Point Project site historically supported the Avila Tank Farm until its 1998 decommissioning. The Project site is a visually dominant feature of Avila Beach and the largest remaining potentially developable site within the Avila Beach Community Plan/Specific Plan boundary.

The Project site is located on a bluff top mesa that descends from its edges to create Avila Point, one of two points that define the southeastern boundary of San Luis Bay. The character of the Project vicinity is mixed, with areas immediately north of the site developed in open spaces uses (golf course) along San Luis Creek, steep rocky cliffs and the Pacific Ocean to the south, undeveloped open land to the east and quiet residential neighborhoods to the west. Steep topography and a ridgeline descending south across the site tend to separate the site from surrounding uses. An important informal coastal access point at Pirates Cove



exists immediately east of the Project site. This coastal access point provides parking for 50 or more vehicles in an informal rutted dirt lot and along the roadside shoulder. Trails lead from the parking area down to pocket coves as well as into the foothills overlooking the Project site to the Pacific Ocean. A gated dirt road leads 1,500 feet further east to new homes in Shell Beach along a paved segment of Cave Landing Road.

The Project site is occupied by and historically operated as the Avila Tank Farm, an oil storage facility that was fed by a pipeline traversing north-south along the coastline. The use of the property as a storage facility and small-scale refinery of petroleum products for nearly a century led to contamination of the site. Past evaluations of the site have identified contamination of the shale-clay loam soils that have trapped viscous petroleum products within bedrock fissures onsite contained largely on the approximately 40-acres of historically developed areas. Above ground, former small refinery uses and structures of the Avila Tank Farm have left asbestos and lead traces and volatile organic compounds (VOCs) total petroleum hydrocarbons (TPHs) have been identified in the soils.



Above ground, the Project site currently supports five remaining water storage tanks, as well as former Tank Farm structures that have left asbestos and lead traces and volatile organic compounds (VOCs) total petroleum hydrocarbons (TPHs) in the soils.



More than 50 acres of the south central area of the Project site have been disturbed by past oil development. A network of internal roads of 12-16 feet in width links approximately 15 acres of level pads, historically occupied by oil storage tanks.

This historic tank farm uses entailed development of more than 50% of the site with oil facilities, particularly large oil storage tanks, most of which have been removed as part of ongoing cleanup and decommissioning of the site. The majority of oil transport pipelines have also been removed. While much of the infrastructure was removed as part of the decommissioning, some underground utilities and pipelines remain onsite and would still need to be removed, including the existing Phillips 66 main pipeline traversing the Project site approximately 5ft below grade. The Project site currently supports five remaining water storage tanks, including two owned by the Avila Beach Community Services District (ABCSD) that store water for the community of Avila Beach and two owned by Union Oil/Chevron that store water used for on-site fire fighting. Seventeen large

level circular pads with topographical depressions from former storage tanks and five smaller former tank pads, as well as a series of access roads and four remaining support buildings, mark the Project site. This infrastructure would likely be removed, abandoned in place, or relocated during remediation processes.

Much of the Project site is occupied by steep slopes often in excess of 20% to 30% in grade, with near vertical cliffs along the oceanfront. However, historic oil development created a number of level pads along the south facing slopes in the central areas of the site totaling almost 15 acres in size. These level pads are connected by an internal access road system with roads typically 12' – 16' feet in width.



Undeveloped areas of the Project site currently support native habitats including approximately 28.4 acres of coastal sage scrub along the coastal bluffs and the site’s eastern ridgeline, and 10.54 acres of well-developed oak woodland on the site’s north-facing slopes overlooking Avila Beach Drive toward Avila Beach Golf Course. Approximately 0.72 acres of wetland have been delineated on the site. Stands of coastal sage scrub dominated by coyote brush intermixed with ice plant have also become reestablished on slopes within the disturbed areas between developed pads and roads.

The Project site is currently designated for industrial uses under the County’s certified Local Coastal Plan. However, the County’s 2001 Avila Beach Specific Plan recommends recreation-oriented uses on the Avila Tank Farm site, including a conference center and/or marine education facility in a natural setting, with trails and open space that would be publicly accessible, but defers the development of a specific project description to this future planning, remediation, and environmental review process. ¹

AVILA POINT PROJECT DESCRIPTION

AMEC understands that the objective of the Avila Point Project is to redevelop the 95-acre Avila Tank Farm site as a major visitor serving use within the unincorporated community of Avila Beach on the Pacific Coast of San Luis Obispo County (County). AMEC is aware that the applicant’s has submitted only conceptual plans to date and that a substantial component of the early effort on this project will be to work in a collaborative manner to help fully develop those plans in a manner respective of site constraints along with assisting in development of required permits. Although site plans remain conceptual, AMEC has provided an initial

TABLE 1: AVILA POINT SITE INFORMATION	
Location:	Chevron Avila Tank Farm Facility 10 San Rafael Street, Avila Beach, CA & 1717 Cave Landing Road, Avila Beach, CA
Planning Areas:	San Luis Bay Coastal Planning Area Avila Beach Specific Plan Area
Existing Zoning:	Industrial
Proposed Zoning:	Recreation
Total Development Envelope (Acres)	30.75
Resort Facilities and Amenities	2.40
Family Cottage Clusters	7.57
Living Roof Guest Rooms	4.37
Parking (Acres)	3.46
Open Space (Acres)	61.58
Use to Be Determined (Acres)	0.72

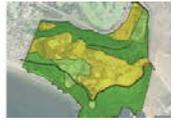
analysis of potential project scope and details size based on our experience with and past research on eight other coastal resort hotels (refer to Appendix C). These initial details on project development are intended to provide an order of magnitude estimate of project development details to help guide development of the proposed scope of services. Our understanding of these preliminary plans is set forth below (refer also to Table 2).

The majority (61 acres) of the Project site is proposed as retained as open space, with a building envelope of approximately 31 acres. Based on initial conceptual site plans, resort support facilities would occupy rough 2.4 acres while hotel rooms would be clustered on roughly 12 acres. Circulation improvements would include the main site access road that would extend from parking along Avila Beach Drive for 4,120 feet into the proposed development envelope (refer to Figure 2). An additional 6,200 feet of limited vehicular and emergency access roads would complete internal vehicular circulation. The proposed Coastal Trail and overlook trails would provide roughly 5,000 feet of unpaved multiple use trail onsite.

¹ The Draft Avila Beach Community Plan was prepared and released for public review in January 2013 by the County of San Luis Obispo. AMEC understands that the Project will proceed concurrently with the development of this community plan, including the proposed Specific Plan/General Plan amendment for the Project site.



TABLE 2: AVILA POINT PROJECT INFORMATION		
PROPOSED DEVELOPMENT PLAN		
<i>Living Roof Guest Rooms</i>		
	# of Rooms	100
	Approximate Estimated Gross Guest Room Square Footage	80,000
<i>Family Cottage Clusters</i>		
	# of Cottages	95
	Approximate Estimated Gross Cottage Square Footage	114,000
<i>Resort Facilities and Amenities</i>		
<i>Restaurant, Shops, Spa and Related Facilities</i>		
	Gross Square Footage	60,625
<i>Parking</i>		
	# of Spaces	431
	Approximate Estimated Gross Square Footage from conceptual site plan	150,718
APPROXIMATE ESTIMATED STRUCTURAL DEVELOPMENT SQUARE FOOTAGE		254,625
<i>Main Access Road</i>		
	Length in Feet of 2-lane roadway (20 - 26 ft wide)	2,461
<i>Limited Access Vehicular Road</i>		
	Length in Feet of one-lane roadway (16 ft wide)	4,120
<i>Emergency Access</i>		
	Length in Feet of one-lane roadway (16 ft wide)	2,094
<i>Coastal Trail</i>		
	Length in Feet of unpaved multi-use trail (4 ft wide)	3,468
<i>Overlook Public Trails</i>		
	Length in Feet of unpaved multi-use trail (4 ft wide)	1,422
TOTAL ROADWAY/PATH LINEAR SQUARE FOOTAGE		13,565
ONSITE ENVIRONMENTAL RESOURCES		
<i>Coastal Scrub</i>		
	Gross Acres	28.40
<i>Oak Woodlands</i>		
	Gross Acres	10.54
<i>Wetlands</i>		
	Gross Acres	0.72
TOTAL RESOURCE ACREAGE		40
*Estimates based on conceptual plan included in RFP and background materials; structural square footage projections based on similar coastal zone resort projects (See Appendix C)		



Based on analysis of the applicant's conceptual plans and data of other similar recently constructed and pending coastal resort hotels, it appears that the proposed Avila Point Project may entail construction of in the range of approximately 194,000 to 254,000,000 square feet of new hotel rooms and supporting uses as discussed below (refer to Table 2). The proposed project would include construction of 100 living roof guest rooms along with 95 family cottages developed in 12-13 clusters.

While no estimates of unit square footage have been provided, other similar destination resort hotels in the coastal zone are typically providing new hotel rooms in the 600 to 2,800 or more square feet in size, with hotel guest rooms tending to be smaller than cottage or casitas type rooms (refer to Appendix C). Based on this information, development of the 100 living roof guest rooms may total 60,000 to 80,000 square feet while the family 95 cottages may entail 95,000 to 114,000 square feet of hotel room space potentially resulting in approximately 155,000 to 194,000 square feet allocated to new hotel rooms.

In addition to hotel rooms, the proposed Project would include a range of supporting resort facilities, including restaurants, lobby, lounge areas, wellness or fitness centers meeting or ballrooms to support weddings and special events, hotel lobby, and service areas (e.g., laundry, kitchen, and mechanical). While facilities vary by hotel, such supporting facilities typically equate to roughly 25% of hotel room floor space.² Based on this preliminary analysis, the Avila Point Project would likely include potential structural development in the range of 194,000 to 254,000 square feet.³

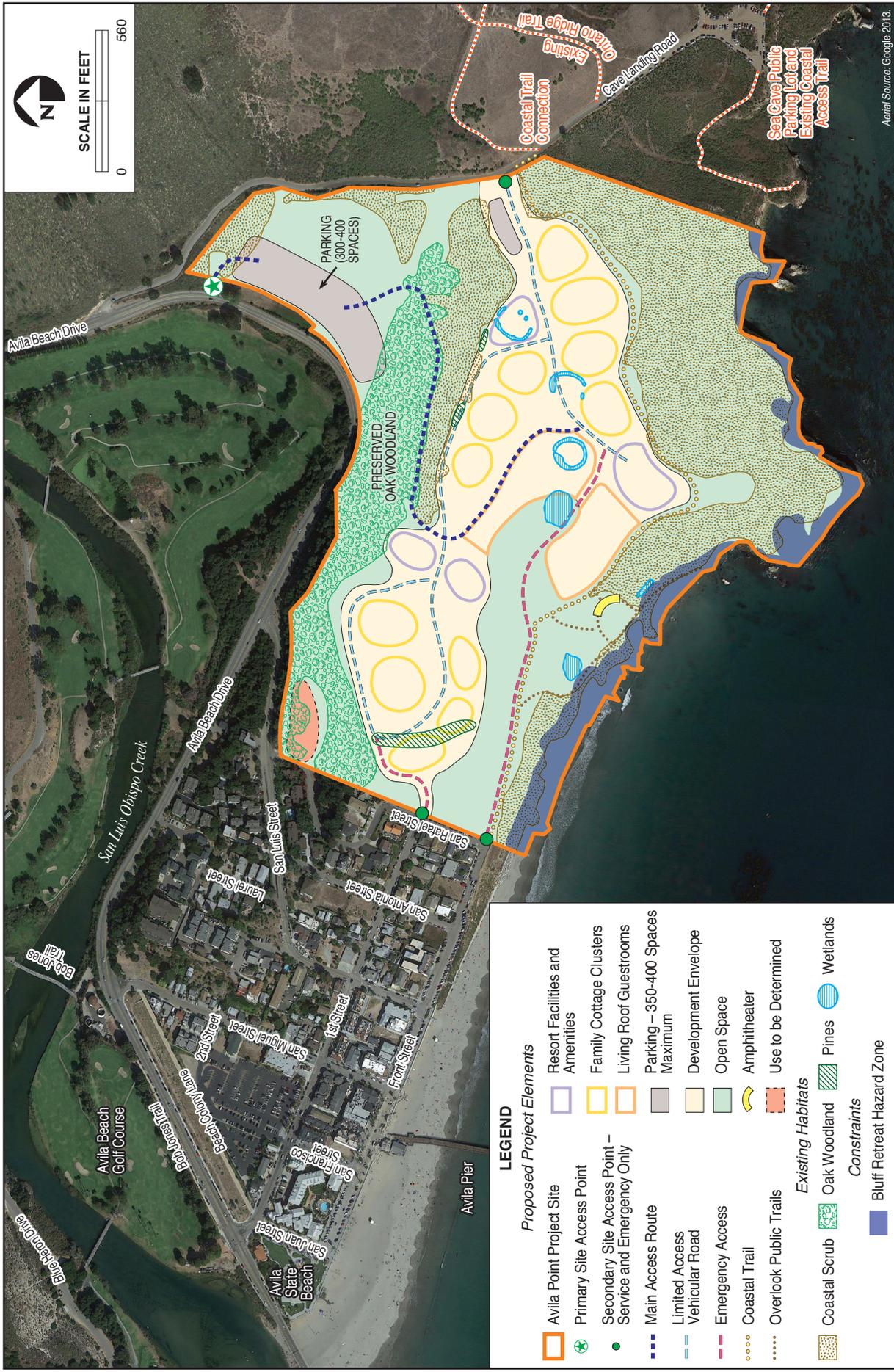


Primary site access would be provided via one driveway off Avila Beach Drive at the Project site's northeastern corner approximately 450 feet south of the intersection of Avila Beach Drive with Cave Landing Road (Figure 2). Avila Beach Drive, a two-lane rural of approximately 28 feet in width provides access between Avila Beach and the surrounding communities as well as to the Project site. The proposed Project's service entrance would be off the steep and narrow Cave Land Road, with two emergency access points at the intersections of San Rafael Street with First and Front Streets. The proposed Project's primary parking area would be located on approximately 3.25 acres facing Avila Beach Drive with a smaller employee and service parking area of 0.25 acres located at the Project site's Cave Land Road entrance. The total number of proposed parking spaces has not been provided, but based on the acreage of parking lots is estimated to range from 350 to 400 spaces.⁴ The main access road is proposed to climb the vegetated north-facing hillside to reach the proposed resort development by way of an existing unimproved access road to the tank farm facility. The main access road is envisioned as primarily a trolley facility to shuttle visitors from the parking lot to the main lobby with access for hotel operations as well. While specific widths have not been provided, it is assumed that this main access road would be designed to provide fire services access with a width between 20 and 26 ft (Figure 3).

² In one recent coastal resort hotel proposal, the spa alone totaled 60,000 square feet and total structural development for a 146 room complex was more than 290,000 square feet.

³ Cottage units tend to vary widely in size from resort to resort, and if operated as time shares can be considerably larger. For example, in one recent resort development "casitas" ranged from 1,200 to 1,800 square feet while the "Presidential Suite" was more than 5,000 square feet in size.

⁴ Parking demand for an isolated resort may be high as most employees may drive from more distant population centers as may restaurant and wellness center patrons who are not hotel guests. Parking capacity assumes between 300-350 square feet per parking space.

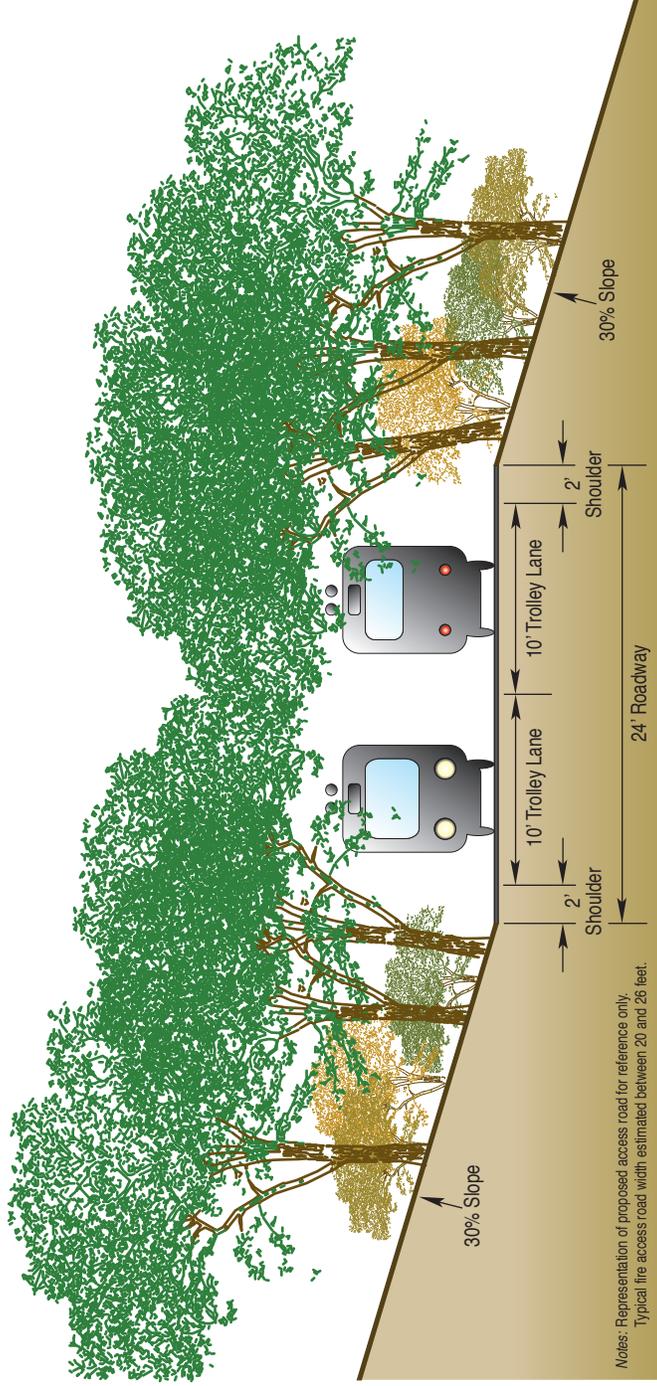
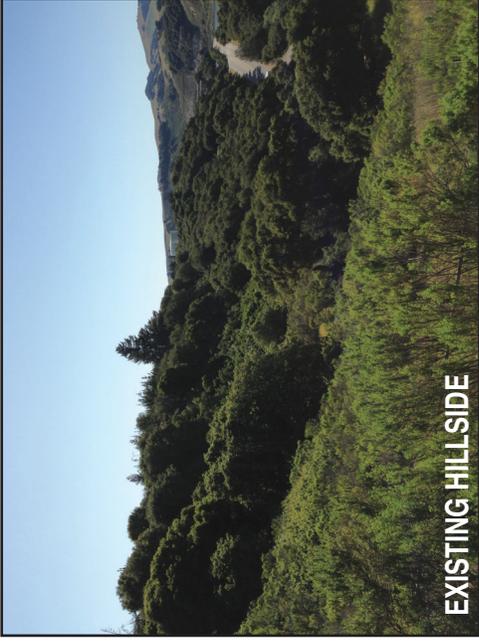
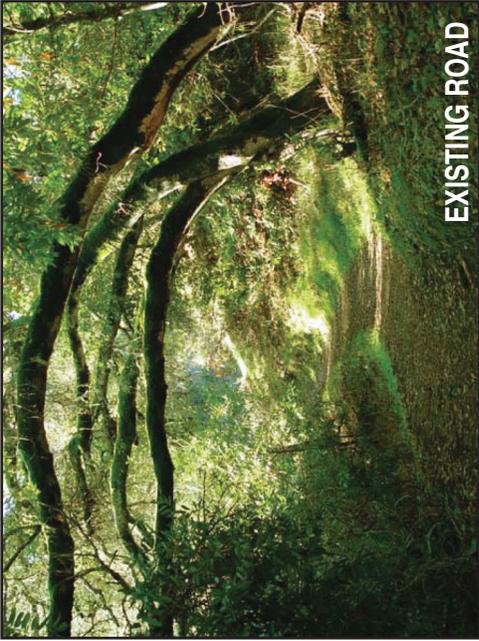


Site Map
Avila Point Project

FIGURE
2



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REQUIRED LEGISLATIVE ACTIONS AND ENTITLEMENTS

The proposed Project would require review and approval by County Planning Commission and Board of Supervisors, including approval of the following legislative acts and entitlements, as well certification of the Final EIR:

- Local Coastal Program/General Plan Amendments to change the site's land use designation to Recreation from Industrial;
- Amendments to the Avila Beach Specific Plan;
- Rezone of the site from Industrial to Recreation;
- Approval of a Development Plan;
- Approval of a Vesting Tentative Tract Map;
- Approval of a Remedial Action Plan Permit; and,
- Issuance of a Coastal Development Permits (CDP) for the Project site.

The Avila Valley Advisory Committee (AVAC) reviews projects proposed in the Avila Valley/Port San Luis area and would advise the County regarding the proposed Project at appropriate points in the process. The Board of Architectural Review would consider project design for consistency with community aesthetic resource values and neighborhood compatibility concerns. The LCP amendment package would require certification by the California Coastal Commission, which would precede issuance of the CDP for actual development of the Project site. The proposed Project's components are described below.

GENERAL APPROACH TO EIR PREPARATION AND CONSULTANT SERVICES

AMEC's technical approach to the Project EIR would involve close coordination throughout the process with County staff and the Avila Beach Technical Advisory Team (ATCAT) to ensure preparation of a thorough, objective, and legally sustainable EIR.

PROJECT COORDINATION/ASSISTANCE TO COUNTY STAFF

A critical piece of our approach to this Project is working closely with and providing assistance to County staff. As many of our staff our former local agency planners, AMEC is familiar with the needs of County staff for processing such projects and is committed to working closely with and providing support to County staff for this effort. We anticipate regular conference calls (e.g., biweekly) frequent email and informal telephone calls to coordinate with County staff on day-to-day issues, as appropriate. As requested by City, AMEC will prepare regular email status updates and formal progress reports on a monthly basis indicating a summary of work accomplished, issues or concerns, and activities planned for the next month. We anticipate being available to act as "an extension of staff" to assist with various tasks in moving this complex Project forward. AMEC would work carefully with County staff to anticipate evolving issues, provide early notification of and suggested methods to address such unanticipated issues with the goal of keeping this important project on track and moving forward through the permit process.

At initiation of the Project, AMEC would develop protocols for communication within the Project team and with County staff, the Project applicant, and the ATCAT as determined appropriate by County. This may include any relevant procedures for coordination with responsible agencies. AMEC would coordinate the multi-phased Project timeline to ensure a high level of ongoing communication between the County, the ATCAT, and the applicant's team, including attendance of status meetings or calls with the County on a regular basis to ensure adequate progress and resolve issues throughout EIR process, and the maintenance of a computerized mailing list



database, including agency staff contacts, community organizations, interested citizens and stakeholders, and affected property owners.

AMEC would provide early assessment and identification of key environmental constraints and utility/infrastructure improvement needs and would work closely with the County and Project applicant to inform development of the project description to ensure that the proposed Project includes measures to address potential impacts, such as such roadway safety, coastal processes, reduction in ecological and human health risks, protection of biological and cultural resources, and protection of key view corridors. AMEC's management team is experienced with EIR preparation where the project description is refined during the early stages of EIR production. For example with the City of Santa Barbara General Plan EIR, AMEC worked in an iterative manner with City staff to develop the General Plan and EIR, with the preliminary draft EIR project description informing the public draft General Plan and the EIR's mitigation measures guiding development of final General Plan programs, policies and development standards

AMEC understands that the County is seeking the services of an accomplished environmental consulting firm with team members experienced with fostering complex coastal development project to work in an iterative and collaborative manner with the County to complete three (3) main phases of work for the Project described above: 1) develop and refine a formal project description for the Project, 2) prepare the CEQA documentation for all Project components, and 3) provide permit consultations through the entitlement process for the Project through all decision-making bodies.

APPROACH TO PROJECT DESCRIPTION DEVELOPMENT

AMEC would assist the County through the initial Project phases beginning with development of the project description to facilitate development of three (3) primary components of the Project: the Remediation Action Plan (RAP), the LCP/Specific Plan Amendment, and the Resort Hotel Development Plan, including the following consultant services and deliverables to the County:

- Project Kickoff Process;
- Preparation of an initial Environmental Constraints Analysis Report;
- Completion of the RAP to guide site cleanup;
- Development of Avila Beach Specific Plan amendments to support the envisioned reuse of the Project site; and,
- Coordination on and feedback into the draft Development Plan for the Project site to help guide design of the proposed coastal resort hotel and recreational amenities.

Project Kickoff

Project initiation, or kickoff process, is critical to successful project completion, particularly given the conceptual nature of the current project description. AMEC would work with County staff to identify and gather all existing relevant information and reports during this initial phase to provide a sound basis for initial constraints analysis and to identify data gaps. AMEC would attend six (6) initial meetings, including the kickoff meeting, meetings with County staff, design team members RRM, and environmental and technical consultants and community meetings. Key members of AMEC's team would attend the kickoff meetings to help refine Project scope, technical studies, analytical approach, and timeline. A tour of the Project site with the County staff, design, and environmental/technical team would be included to inform this process.



- **Deliverables:** Hard copy and electronic versions of an initial list of questions/data request, a memo that identifies initial data gaps and suggested methodologies to address data gaps, a refined Project schedule, and list of potential key issues of concern for discussion at kick off meetings.

Constraints Analysis Report

AMEC would peer review applicant prepared studies (e.g., wetland delineation reports, cultural and biological resources reports, Environmental Site Assessments, soil gas reports, geotechnical reports ecological risk analyses, etc) and conduct initial analysis of site constraints to close identified data gaps. Initial outreach to the RWQCB, CDFW, APCD, and County Environmental Health Services in coordination with the County would be included to inform the constraints analysis. Based on this review of available data and initial site surveys and analysis, AMEC would prepare a report on site environmental constraints. This report would inform the selection of the project description to fully address site remediation planning, formulation of the Specific Plan amendments, and more detailed site development planning.

- **Deliverables:** Five (5) hard copies and electronic versions (MS Word and PDF) of draft and final constraints analysis report.

Remediation Action Plan, Coastal Development Permit/Development Plan

AMEC’s team would coordinate with the County as requested for development of a Remediation Action Plan (RAP) for the decommissioned Avila Tank Farm. The RAP would build upon previous studies and identify a site cleanup program. The RAP would be developed by the applicant’s team in a collaborative process with the County and interested agencies under the guidance of the ATCAT. The ATCAT is comprised of local and state agencies, including the County Planning Department, Central Coast Regional Water Quality Control Board (RWQCB), Air Pollution Control District (APCD) County Environment Health Services (EHS), and the California Fish and Wildlife Department (CFWD).

The RAP would include a program and methodology to clean up the Project site to allow for the proposed development and related uses and to satisfy regulatory requirements. The RAP may include a wide range of remediation actions, such as soil/substrate excavation, dewatering, offsite soil disposal, clean soil backfill, ongoing vapor recovery infrastructure, design standards for future structures, and other actions or standards to prevent future exposure to hazards and/or hazardous materials. The RAP is expected to be developed through an initial feasibility study planned for completion in fall 2013. This initial feasibility study would be used to inform the Draft RAP planned for completion in winter 2013-14. Ultimately, the RWQCB in consultation with other ATCAT participants would approve the RAP to determine the range of remediation activities to include in a Development Plan/Coastal Development Permit as one component of the Project.

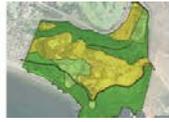
As part of the RAP process, AMEC’s remediation specialist or Project Manager would attend monthly ATCAT meetings, and provide feedback on RAP development, the relationship of RAP proposals to key site

FRAMEWORK FOR PLANNING COASTAL ZONE

Land Use and Circulation Element

PURPOSE OF RECREATION LAND USE:

- ▶ To identify areas having recreational potential where private or public development of recreational uses can be encouraged when not in conflict with surrounding rural and agricultural uses.
- ▶ To allow for recreation and resort-oriented development that will be incidental to outdoor recreation on the same site.
- ▶ To allow recreation and resort-oriented development where significant public recreational resources are available in the immediate vicinity.
- ▶ To provide for public park and recreation areas when not in conflict with surrounding rural and agricultural land uses.
- ▶ To provide for visitor-serving priority areas.



environmental constraints (e.g., wetlands) and relationship to draft Specific Plan amendments and upcoming EIR scope. AMEC would attend up to six (6) ATCAT meetings during this period. AMEC’s hazardous materials and remediation specialist would peer review the draft RAP for adequacy.

- **Deliverables:** A brief memo addressing any concerns regarding the RAP and outlining potential impacts that may need to be addressed in the EIR.

Specific Plan Amendment

The former Avila Tank Farm was designated as an Industrial land use to permit operation of a petroleum storage and processing facility. However, active industrial land uses have all but ceased since the 1998 decommissioning of most facilities and removal of the storage tanks. In order to accommodate the proposed resort hotel and associated public trails and open space uses, a change in land use and zoning designations from Industrial to Recreation for the property would be required to include an amendment to the County General Plan, LCP’s Framework for Planning Coastal Zone, and the Avila Beach Specific Plan. This change would allow for resort-oriented development that will be incidental to outdoor recreation on the same site, allow recreation and resort-oriented development where significant public recreational resources are available in the immediate vicinity, and to provide for visitor-serving priority areas serve tourists and visitors to the coast and coastal communities.⁵

AMEC would work with County staff to develop initial project concepts into Specific Plan language with necessary policies and development standards to ensure that the proposed Project would be consistent with the proposed Recreation designation. AMEC would provide supporting land use policy analysis to assist County staff with determining the most appropriate general plan/specific plan amendment for the Project. At the request of County staff, AMEC would coordinate and would attend 2 meetings with County staff during this period, including one with Coastal Commission Staff, to facilitate LCP amendment certification by the California Coastal Commission. Such close coordination with Coastal Commission staff throughout the process will be essential to avoid or minimize potential for delays and denial of all or certain elements of the proposed amendments.

- **Deliverables:** Five (5) hard copies and electronic versions (MS Word and PDF) of draft and final package of proposed specific plan amendment text, polices, development standard and maps.

Development Plan and Project Entitlements

The development of a 195-room resort hotel complex and associated public recreational uses as part of the Avila Point Project would require a preparation of a detailed Development Plan consistent with County ordinances and procedures. The Development Plan would include a detailed site plan, building plans and elevations, grading and drainage plans, infrastructure and utilities, landscape plan, and other required design and engineering details. Ultimately, this Development Plan/Coastal Development Permit would be processed concurrently with the General Plan/Specific Plan amendment to be considered by the County Planning Commission and approved by the Board of Supervisors.



The proposed 31-acre development envelope (in yellow) generally falls within the boundary of the former Avila Tank Farm facility. Guest rooms and hotel operations would be restricted to this area with oak woodlands, coastal sage scrub, and coastal bluffs remaining within resort grounds and public open space.

⁵ The Land Use and Circulation Elements, Framework for Planning Coastal Zone. County of San Luis Obispo. Adopted 1988, Revised 2011.



The Development Plan would be required to be consistent with and guided by the proposed amendments to the Avila Beach Specific Plan, General Plan and LCP. AMEC would coordinate with County staff and the development team during preparation of the Development Plan to provide feedback on environmental considerations consistent with CEQA Section 15004 (3) to incorporate environmental considerations into Project design as preemptive mitigating actions or features.

- **Deliverables:** A memo for County staff detailing environmental issues successfully addressed in project design and potential remaining outstanding concerns. This analysis would feed into draft EIR preparation.

APPROACH TO EIR PREPARATION

Preparation of a legally sustainable environmental document in accordance with CEQA requires extensive experience and credentials held by a team of trained practitioners working within a familiar environmental and regulatory setting. AMEC is experienced not only with a range of EIRs along coastal California, including both large and boutique-scale resort hotel project, but also with advising our clients early in the process of the appropriate CEQA path and document to prepare. From Program EIRs for general or specific plans to Project EIRs for complex and multi-phased development projects, AMEC’s team is experienced with forging the clear CEQA-compliant path to ensure process efficiency and avoid environmental resource and regulatory surprises.

To determine the appropriate CEQA path for the Avila Point Project, AMEC would build upon information gathered during the project kickoff process and preparation of the Environmental Constraints Report to aid in preparation of the EIR. Upon determination of the Project Description and Alternatives as part of Phase I, AMEC would consult with the County and ATCAT to solidify the appropriate CEQA EIR document to prepare for the Project.

Based on the three components and objectives for the Project, AMEC expects that either a Master-level EIR or Project-level EIR would be most appropriate, particularly given the development plan entitlement as an outcome of this multi-phased process. A Project EIR is the most common type of EIR. It examines the impacts that would result from development of a specific project. A Master EIR is an alternative to preparing a Project EIR where a project consists of smaller individual projects that will be carried out in phases within 5 years of EIR certification. Although there are similarities between the Master EIR and these other procedures, the Master EIR has stricter CEQA requirements to allow for streamlining of the Project’s development components, but may be appropriate for this Project.

For either type of document, the EIR preparation would consist of a series of milestones and deliverables (See Section III: Scope of Services for detailed descriptions of the EIR issues areas services included in this proposal). AMEC’s overall technical approach to preparation of the EIR reflects the scope of services requested in the County’s RFP and background research, and is summarized below (Table 3).

TABLE 3. General Approach – Avila Point Project EIR	
	<p>Initial Study Preparation: AMEC would prepare an Initial Study (IS) to provide substantiating data and analysis to focus the focus of the EIR, eliminating some issues from consideration (e.g., agriculture and forestry) and potentially narrowing required analysis within certain resources areas. The IS would build upon the Environmental Constraints Report and AMEC prepared analyses of the RAP and Development Plan. AMEC would coordinate with the County to potentially use the IS to help develop an additional set of mitigation measures for inclusion in the Project development plans. The IS would also be used to provide an important component of the record for issues not addressed in the EIR. Deliverables: Draft and final versions of the IS in MS Word and PDF (no hard copies)</p>



TABLE 3. General Approach – Avila Point Project EIR

	<p>Notice of Preparation of EIR. AMEC would prepare the Notice of Preparation (NOP) for this project and transmit to the State Clearinghouse and interested local agencies and community organizations. The NOP is a key vehicle to obtain early comments on EIR scope and project alternatives from interested agencies (e.g., Coastal Commission, RWQCB, etc), community-based organizations (AVAC), potential developers and interested residents. Obtaining early feedback from key stakeholders can minimize potential project delays and unforeseen issues arising late in the process. All comment letters received on the NOP will be included in an EIR appendix along with a matrix of initial responses. To assure reviewers that their comments have been acknowledged, the EIR Section where such comments were made are addressed in the Draft EIR. If a scoping meeting is held, AMEC will attend the meeting and provide a presentation for the CEQA/EIR process. AMEC will include all comments recorded at this scoping meeting by the County in the response matrix. Deliverables: Draft and final versions of the NOP in MS Word and PDF (no hard copies)</p>
	<p>Prepare Draft EIR Project Description and Concept Alternatives. A complete project description is the foundation of an adequate EIR. This will be especially important in this case, as the EIR and Project Description will to some extent be developed in tandem. AMEC will coordinate with County staff and the RRM design team to develop a complete project description, use information obtained from the conceptual plan for Avila Point including build out estimates, remediation methodologies, land use planning and development standards, trail design, parking alignment, etc. The project description will be refined iteratively as needed in coordination with County staff to ensure accuracy, to account for any ongoing changes and to permit incorporation of measures into the draft Plan to minimize adverse impacts. AMEC will also prepare descriptions and renderings of a minimum of two (2) concept alternatives at this stage for review by County staff. AMEC will provide early review drafts of the project description and alternatives to County staff for review to ensure close coordination. Deliverables: AMEC would provide four (4) hard copies and one electronic copy of the Project Description, Alternatives and the EIR Introduction and Table of Content/Outline for the document. Electronic versions of a “screencheck” copy that incorporates County comments for final review can be provided upon request.</p>
<p>PHASE II</p>	<p>Prepare Administrative Draft EIR. The Administrative Draft EIR (ADEIR) will address direct and indirect impacts for all key issues as well as standard CEQA sections such as growth inducement, climate change, and consistency with adopted plans and policies. Impacts associated with Plan alternatives will be analyzed and compared with the Project impacts. The ADEIR will respond to issues raised during the NOP process. Refer to Section 3 below for details on the scope of work to be addressed in the ADEIR. Deliverables: AMEC will provide for two rounds of County ADEIR review via electronic email (MS Word®); if requested, AMEC would submit four (4) hard copies of the ADEIR and appendices in 3-ring binders for County review and an electronic versions on CD (Microsoft Word® and PDF) or posted to an FTP at County direction. Upon request, ADEIR sections can be submitted as completed to permit incremental review and ease County staff workload peaks. Electronic versions of a “screencheck” copy that incorporates County comments for final review can also be provided upon request.</p> <p>Prepare Draft EIR. Upon submittal of final County comments on the ADEIR, AMEC will prepare the Draft EIR that incorporates all County comments on the ADEIR (and screencheck, if applicable). Deliverables: AMEC will incorporate any final County comments and publish and submit a total of forty-five (45) copies of the proofed Draft EIR, including five (5) hardcopies with appendices in 3-ring binders, fifteen (15) bound hardcopies of the Draft EIR only with appendices included digitally on a CD in an attached envelope, twenty five (25) CDs of the Draft EIR, graphics, figures, and appendices in searchable PDF format, ten (10) separately bound hard copies of each appendix, one (1) copy of the Draft EIR in HTML for web display, and one (1) electronic version (Microsoft Word® and PDF). If requested by the County, AMEC would provide fifteen (15) hardcopies of the Draft EIR Executive Summary to the State Clearinghouse along with the Notice of Completion (NOC).</p> <p>Prepare Administrative Final EIR: The Administrative Final EIR will include the Draft EIR in its entirety with changed pages in strikeout and underline as needed to address changes, a detailed Responses to Comments, and a Draft Mitigation Monitoring and Reporting Program (MMRP). Deliverables: AMEC will submit five (5) copies of the proofed Administrative Final EIR, including two (2) hardcopies with appendices in 3-ring binders, two (2) bound hardcopies of the Administrative Final EIR only with appendices included digitally on a CD in an attached envelope, and one (1) electronic version (Microsoft Word® and PDF). Electronic versions of a “screencheck” copy that incorporates County comments for final review can also be provided upon request.</p>



TABLE 3. General Approach – Avila Point Project EIR

TABLE 3. General Approach – Avila Point Project EIR	
	<p>Prepare Final EIR. AMEC will incorporate County comments on the AFEIR. Upon request, AMEC can provide one (1) final proof copy in electronic format of the FEIR prior to publication to ensure incorporation of all County comments and provide staff with an opportunity to verify that comments were adequately addressed. Deliverables: AMEC will publish and submit a total of fifty-five (55) copies of the proofed Final EIR, including five (5) hardcopies with appendices in 3-ring binders, twenty-five (25) bound hardcopies of the Final EIR only with appendices included digitally on a CD in an attached envelope, twenty-five (25) CDs of the Final EIR, graphics, figures, and appendices in searchable PDF format, fifteen (15) separately bound hardcopies of each appendix, one (1) copy of the Final EIR in HTML for web display, and one (1) electronic version (Microsoft Word® and PDF). If requested by the County, AMEC will prepare and send one (1) hardcopy along with the NOC of the Final EIR to the State Clearinghouse. AMEC will also provide a packet of written responses to public agency comments for transmittal and review prior to certification of the EIR.</p>
	<p>Final MMRP. AMEC will incorporate the MMRP into the final EIR. AMEC will identify mitigation measures, responsible parties or agencies, implementing actions and timing for the direct and indirect project impacts and potential cumulative impacts. In particular, AMEC will ensure that where appropriate, mitigation measures are worded and designed to be implemented through the Specific Plan as Policies, actions or development standards.</p>
	<p>Final Findings and Statement of Overriding Considerations. AMEC is available to assist the County with preparation of findings and overriding considerations (if needed and not to exceed 50 hours of work). AMEC's team has considerable experience preparing such findings and overriding considerations for complex planning projects, including for Specific Plans. Appropriately detailed findings and overriding considerations that provide substantial evidence are central to the administrative record and EIR legal defensibility and are a key element in successful streamlining of future development.</p>
PHASE III	<p>Meetings/Hearings and Coastal Permit Processing. AMEC assumes that an increased level of meetings may be required to ensure expeditious completion of this project, including some potential for additional public outreach (e.g., AVAC, workshops, continued decision-maker hearings, etc.). AMEC's proposed budget assumes attendance at six (6) public hearings (e.g., AVAC/Planning Commission, Board of Supervisors, and Coastal Commission). AMEC could also participate in bi-weekly conference calls and monthly ATCAT meetings through the approval process, with a total of 20 meetings with ATCAT, staff budgeted. AMEC's Project Manager would attend additional meetings upon request for additional fee. AMEC is also available to assist the County with preparation of coastal permit documentation and processing to expedite approval of the Project with the Coastal Commission for an additional fee as needed.</p>
	<p>Project Close-Out. AMEC will prepare and collate a complete EIR administrative record for transfer to the County to commemorate project completion, inclusive of permit documentation, correspondence, forms, studies, and other relevant documentation related to the Project EIR preparation process.</p>

OVERALL PROJECT SCHEDULE/PHASING

As depicted in Figure 4, AMEC anticipates the duration of three-phase approach to the Project EIR to occur over the course of 4 years:

Avila Point Project Integrated Process

Environmental Review, Legislative Amendments, and Entitlements Phasing

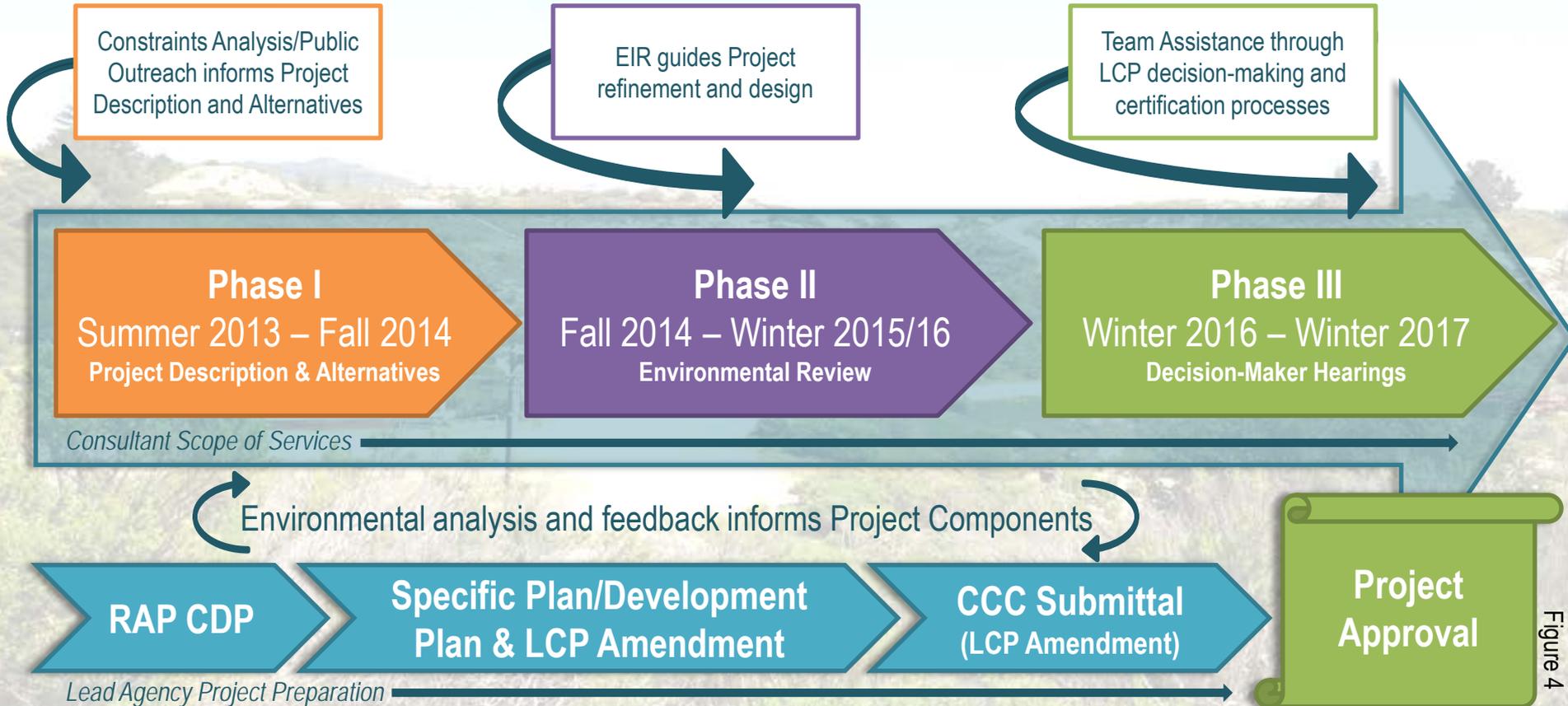


Figure 4



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III. SCOPE OF SERVICES AND METHODOLOGY

AMEC would structure the EIR analysis to address all environmental impacts of the proposed Avila Point Project (Project). AMEC would provide detailed impact analysis of a full range of applicable resources areas associated with sites, structures, and improvements proposed within the Project site as necessary to maximize future use of the EIR for Project entitlements and development. Any required mitigation measures would be structured for straightforward incorporation into potential policies, development standards, or conditions of approval for the Project. AMEC would work closely with County staff and the Project design team to craft mitigation measures that address impacts while retaining flexibility and achieving design and performance goals for Avila Point and the Avila Beach community.

Type of EIR: AMEC understands the County and Project applicant’s goal of using this EIR to address all Project entitlements and minimize future environmental review requirements for any subsequent permitting. AMEC staff has considerable experience preparing EIRs for specific and community plans to ensure streamlining of future development permits. While a Project EIR would be appropriate, we also believe that County should consider use of a Master EIR for this Project (CEQA Guidelines Article 11.5) as the most appropriate and efficient vehicle for environmental review. A Master EIR would offer the best opportunity for streamlining future permitting for projects onsite generally consistent with the proposed development that occur within five years of certification. Master EIRs even retain flexibility after five years provided the County follows the procedures outlined in CEQA Section 15179. AMEC would work with County staff to determine how best to achieve a comprehensive assessment of the Project’s environmental impacts and mitigations, whether through preparation of a Master or Project-level EIR. The scope set forth below would apply to either a Master EIR or a standard project-level EIR:

Aesthetics and Visual Resources: The Project site lies along a ridgeline on Avila Point, which rises approximately 200ft above sea-level to the southeast of the oceanfront esplanade of Avila Beach. San Luis Bay and the Avila Beach waterfront are a high scenic location, with broad vistas of the Pacific to the south and the small town of Avila Beach framed by dramatic rural hillsides as a backdrop. The site is highly visible from a range of public viewing locations, including most prominently Front Street, a number of streets in Avila Beach, Avila Pier, and by boat from San Luis Bay, as well as from Cave Landing Road. Although formerly developed with industrial uses, decommissioning of the Avila Tank Farm in 1998 has left the site with a more natural appearance, particularly from distant viewpoints. Although subject to substantial redevelopment, Avila Beach retains the visual characteristics of a small beach town, with buildings along the Front Street pedestrian promenade developed largely with 1- to 2-story structures with new public amenities, such as street trees, benches, seating areas and public art. Front Street is a scenic location from which the site is highly visible. In order to describe potential effects of the proposed Project on key public views, AMEC would:

- Characterize the existing physical setting in terms of public views, including regional views from Cave Landing Road and Ontario Ridge Trail, Avila Beach, the Front Street esplanade, Avila Pier, and San Luis Bay, internal views within the Project site toward Ontario Ridge hillside and San Luis Bay, and views of the built environment, including public open space, potentially historic structures and cultural resources, and visual



The Project area is highly visible from public viewing areas east and west of Avila Point, including Avila Beach (pictured). The EIR would assess the change in views and aesthetics of the community related to the remediation, construction, and operations phases of the Project.



iconography like Avila Pier and Whaler’s Island.

- Describe potentially scenic resources, such as open spaces and trails within or adjacent to the Project site, including the Bob Jones Trail, San Luis Obispo Creek, Avila Beach, and the Project site’s scenic viewing locations of the Pacific Ocean, particularly where integrated into the conceptual development plan and site design.
- Photo document representational views from key viewing locations including those along the waterfront as, Cave Landing Road and Avila Beach Drive overlooking the northern end of the site.
- Provide expert peer review of photosimulations and visual corridor studies provided by the applicant for five (5) key viewing locations to determine the size, bulk, scale, and overall effect of the proposed Project public views; AMEC would recommend that this include at least three views from the waterfront and the town of Avila Beach, one from Cave Land Road and/ or Pirates Cove Trails and one from Avila Beach Drive north of the site.
- Describe adverse and beneficial changes to the visual character of Avila Point associated with development of the proposed Project, including grading associated changes in topography, visibility of proposed structures and potential for development to interrupt the skyline.
- Identify potential impacts associated with loss of scenic resources (e.g., mature trees, landforms), obstruction of scenic views, effects on existing vegetation or mature trees, increased lighting/glare, or shade/shadow, and overall changes in community character, accounting for development standards in the draft Specific Plan/LCP amendment and development plan.
- Use oblique and ground photographs, available illustrations, conceptual renderings, and/or site plans to demonstrate and describe potential changes in character of the Project site and existing view corridors, including damage to or loss of mature trees.
- Identify mitigation measures, including potential refinements to policies, development standards or the regulating code, design measures to address potential opportunity site impacts, urban forest and coastal vegetation protection measures, and potential flexible performance criteria for consideration by the Planning Commission in review of future projects (e.g., façade articulation, upper story step backs and improvements to the public realm).

AMEC’s federally certified Visual Resource Management Specialist Ms. Rita Bright would oversee this effort with technical assistance from a licensed architect from Viz F/X for peer review of photosimulations.

Air Quality The community of Avila Beach is located in the South Central Coast Air Basin, identified by the San Luis Obispo Air Pollution Control District (APCD) as a state non-attainment area for particulate matter of 10 micrometers or less in diameter (PM₁₀). The scope of work for the air quality section of the EIR will include evaluating impacts during the construction phase, operational phase, and evaluating the project overall consistency with the APCD’s Clean Air Plan (CAP).

Project implementation would include remediation and construction activities that could generate fugitive dusts and gases, noxious emissions, and other air pollutants through construction and operation phases. For example, truck trips to haul contaminated soils or long-term operation of vapor recovery systems would potentially increase diesel particulate emissions. Increased vehicle trips associated with operation of the new resort hotel may increase pollutant concentrations of carbon monoxide and other pollutants in the air basin. The Air Quality section would document existing conditions, relevant APCD, State and federal regulatory standards and thresholds, and describe attainment/non-attainment pollutants. The air quality analysis would be prepared in accordance with the



methodologies outlined in the San Luis Obispo APCD guidelines and significance criteria would be based on APCD thresholds. AMEC's team would:

- Document existing conditions, relevant APCD, State and federal regulatory standards and thresholds, and describe attainment/non-attainment pollutants, including include a discussion of the current air quality setting within the local air basin along with local climatic and air pollution data from local air monitoring stations along with a summary of applicable regulations, policies, and guidelines.
- Evaluate construction, operational, and vehicle use criteria pollutant emissions relative to adopted thresholds, including quantification of Project operational emissions using the CalEEMod air quality model and discuss the Project's operational criteria pollutant impacts. In addition,
- Evaluate the short-term emissions during remediation and construction of the Project. Since the Project would result in more than 4 acres of disturbance, the analysis would document required dust control measures. The remediation phase emissions analysis would account for earthmoving equipment and truck trips to and from the site. The construction emissions analysis would account for demolition activities, grading, construction and application of architectural coatings, and the volume of truck trips projected to be generated during this phase.
- Operational emissions, including dust generation, would be evaluated with respect to adjacent sensitive receptors. Operational vehicle trip emissions would be assessed based on trip generation estimates coordinated with the Project traffic study. Project features that may reduce emissions, such as the use of electric vehicles onsite, would be discussed.
- An analysis of Project issues related to consistency with the San Luis Obispo APCD CEQA Air Quality Handbook (April 2012) and Clean Air Plan. This would include an evaluation of the potential for the Project to increase the rate of vehicle miles travelled more than the rate of population growth, which would indicate inconsistency with the Clean Air Plan. Adopted APCD off-site measures to reduce vehicle emissions would be identified to reduce impacts, as necessary. The analysis would also cross-reference the Hazards and Hazardous Materials section of the EIR, or summarize the existing Risk Management Plan with respect to the potential for exposure of future site occupants to toxic air contaminants.
- An evaluation of potential impacts related to naturally occurring asbestos and valley fever, consistent with APCD and County standards.
- A screening level assessment localized emission related to TACs from major sources, such as diesel particulate emissions associated with traffic along Hwy 101, proposed onsite facilities or operations with the potential for emissions, and cumulative construction traffic (e.g., heavy haul trucks). The assessment would use information on setbacks and emission levels studies and guidance provided by readily available sources such as the California Air Resources Board (CARB 2005).
- Assess potential long-term project operational impacts and quantify emissions associated with increased traffic and stationary emissions using CalEEMod Version 2011.1.1. The AMEC team's Transportation Study trip generation estimates would account for the balance of proposed land uses, parking management strategies, peak trips by patrons and employees associated with the Project site during construction and operation phases when determining total project emissions.
- Identify mitigation measures including parking management strategies and infrastructure, transportation control measures, potential funding for operation of a San Luis Bay shuttle or trolley system, programs to encourage pedestrian, bicycle travel and transit use to reduce motor vehicle trips and miles traveled to help offset impacts to the maximum extent feasible; for example, the effectiveness of implementation of an employee shuttle system between the site and population centers would be considered.



Julia Baucke, AMEC's Built Environment Team Leader, would oversee this effort with assistance from our team's air quality analysts.

Biological Resources: The Project site is located in an area that supports several types of Environmentally Sensitive Habitats and potential special status wildlife species. Although, approximately 56% of the site has been previously disturbed, the site currently supports coastal sage scrub, oak woodlands, and planted pine trees. Wildlife species and habitats of potential concern include bluff-face rookeries for seabirds (e.g., cormorants), Peregrine Falcon, and White-tailed Kite. Additionally, the circular depressions of the former petroleum tanks have overtime transformed into man-made seasonal wetland habitat areas and/or vernal pools potentially supportive of sensitive species, such as fairy shrimp, California linderiella, and red-legged frog. The Preliminary Ecological Survey completed by Jordan Environmental Services (JES; 2003) identified six wetlands on the site, consisting of two freshwater marshes and four seasonal wetlands associated with former above ground storage tanks. More



The Project area contains 0.72 acres of delineated wetland areas created within the depression of the former central tank rings. The EIR would assess the biological value and quality of these wetlands and other onsite habitats, as well as the potential impacts to these resources from development of the Project.

recent ecological resource evaluations concluded that these wetlands do not appear to support any special status wildlife species, including vernal pool fairy shrimp (David Wolff Environmental; 2004, 2005, and 2007). Further, AMEC's understands that the U.S. Army Corps of Engineers recently determined during a site inspection that these wetlands were not jurisdictional pursuant to the federal Clean Water Act. However, the wetlands may fall under CDFW jurisdiction and have a reasonable potential to fall under protection as ESH under the provision of the State Coastal Act. Therefore, potential impacts to wetlands may be of concern.

Initial outreach to the CDFW in coordination with the County would be included to inform impact analysis and mitigation. Based on preliminary review of the existing reports, additional field studies/surveys verify the extent of waters of the U.S., waters of the State of California and other potentially jurisdictional areas, and the presence or absence of special status plant and animal

species, will be necessary to establish current baseline conditions of the biological resources. As such, the assessment would consist of three main components: (1) a review of site concepts/plans, aerial imagery, and literature and database information available for the vicinity of the project; (2) a peer review of existing biological reports for the site; (3) and a reconnaissance-level field visit to assess the current conditions on-site and compare conditions to those described in the existing biological reports.

To address these issues, AMEC's team would:

- Identify biological resources environmental baseline for the Project to determine if the site contains any special status plants or animals through peer review of existing onsite biological reports, and review of the goals and policies set forth in the County's 2010 Conservation and Open Space Element and Local Coastal Program.
- Review of the U.S. Fish and Wildlife Service (USFWS) Ventura Office website for federally-listed species occurring in San Luis Obispo County, USFWS Critical Habitat Portal to evaluate the extent of designated critical habitat occurring in the vicinity of the proposed project, query and review the California Natural Diversity Database (CNDDB) for special status plant and animal taxa occurrence records within the U.S. Geological Survey (USGS) quadrangles including and surrounding the proposed project, and query and



review the California Native Plant Society (CNPS) online Inventory of Rare and Endangered Plants of California for special status plant taxa occurrence records within the USGS quadrangles including and surrounding the proposed project. Species addressed within the existing biological documentation will be evaluated and address any other species that occur in the vicinity of the project site for their potential to occur on-site.

- Review of technical reports provided by the applicant and reports prepared for other projects within the vicinity of proposed Project.
- Coordination with State and federal agencies, including the USACE, USFWS, RWQCB, CDFW, and CCC, as well as conservation organizations such as CNPS and Audubon Society as appropriate.
- Conduct reconnaissance-level biological field surveys to confirm the accuracy of previous studies, including previously evaluated potentially jurisdictional wetlands. AMEC's team will initially focus field efforts on ground-truthing existing data and assessing the suitability of habitat onsite.
- Conduct protocol-level botanical field surveys to determine presence or absence of special status plants.
- Analyze potential direct and indirect impacts to common and special status biological resources, including terrestrial natural communities, wetlands, and wildlife corridors identified onsite and immediately offsite resulting from the proposed Project (where impacts may include changes in hydrological and water quality conditions, indirect impacts from vehicles, vegetation clearance and management including fire safety, increased use of water resources, and erosion and sedimentation). This section will be closely coordinated with the water resources and drainage evaluation components of the EIR.
- Analyze cumulative impacts to biological resources resulting from the proposed Project that takes other existing and proposed projects in the vicinity into consideration to describe the subject project's cumulative contribution to biological impacts.
- Identification of feasible avoidance, minimization, and mitigation measures with the intent of reducing impacts to biological resources on- and offsite resulting from Project development to less than significant levels.
- Consult with the County regarding appropriate mitigation for the removal of individual oak trees and oak woodland habitat, including seeking exceptions for access road width, use of a narrower driveway (e.g., 16 feet) with turnouts to minimize oak removal, construction of retaining walls and tree wells on cut and fill slopes fronting the roads to minimize oak removal, standard care practices for damaged oaks (e.g., root and crown pruning) and initiation of an oak woodland expansion/restoration plan.
- Determination of the potential need for species-specific surveys upon completion of the reconnaissance-level biological field surveys. If reconnaissance-level surveys demonstrate a need for additional surveys, AMEC's team will provide a cost proposal for these specific tasks if it is determined that they are required. No additional surveys are currently anticipated for habitat mapping or special status species surveys aside from the field reconnaissance-level site visit.

Angie Harbin-Ireland, AMEC's Natural Resources Team Leader would oversee this effort with the assistance of Chris Mackay, senior ecotoxicologist, and AMEC team biologists.

Cultural Resources: The Project site is located on a prominent coastal bluff with historic and cultural significance from prehistoric times through the turn of the 20th century, including archaeological and structural resources. Three distinct prehistoric archaeological resources have been identified within the Project site during prior cultural resource investigations (Gibson 1998, 1999, 2000, and 2002). Two of these appear to remain intact, while one suffers from substantial disturbance resulting from the past industrial use of the property. More recently, the Avila Tank Farm facilities, first built in 1910, contain buildings and structures that meet the age requirements for listing



on the California Register of Historical Resources (CRHR) and have yet to be formally evaluated for their historical significance. AMEC anticipates conducting these analyses and evaluations as part of the current effort and will report their results in the EIR.

A key issue for the Project will be defining the significance and integrity of these resources and their eligibility for the CRHR. AMEC will make use of the Applicant-supplied studies to the greatest extent feasible, and assume that they are sufficient to reach defensible conclusions regarding these questions. However, this analysis of cultural resources does not include time or funds for archaeological field investigations, subsurface studies, or additional site testing and evaluation.

Additionally, amendments to the County's General Plan and the Avila Beach Specific Plan trigger California Senate Bill 18 (SB-18) (Chapter 905, Statutes of 2004), which requires cities and counties to consult with Native American Indian tribes during the adoption or amendment of local general plans or specific plans. AMEC is cognizant of the prior discussions between Chevron and local Native American groups, and the potential controversy that may arise over the development of an area considered highly important. This analysis, therefore, anticipates that tribal outreach and participation will require a substantial level of effort and a sophisticated approach to this sensitive issue.

To address these issues, AMEC's team would:

- Identify cultural and paleontological resources onsite including a discussion of the applicable State regulations and standards. The affected environment would be described based on the previously completed technical studies supplement by our teams extensive in-house library and detailed knowledge of the area's cultural and natural history and use of archival sources and on-line information, to prepare overviews of local prehistory, history, ethnography, archaeology, and paleontology. Reference to the detailed cultural and natural setting described in Gibson's technical report on archaeological resources (2010) and Entrix's Avila Beach Phase 1 Expansion History Investigation (1997) would be included. In addition, our team would conduct primary research for an eligibility determination of the Avila Tank Farm facilities in order to prepare the subsequent impact assessment.
- Complete additional research at the Central Coast Information Center of the California Historical Resources Information System (CCIC) and review the existing reports and other cultural resource documentation, summarize prior cultural resource studies, and describe the known resources at the site and their significance. We would evaluate the methods used, adequacy of survey coverage, and whether the prior work was sufficient to ensure that cultural resource concerns are properly addressed in the EIR according to current CEQA standards. In conducting this assessment, we would follow the Avila Beach Specific Plan and San Luis Obispo County General Plan guidelines regarding the assessment of impact significance. Both indirect and direct impacts to archaeological resources will be considered.
- Conduct outreach on two separate tracks for Native American participation, one explicitly geared to the Specific Plan amendment and another for the project EIR. For the Specific Plan amendment, SB-18 requires the County "to contact, provide notice to, refer plans to, and consult with tribes" identified by the NAHC. The purpose of this consultation is for preserving, or mitigating impacts to, important cultural places located on land that might be affected by the proposed plan amendment. AMEC understands that the NAHC list of local Tribal Government contacts for SB-18 consultation currently includes six groups: the Santa Ynez Band of Mission Indians, the Barbareño/Ventureño Band of Mission Indians, the Salinan Tribe of San Luis Obispo and Monterey Counties, the Xolon Salinan Tribe, the Coastal Band of the Chumash Nation, and the Northern Chumash Tribal Council.



- On behalf of the County, initiate SB-18 consultation in accordance with the Tribal Consultation Guidelines published in November 2005 by the Governor’s Office of Planning and Research (OPR). Our team would include meeting individually with each separate group or individual as a more effective method for eliciting serious and meaningful responses, and we advocate this approach over larger meetings with representatives of multiple tribal groups. Our team will take minutes of all meetings and keep an accurate administrative record of the discussions. Digital recordings and transcriptions of all meetings to ensure a thorough and complete administrative record of the consultation, or engaging the services of an independent, third-party facilitator to manage consultations that have the potential to become contentious may be desirable and may be included in this scope of services as an Optional Task at the County’s discretion.
- Assess paleontological sensitivity following the standards and guidelines of the Society for Vertebrate Paleontology would be conducted to examine topographic and geological as well as other readily available peer-reviewed literature sources to identify sensitive stratigraphic units and sites within the study area. We would also search existing fossil collection databases at the Natural History Museum of Los Angeles County (LACM), the Museum of Paleontology of the University of California, Berkeley, and Paleodatabase.org. We are already aware that the project area lies in a zone of paleontological sensitivity; as such, we propose to conduct a paleontological field survey as part of our baseline data collection.
- Assess potential impacts of the Project on cultural and historic resources, particularly historic structures or culturally significant sites within the Project site, with an emphasis on impacts associated with infrastructure and site improvements.
- Identify potential mitigation measures as needed to address impacts.

Julia Baucke, AMEC’s Built Environment Team Leader, and Applied Earthworks would oversee this effort.

Greenhouse Gas (GHG) Emissions/Climate Change Analysis: Avila Point is served by multiple major existing major roadways, including Hwy 101; however, it is remote from population centers and heavily dependent on automobile travel. Currently, the Project site is not internally served by transportation facilities. Development of the Project would generate potential incremental contributions to GHG emissions and climate change associated with construction activities and operational increases in vehicle trips, energy demand, and structural climate control. AMEC would address GHG Emissions and Climate Change-related impacts and mitigations as discussed below. AMEC recognizes that thresholds for GHG emissions are still developing and would thus use guidance from the San Luis Obispo APCD standards and air quality modeling. Addressing project impacts related to global climate change (GCC) has been recognized by the State of California as a CEQA requirement. The Project’s potential impacts on global climate change will be evaluated in accordance with CEQA thresholds:

To address this issue, AMEC’s team would:

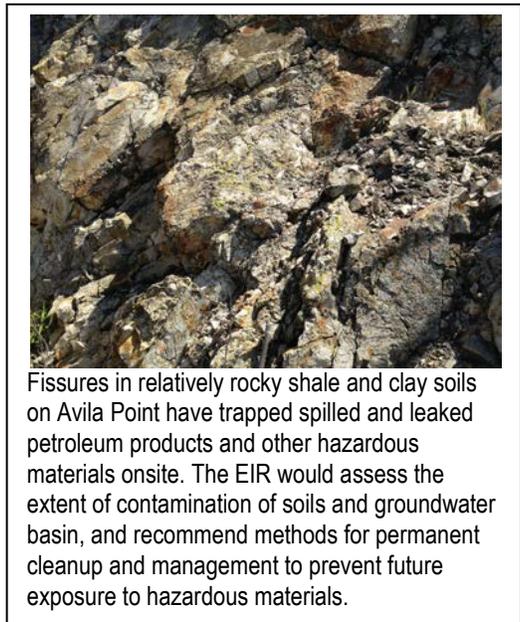
- Provide an up-to-date description of the current regulatory setting regarding GHG generation and climate change and assess project consistency with AB 32, SB 375, State Attorney General, Office of Planning and Research and Climate Action Team recommendations, APCD standards and thresholds, the City’s General Plan, and other recent State and federal regulations and standards.
- Quantify direct (increased traffic) and indirect emissions (electrical power generation) and potentially associated adverse or beneficial impacts.
- Conduct project remediation, construction, and operational phase modeling utilizing CalEEMod, to generate emissions impacts for greenhouse gases. The greenhouse gas emissions analysis will apply the APCD CEQA Handbook methodology, or an alternative methodology recommended by SLOAPCD.



- Assess project consistency with County EnergyWise Plan to include an evaluation of proposed: vehicle trip reduction strategies (e.g., use of golf carts for site transportation); provision of multi-modal transportation options; energy efficiency; recycling program; and green building technology.
- Discuss of climate change adaptation impacts.
- Provide recommendations and discussion of adequate and feasible mitigation measures, as applicable, to address significant greenhouse gas emissions affects.
- Provide a brief overview of how climate change is anticipated to affect issues such as flooding, water quality and availability, sea level rise, beach erosion, water supply, fire hazard potential, and other factors etc.
- Identify additional potential mitigation measures beyond those from Air Quality, if required, to further improve consistency with City and State standards.

Robert Schultz, AMEC’s Remediation/Engineering Team Leader, would oversee this effort with assistance from our team’s air quality specialists.

Geology/ Soils: The proposed Project site is located on relatively steep slopes (e.g., 15% to 30%+) although level pads were graded to accommodate past industrial activities. The coastal bluff onsite is subject to wave cut erosion and retreat and has experienced past limited slides and failures. Several inactive earthquake faults also traverse the site. Onsite Lopez Clay-Shale loam is relatively stable. The proposed Project would include surface grading and potential excavation to prepare sites for construction, including remediation activities, public services and infrastructure, and potential for multi-level development or subsurface floor area. Potential grading and future construction could create potential geologic impacts along with potential for impacts to adjacent structures and secondary impacts such as construction-related traffic (see Transportation). To address this issue, AMEC’s team would:



Fissures in relatively rocky shale and clay soils on Avila Point have trapped spilled and leaked petroleum products and other hazardous materials onsite. The EIR would assess the extent of contamination of soils and groundwater basin, and recommend methods for permanent cleanup and management to prevent future exposure to hazardous materials.

- Review available data (e.g., Safety Element, available geotechnical/ soils and engineering reports, etc.) and typical preliminary geotechnical recommendations regarding excavation, grading, foundations, retaining walls, and drainage. Any deficiencies in this document will be identified and discussed in a technical memorandum.
- Peer review the engineering geology report to be completed with the Project application to determine whether potential geologic hazards have been adequately addressed for EIR purposes. This will include a review of impacts related to seismic ground acceleration, surface rupture, liquefaction, expansive soils, and slope stability/landslides.
- Describe the geologic setting of the Project site based on existing reports and maps, including the City’s General Plan, U.S. and California Geological Survey maps, and other available technical documents.
- Assess groundwater basin structure and existing characterization.
- Assess geologic impacts by evaluating total estimated construction, including estimated subsurface excavation and associated grading, fill export and foundation stability issues, and potential secondary effects on neighboring structures or geologic units.



- Prepare EIR section to: discuss existing geologic and drainage conditions based on existing literature sources and field review (e.g., underlying formations, faulting, slope stability, potential landslide hazards, etc.); identify and map potential geologic hazards (e.g., landslide, shrink-swell, erosion, etc.) and seismic characteristics in the study area; summarize existing federal, state and local regulations applicable to the project, which would reduce potential impacts; evaluate geologic hazards impacts; and identify and discuss feasible mitigation measures beyond existing regulations, if any, which could be included in the Project to minimize potential impacts related to geologic hazards or topographic alteration.
- Recommend revisions, additional information or supplemental studies that may be necessary to address deficiencies in the applicant-submitted materials, in order to ensure a complete and proper analysis in the EIR document. The analysis will address impacts from the potential for unstable earth conditions, including those resulting from landslides and earthquakes
- Identify mitigation measures such as onsite wall construction, drainage requirements, and other measures necessary to address geologic concerns.

Robert Schultz, AMEC’s Remediation/Engineering Task Leader, would oversee this effort with the assistance of California Certified Engineering Geologist, Walt Hamann PG, CEG, CHG and Sean Culkin, an AMEC Senior Engineering Hydrogeologist.

Hazards and Hazardous Materials:

Avila Point has supported industrial oil and gas land uses since its development as a tank farm over 100 years ago, including petroleum storage, limited refining, and oil and gas transport pipelines. These types of uses have potential to create hazards or exposure to hazardous materials. The 1998 decommissioning of the Avila Tank Farm included removal and clean up of the aboveground storage tanks, but subterranean pipelines, including the Philips 66 main pipeline, still traverse the Project site. Contaminated soils also present a risk of exposure of hazards and hazardous material during construction and operations of the Project. In addition, based on the ages of buildings in the Project site, there is the potential for materials used in past building construction to be harmful to human health, such as asbestos, lead-based paint (LBP), or polychlorinated biphenyls (PCBs), and to be released when they are disturbed during future construction. Specifically, residual lead from leaded glass and asbestos within a remaining building in the central portion of the Project site are known contaminants to be analyzed.



Though decommissioning of the Project site removed much of the aboveground structures, a few buildings remain. Due to these structures’ ages, asbestos and lead contamination is a concern for this Project in addition to known oil and gas contamination related to the former tank farm use.

Avila Point lies directly adjacent to the Pacific Ocean with inherent risk of tsunami hazards and is located approximately 9 miles southeast of Pacific Gas and Electric’s (PG&E) Diablo Canyon Nuclear Power Plant (DCNPP). DCNPP treats and stores hazardous wastes, and hazardous waste with low-levels of radioactivity, where hazardous/mixed waste and residues from treatment processes are shipped off-site to state approved recycling, treatment or disposal facilities as well as wastewater discharge to the Pacific Ocean. To provide a clear analysis within the overall Project site for potential Hazards and Hazardous Materials-related impacts and mitigations, AMEC’s team would:

- Review existing available/applicable data and reports prepared over the last 15 years of decommissioning and site characterization efforts, along with the Remedial Action Plan (RAP) submitted by the applicant, to



clearly identify the existing environmental baseline for hazardous materials, as well as to identify the conditions that are projected to be in place post-RAP implementation. The EIR analysis would provide sufficient summary review of available techniques to inform the public of the benefits and impacts of various approaches set forth in the RAP.

- Identify and summarize the effectiveness of proposed remediation measures as set forth in the RAP based on our team experience with similar environmental settings, including soil excavation/aeration, dewatering, export of contaminated soils, or ongoing use of active systems for recovery of hydrocarbons. This discussion will build upon ATCAT review and agency comment letters provided on the NOP and identify both standardized regulatory conditions and newer innovative technological approaches.
- Describe effect of a variety of measures including both ex-situ and in-situ approaches and the tradeoffs involved with excavation of affected soils and surface treatment and/or export for offsite treatment.
- Provide a brief discussion of in-situ options to treat contaminated soil in-place including soil vapor extraction to remediate volatile organic compounds (VOCs) as well as use of bioremediation techniques.
- Assess the probabilities of diesel fuel spills or release of other construction related materials associated with onshore (i.e., within the marsh or on beach) and offshore activities related to both the proposed Project and the alternatives. Historical probabilities of spills would be developed from spill databases and from a fault tree analysis.
- Evaluate construction safety impacts and any continuing safety or hazardous materials issues associated with Project alternatives that may require periodic maintenance activities. This would include a discussion of types of equipment, duration of construction, potential for accidental spills, and related operational and safety BMPs.
- Assess hazards and hazardous materials impacts within the Project site including current and projected toxicity within soils and groundwater, potential for excavation and demolition to expose hazardous materials, and potential secondary effects on neighboring structures and sensitive receptors from soil/substrate excavation, dewatering, offsite soil disposal, or clean soil backfill.
- Assess ongoing programs or infrastructure needed to manage hazards or hazardous materials, such as ongoing vapor recovery infrastructure, design standards for future structures, and other land use plans or controls to prevent future exposure to hazards and/or hazardous materials.
- Identify mitigation measures necessary to address hazards and hazardous material concerns, including implementation of or proposed modifications to RAP recommended programs and use of long-term approaches such as installation and operation of vapor recovery systems to manage subterranean off-gassing and remaining contamination post-cleanup.

Robert Schultz, AMEC's Remediation/Engineering Team Leader would oversee this effort with assistance from our team's remediation specialist and Ms. Stephanie Koehne, AMEC's Hazardous Materials Specialist.

Hydrology/Water Quality: Avila Point lies just south of the San Luis Obispo Creek on the coast of San Luis Bay. The San Luis Obispo watershed drains this area, although the majority of developed areas of Project site drain toward the ocean and only the site's northern areas drain to the Creek. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for Avila Beach, the Project site is not located within a 100-year flood plain. However, Avila Beach Drive, the main access road to the Project site is potentially vulnerable to flooding risk during 100-year storm events. Onsite water surface and groundwater quality have been subject to extensive testing and review as part of site decommissioning and clean up efforts over the last 15 years.



Regional water quality is addressed through a variety of State and local programs, including the Central Coast Regional Water Quality Control Board (RWQCB) groundwater monitoring programs and Stormwater Program to manage the Project site's NPDES Stormwater Discharge Permit. Initial outreach to the RWQCB in coordination with the County would be included to inform impact analysis and mitigation. Development is subject to onsite retention and erosion prevention, and low-impact development standards (LIDs) as feasible to ensure to address storage and use (for non-potable purposes), infiltration, or project-generated runoff during a 0.75-inch storm event. Engineered stormwater management technologies to transport runoff to offsite facilities would be assessed as well.

To address issues associated with Hydrology and Water Quality, AMEC would:

- Review available data (e.g. depth of groundwater, stormwater flows and drainage).
- Describe the hydrologic and water quality setting of the Project site based on existing reports and maps, including the County's General Plan, U.S. and California Geological Survey maps, and other available technical documents.
- Describe onsite surface and groundwater quality based upon applicant prepared studies and summary data provided in the RAP.
- Briefly describe regional groundwater issues, including water levels, adequacy of supply, well draw down for basins affected by proposed Project water demand (e.g., Avila Valley Groundwater Basin); water supply issues will be fully addressed in public services, but groundwater quality and availability issues will be addressed in this section.
- Assess hydrologic and water quality impacts by evaluating total estimated construction, including estimated increase in urban runoff, deep excavations, and consumption/contamination risk for groundwater supplies.
- Address potential Project impacts to surface and groundwater quality due to excavation and exposure of contaminated soils, substantial increases in irrigation on the site with potential increased percolation into contaminated soils and possible discharge of runoff and potentially treated wastewater (if a package treatment plant is selected) into offshore waters
- Identify both potential water quality impacts accounting for application of modern stormwater treatment standards, as well as water conserving landscaping.
- Identify Project contribution to groundwater withdrawals and any potential impacts on affected groundwater resources.
- Identify mitigation measures to process stormwater runoff offsite and/or retain and process runoff onsite as feasible, such as LIDs, pervious surfaces, use of filter strips, bioswales onsite filtration and bioretention methods and water treatment techniques necessary to address hydrologic or water quality concerns; identify potential for secondary impacts of increased infiltration into site soils.

Angie Harbin-Ireland, AMEC's Natural Resources Team Leader would oversee this effort with assistance from Sean Culkin, AMEC's senior hydrogeologist and groundwater specialist.

Land Use/ Planning: The Project site lies fully within the coastal zone and is subject to the County's Coastal Policy Framework of the Land Use and Circulation Elements of the General Plan. The proposed LCP/Specific Plan amendment would change the sites land use and zoning designations to Recreation to accommodate a resort hotel. Language and policies within the amendment would guide future development, addressing the type, location, intensity, and design of buildings, as well as infrastructure improvements. In order to address potential land use impacts AMEC would:



- Identify key land use goals and policies as they relate to the proposed Project focusing on the goals and policies of the County's General Plan, Coastal Plan and Avila Beach Specific Plan. Discussion of the General Plan for adjacent Shell Beach would also be provided. AMEC would also address other adopted plans, such as the Housing and Conservation Elements and the County's coastal zoning ordinance.
- Identify regional plans such as the SLOCOG Sustainable Communities Strategy (STS)/Regional Transportation Plan (RTP) for regional planning issues consistent with SB375.
- Assess potential consistency of the proposed Project with key adopted plans and policies.
- Identify land use impacts where a significant physical change in the environment may lead to substantial inconsistency with adopted plans and policies.
- Identify potential mitigation measures as needed to address land use impacts, including community benefits, adjustments in the land use mix, alternative approach to neighborhood interfaces, etc.

Julia Baucke, AMEC's Built Environment Team Leader would oversee this effort with assistance from Erika Leachman, AMEC's Senior Land Use Planner.

Noise: Avila Beach is a relatively quiet small coastal community with residential neighborhoods that lie immediately adjacent to the site. Ambient noise levels are low. Noise in the community consists of transportation-related noise from roads, occasional noise from Port San Luis, periodic testing of evacuation warning sirens and limited noise from restaurants and clubs along Front Street as well as concerts at the Avila Beach Golf course. Background noise levels at the Project site and in the Project vicinity are generally relatively quiet, but may peak during construction phases or during special events associated with resort hotel operations. These may include use of outdoor amplified music for weddings or other special occasions. Based on AMEC's experience and research, large resort hotels market special events as a key element of their business plan, which can led to 1-2 or more special events per week. Noise from such events can carry substantial distances and would be audible through much of the community. To assess noise impacts, AMEC would:

- Describe the existing noise setting in the Project area, including existing major noise sources; conduct noise monitoring at up to eight locations on the Project site and within the adjacent residential neighborhoods to identify existing noise levels.
- Describe the regulatory setting including federal, State, and local noise requirements.
- Conduct a noise study for the Project that discusses the existing noise setting, compares existing and cumulative noise levels generated by project remediation increases related to site remediation and construction, project generated truck and other vehicle trips, and operations at sensitive receptors
- Identify long-term operational increases in noise and compare to adopted noise thresholds and standards, identifies impacts on sensitive receptors, and recommends feasible mitigation measures to reduce any identified impacts. AMEC would pay particular attention to potential long-term increases in noise levels for adjacent residential areas, including those associated with special events (including potential noise generation from the proposed amphitheater and on-site equipment operation).
- These noise levels and increases will be evaluated relative to the County Ldn or CNEL standard as well as periodic Lmax daytime noise standard. The analysis will also discuss vibration impacts during the remediation and construction phases.
- Evaluate traffic noise impacts on segments of Avila Beach Drive and San Rafael Street using Federal Highway Administration Traffic Noise Model (TNM) Version 2.5 "Look-up" tables.



- Recommend mitigation measures to reduce construction and operational noise impacts as necessary. Mitigation for operational noise generation may include siting or orienting noise producing equipment away from sensitive receptors, or routing traffic in a manner that reduces noise exposure to sensitive receptors.
- Recommended long-term operational noise mitigations may include rules of use of outdoor amplified music, reorientation of outdoor entertainment areas and use of buildings for shielding residential areas from noise-generated onsite.

Julia Baucke, AMEC's Built Environment Team Leader would oversee this effort with assistance from AMEC's Noise Specialists.

Population and Housing: The Project includes construction of new visitor-serving uses and hotel administration buildings and would have the potential to draw new workforce populations to the County and Avila Beach, with the additional 194,000 to 244,000 sq ft of development projected creating approximately 488 new jobs⁶. While residential population may not be significantly affected by this increase workforce, the development of new visitor-serving uses would increase transient and daytime populations at the Project site and vicinity, including regional attractions, such as Avila Beach, Avila Beach Golf Course, and Avila Sea Caves. Regional roadways, including Avila Beach Drive, would serve a commuting workforce, though increased demand for workforce housing may require additional housing opportunities within the County. Such employment growth would support a range of low, moderate or middle-income households. To address Population and Housing issues, AMEC would:

- Draw upon the County's General Plan, Housing Element, and other sources to briefly describe the County's existing housing stock, population base and projected growth to provide context for discussion in this section.
- Provide an overview of existing County policies regarding population and housing, particularly goals for provision of additional housing, creation of a more diverse housing stock in the Project vicinity, and how these goals compare with County economic development and employment objectives, as well as regional needs and goals established by SLOCOG.
- Review the Project's potential for creation of both adverse and beneficial impacts to Population and Housing, including potential for growth inducement, substantial increases in low and moderate-income workforce, the balance with increases in workforce and affordable housing, and any secondary impacts such as increased demand for police or fire protection services or public schools.
- Identify any required mitigation measures for increased population and commensurate housing demand accounting for existing County policies, standards and programs to ensure that the Project remains consistent within the overall General Plan and Housing Element.

Julia Baucke, AMEC's Built Environment Team Leader would oversee this effort.

Public Services: Public Services in Avila Beach are provided by the County and the Avila Beach Community Service District. The County provides general governmental services, road maintenance and police protection services. The Avila Beach Community Services District (CSD) provides water, wastewater and street lighting services (refer to utilities). Fire protection services are provided by CalFire and the County. Increases in demand from the proposed hotel and workforce households could also increase demand for public services, as well as that for school, library and park and recreation services. To address potential public service impacts, AMEC would:

- Summarize the status of existing public services provided by the County and service districts, and any ongoing fiscal or other constraints associated with provision of such services. These would include police, fire,

⁶ Assumes 2 employees per 1,000 sq ft of development per the Institute of Transportation Engineers Manual; would be adjusted based on finalized project description and development plan.



parks and schools, including enrollment status of schools that would serve the projected increase in local workforce households. Identify any ongoing issues such as added demand for police protection services from the Avila Beach Golf Course concert series.

- Identify increases in demand for public services for both cumulative growth, including a review of police and fire staff levels and response times, with a more detailed assessment of potential for increases in enrollment at area schools and increased demand for park and recreational services, including adherence to Quimby Act standards of 3 acres of parks per 1,000 residents.
- Identify potential Project impacts related to increased demand for public services, particularly to schools and parks along with police and fire protection, using accepted service thresholds for the City.
- Address the City’s capital improvement programming to identify potential mitigation measures as required addressing Project impacts to public services.

Julia Baucke, AMEC’s Built Environment Team Leader would oversee this effort with assistance from Utilities Engineer Darin Miller and Ms. Erika Leachman, a senior AMEC land use planner.

Transportation and Circulation: Avila Beach’s relatively remote and detached location is served by a transportation system of arterial and collector roads and bike and pedestrian paths. Regional access to the Project site is provided by U.S. 101 and Avila Beach Drive, an arterial carrying approximately 13,500 average daily trips. Avila Beach Drive is a two lane rural arterial which typically includes two 12 foot travel lanes with paved shoulders and two signalized intersections along its roughly 3.5 mile reach between US hwy 101 and Avila Beach (Figure 5). Surface street access to the Project vicinity is also provided by San Luis Bay Drive, San Luis Street, and San Miguel Street, which carry lower traffic volumes (Table 3). Primary site access is off Cave Landing Road, with secondary access off San Rafael at Front and First Streets (Figure 5). Existing congestion at area intersections is generally low, with only two intersections at the US Hwy 101 ramps at San Luis Bay Drive and Avila Beach Drive experiencing moderate peak hour congestion of Level of Service D.

TABLE 3: County of San Luis Obispo Trip Counts for Avila Beach Area Roadways

Road Name	Nearest Cross Street	Date	ADT	AM Peak Volume	PM Peak Volume	Peak Day	Volume
San Luis Bay Drive	W of Ontario Rd	6/24/2010	7,460	540	806	Friday	7,761
San Luis Street	S of Avila Beach Drive	9/23/2008	1,323	89	135	Thursday	1,404
San Miguel Street	S of Avila Beach Drive	9/23/2008	1,530	159	138	Thursday	1,622
Avila Beach Drive	W of San Luis Bay Drive	6/17/2010	13,495	1,233	1,562	Friday	15,492

Source: San Luis Obispo County Trip Counts: http://www.slocounty.ca.gov/PW/Traffic/Traffic_Counts.htm - Access May 2013

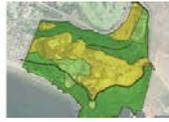
Road Name & Nearest Cross Street - Summarizes the approximate location of the count.

Date – Indicates the date the count began.

ADT - ADT is the average daily traffic volume for the duration of the count.

Peak & Peak Volume - Indicates the time and traffic volume for the highest AM and PM peak hour for the duration of the count.

Peak Day Volume - Indicates the day of the week and the traffic volume on the highest day for the duration of the count.



Project construction, site remediation and eventual development of visitor-serving uses on the site would generate increases in both short term construction and long term operation traffic and incrementally increase other modes of transportation; however, Avila Beach relatively remote location, distance from other urban areas and limited transit would make tend to increase project reliance of vehicular travel. Increases in construction traffic cannot be forecasted absent detail grading and remediation plans, however, substantial short increases in heavy truck traffic along Avila Beach Drive over an 18-24 month construction period are likely. Based on the number of proposed hotel rooms, operation traffic may be in the range of approximately 2,000 weekday vehicle trips with 200 of these in the PM Peak hour^[1], with somewhat higher levels during weekends. However, consistent with County standards, the following analysis focuses on weekday vehicular impacts. Should the County determine that conditions Avila Beach warrant weekend analysis due to high summertime weekend volumes (e.g., music festivals), analysis can be expanded to weekends for an added fee. To address transportation issues, AMEC would:



Avila Beach and the Project site are accessed primarily by Avila Beach Drive, a two-lane arterial carrying an average of 13, 495 vehicle trips per day from the coast to Hwy 101 and inland San Luis Obispo County area. Trips generated by the remediation of the site and the ongoing operations of the resort hotel may contribute substantial new trips to this heavily used roadway.

- Perform a transportation system inventory and field review of the study area in Avila Beach and along the Avila Beach Drive corridor to and along segments of US Hwy 101 to ascertain existing roadway conditions (number of travel lanes, travel speeds, etc.), intersection conditions (traffic controls, lane geometry, etc.), transit services, line of sight at key intersections and curves, pedestrian and bicycle facilities, etc.
- Collect traffic volume data and assemble a database of current traffic volume information to be assembled using count data on file with the County and Caltrans. Peak hour counts required for analysis of basic freeway segments and ramp merge-diverge influence or weave areas will be based on the most recent published volumes from Caltrans.
- Roadway volume counts will be performed at up to four locations and peak hour counts at up to 11 intersections in the planning area where current data is not available. AM/PM peak hour turn movement counts and 72-hour segment hose counts will be performed. All turn movement counts will include pedestrian and bike counts. It is recommended that all turn movement counts will be performed with video. This will allow additional data items to be pulled if need be during the course of the study. Our team will contact County staff to obtain any relevant background information (approved/proposed development, planned/programmed street improvements, and prior traffic studies for the area).
- Perform basic freeway merge-diverge analysis for US 101 from Mattie Road to Avila Beach Drive, Avila Beach Drive to San Luis Bay Drive and San Luis Bay Drive to Higuera Street.
- Review site proposed site primary and secondary access for adequacy, including potential safety issues related to line of site, roadway width and speed. In particular, use Caltrans line of sight standards to assess safety at the proposed Project's primary access and key points along Avila Beach Drive.
- Consistent with the County of San Luis Obispo Traffic Impact Study Guidelines, the description of the existing setting will identify existing transportation system and potential deficiencies based on the street system

^[1] Estimates based on standard Institute of Transportation Engineer's hotel room rates.



inventory and the traffic volume counts. Roadway operations will be evaluated using standard engineering design capacities and intersection operations will be assessed using the County's level of service criteria for intersections. Existing weekday AM/PM peak hour levels of service for the existing study intersections using the 2010 Highway Capacity Manual methodology will be determined. The analysis will be performed using SYNCHRO (Version 8). It is assumed that SYNCHRO network coding will be required. The level of service for the roadway segments will be determined using volume to capacity thresholds by roadway facility type based on the existing County of San Luis Obispo General Plan. Signal warrant analyses for non-signalized study intersections using the Manual on Uniform Traffic Control Devices (MUTCD) peak hour warrant criteria (Warrant #3 only). Based on intersection 95th percentile queue lengths as determined by SYNCHRO, our team will determine if available intersection approach storage capacity is adequate. Queue spillback impacts will be identified for all study area intersection locations.

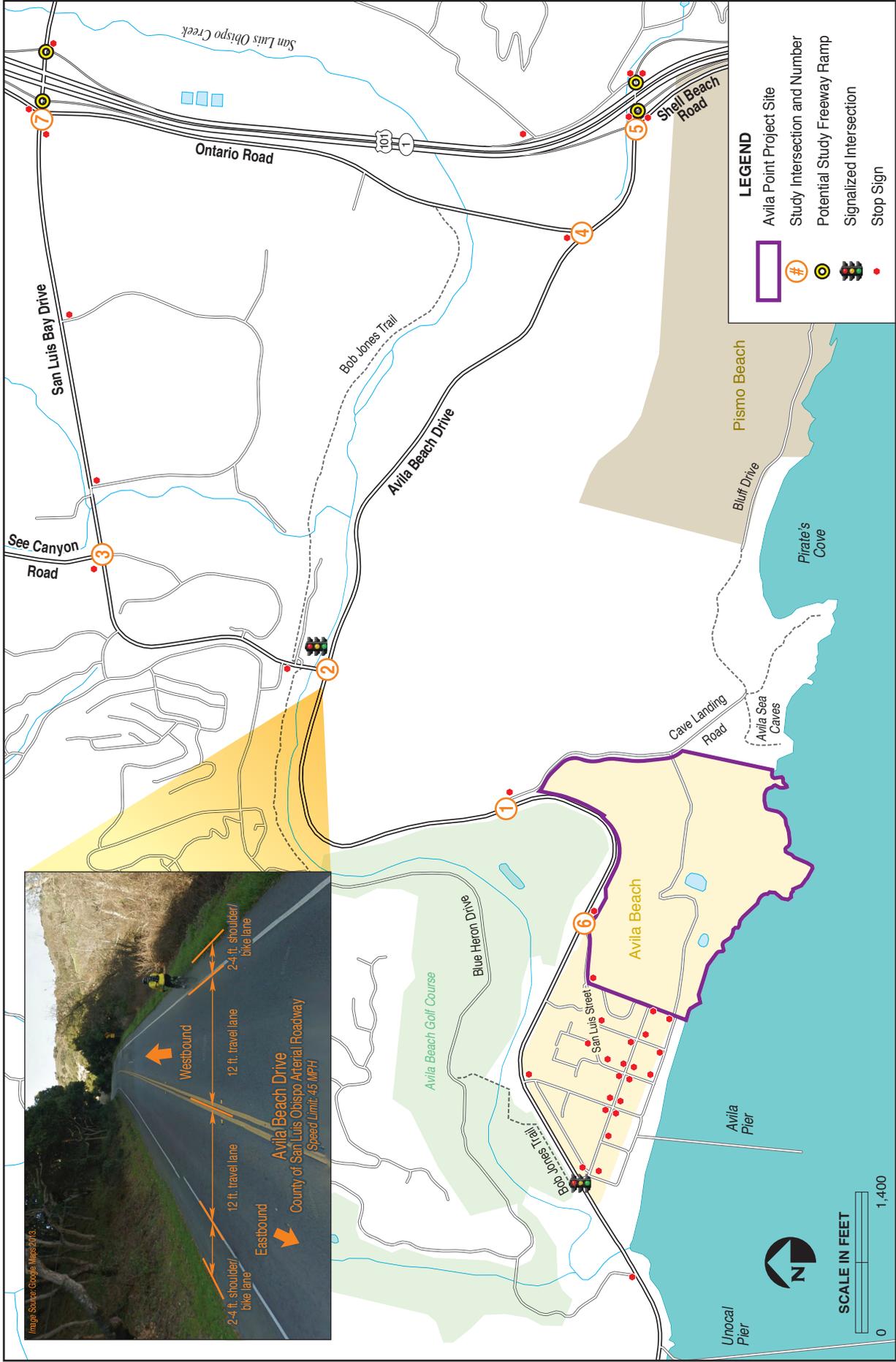
- Perform LOS analyses for freeway facilities using the 2010 HCM Highway Capacity Software for basic freeway segments and ramp merge-diverge influence areas. For weave sections, we will use the Leisch nomograph method if that is the preference of Caltrans District 5.
- Develop estimates of the project's trip generation levels and the directional distribution of the project's traffic. Trip generation estimates will be prepared using the latest edition of ITE Trip Generation Manual. Trip distribution patterns will be estimated by performing select zone analysis on either SLOCOG's regional travel demand model (currently being updated – anticipated by June) or augmentation of the City of San Luis Obispo's travel model – whichever is preferred. Per on-going work with SLOCOG and the City, our team has access to both models in-house.
- Project-generated traffic will be added to existing traffic volumes at study intersections and roadway segments. The AM and PM peak hour levels of service for the study intersections and roadway and freeway facilities will be determined using the 2010 Highway Capacity Manual methodology. Consistent with Task 3, this analysis will be performed using SYNCHRO for intersections and the Highway Capacity Software for freeways. The level of service for the roadway segments will be determined using volume to capacity thresholds by roadway facility type based on the existing County of San Luis Obispo General Plan. Signal warrant analysis for non-signalized study intersections will be performed using the latest MUTCD peak hour warrant criteria (Signal Warrant #3 only).
- Future cumulative conditions will include assumed regional growth in traffic volumes and cumulative projects proposed, under consideration, or approved in the vicinity of the project site in year 2035. A travel model will be used to develop cumulative (2035) traffic volumes. Future baseline roadway network assumptions will be determined based on programmed improvements and after consultation with County and potentially Caltrans staff. Future cumulative traffic without project traffic will be determined for weekday AM and PM peak hours for the study intersections and roadway facilities using the 2010 Highway Capacity Manual methodology. The level of service for the roadway segments will be determined using the County's ADT thresholds. A signal warrant analysis for non-signalized study intersections will be performed using the latest MUTCD peak hour warrant criteria (Signal Warrant #3 only).
- Project cumulative impact analysis will be performed assuming full buildout of the proposed project. Project-generated traffic will be added to cumulative traffic volumes (from Task 6) at study intersections and study area roadway/ freeway segments. The AM and PM peak hour levels of service for the study intersections and roadway facilities will be determined as set forth above and freeways using the 2010 Highway Capacity Manual methodology. The level of service for the roadway segments will be determined using the County's ADT thresholds. A signal warrant analysis will be performed for unsignalized study intersections. The roadway



improvements to be assumed for this scenario will be determined in consultation with County staff, with possible input from other affected agencies if appropriate.

- Analysis of on-site circulation including safety assessment will analyze potential for vehicle conflicts, sight distances and other safety hazards, if any. Parking design (including tandem, stacked or valet features) will also be evaluated for greatest circulation and space efficiency. This will include how the internal circulation system of the project ties into the existing County roadways – specifically the connections with Avila Beach Drive, Cave Landing Road and emergency access at Front Street and First Street west of the project site
- Mitigation measures will be proposed for any significant impacts, including the location and type of off-site improvements/ modifications to the transportation system necessary to provide adequate project access, maintain acceptable traffic circulation on surrounding streets, and provide adequate on-site circulation. Off-site improvements could include, but not necessarily be limited to, sight distance improvements, roadway widening, lane channelization at intersections, changes in lane utilization, or intersection control modifications. Secondary impacts of such improvements (e.g., oak tree removal), would be identified in the appropriate EIR section. Fair share percentages for funding of such improvements will be provided along with the mitigation measures. Recommendation of mitigation measures will follow the guidelines presented by the County. Additional measures may including items such as fair share funding for improved transit operation (e.g., Avila Beach shuttle system), pedestrian and bike improvements, employee shuttles from population centers, etc.

Julia Baucke, AMEC's Built Environment Team Leader would oversee this effort with assistance from Kittleson Transportation Consultants; Kittleson's Traffic Impact Analysis would be provided as an appendix for the EIR.



Proposed Traffic Study Intersections and Circulation Analysis
 Avila Point Project



FIGURE 5



Infrastructure and Utility Study: Water and wastewater service to the Project site is provided by the Avila Beach Community Services District (ABCSD). Water resources are highly constrained from Lopez Lake and Arroyo Grande Groundwater Basin with a total allotment of 4,350 acre/feet/year. Wastewater management is also highly constrained by capacity limitation of the Avila Beach Wastewater Treatment Plant and lack of adequate wastewater facilities at the Project site. Solid waste disposal services are provided by the County. Electric power and natural gas service are provided by PG&E. In order to assess the potential impacts of potential developed on infrastructure capacities and services, AMEC would:

- Review and compile information from existing plans and studies, including any recently updated documents and describe existing utility infrastructure and service to the Project site.
- Identify inadequacies in existing infrastructure or services, particularly the size and capacity of existing water and sewer lines and storm drains serving the area.
- Review existing storm and wastewater infrastructure, including documentation of existing manholes, pipes, culverts, retention basins based on maps and/or digital information provided by the City for the existing sewer, water and storm water utilities located in and around the Project site.
- Acquire existing water system pressure information at connection points and hydrant flow testing information from the County.
- Determine if upstream detention basins are serviced by onsite stormwater lines and if so, acquire the upstream basin areas and land types from the County.
- Request CCTV and similar inspection type information from the City to assess the condition of the existing utilities.
- Work with City staff to identify constraints at offsite utilities such as sewer lines to the wastewater treatment plant to acquire and assess existing flow and capacity information.
- Based cost estimates for improvements on best available information unless city has a preference or makes available unit rates.
- Prepare a brief technical planning-level report to identify infrastructure capacity document and service issues. The report will be adequate for planning level analysis to support the Project, but will not include detailed engineering, calculations, plan production, layouts, utility conflicts and/or alternative alignment evaluations.
- Identify increased utility demand associated with the Project and potential impacts of utility infrastructure and services.
- Recommend any mitigation measures needed to reduce potential impacts, including changes in line capacities and measures to address regional services affected by Project.

Julia Baucke, AMEC’s Built Environment Team Leader would oversee this effort with assistance from AMEC’s Utilities Engineer Darin Miller.

Insignificant Issues: To provide a complete record for the EIR, AMEC would provide brief discussion of issues anticipated to be insignificant, including agriculture, forestry, and mineral resources based on the IS checklist.

Growth Inducement: The Project is anticipated to have direct growth-inducing effects associated with provision of new employment and economic growth for Avila Beach and the region. AMEC would describe the potential growth-inducing effects of new hotel development and increased employment, consistency of such projections with the General Plan, and the general secondary environmental impacts associated with such growth.

Cumulative Impacts: This section will describe cumulative impacts in a manner consistent with CEQA Guidelines §15130, based on a list of pending and approved projects provided by the County. As stated in the Guidelines, the



nature of each environmental resource being evaluated and the type and location of the project affect whether it is included in the cumulative analysis. The EIR will assess the impacts of all development permitted under the Project, as well as additional growth in nearby areas.

Other CEQA Sections: This section will include unavoidable effects and irreversible changes.

Alternatives: AMEC will work closely with County staff to craft alternatives for the proposed Project, particularly those needed to address any potential unavoidable and significant impacts associated with the proposed Project. AMEC will ensure the alternatives analysis is clearly linked to and supported by the identified Project objectives and that a reasonable range of alternatives is provided for consideration. AMEC will clearly set forth the requirements of CEQA Section 15126.6, which governs the type, and range of alternatives that should be considered and factors that affect the feasibility of such alternatives (e.g., economic viability, site suitability, availability of infrastructure, etc.). AMEC's goal will be to present the alternatives in a manner that permits straightforward comparison of impacts, including between various approaches to remediation and site development. Key issues addressed will include:

Alternatives considered and Discarded: A discussion of alternatives considered and discarded is an important component of an adequate and legally sustainable alternatives analysis. AMEC would work with County staff to review various alternatives and identify those that appear infeasible or incapable of meeting Project objectives, or those that would create impacts that are significant or more severe than the Project itself. The reasons for discarding the alternatives would be described and could include different designs that would either not meet the applicant's objectives or would cause greater damage to the environment and Avila Beach community. The Alternatives Considered and Discarded analysis will provide a clear record of County decision-making for such issues, a crucial consideration when considering potential impacts of the proposed Project.

Possible Avila Point Hotel Project Alternatives: Initial project alternatives could include the following options, with these preliminary concepts put forth for initial consideration by County staff.

- **No Project:** This analysis would briefly describe the impacts and benefits of not developing the Avila Point Project. This would also include a discussion of continued uses under the existing land use designation.
- **Alternative Location:** This analysis would briefly describe the impacts and benefits of an alternative location for the proposed hotel Project, which may avoid site-specific issues such as Visual, Biological or Cultural Resources. AMEC would work closely with County staff to identify such alternative locations.
- **Reduced Project:** This analysis would discuss the potential benefits and feasibility of a reduced Project occurring on the site. This could include a decrease in the number of hotel rooms or support facilities, which could result in decreased traffic generation, minimization of grading and export, etc. AMEC would work with County staff, and the Project applicant if acceptable, to ensure that such reduced Project alternatives would be feasible.
- **Alternative Uses:** The site is designated for Industrial uses but is proposed for re-designation to visitor-serving uses (Recreation). Although the County's ordinances permit a range use uses within this zone district, a hotel is one of the primary and most economically robust uses. AMEC would work closely with County staff to identify desired alternative uses, which could include a more traditional hotel without scattered cottages or Vesting Tentative Tract Map, or possible alternation of other planned facilities. Although current hotel market trends favor a time share project, a more standard hotel could reduce project footprint and associated impacts, potentially increase tax revenues and allow for additional open space uses.

Mitigation Monitoring and Reporting Program (MMRP): AMEC would create a clear, useable, and enforceable MMRP in table format to facilitate tracking, along with clearly crafted mitigation measures (responsible party,



required timing, monitoring milestones, etc.). AMEC has extensive experience translating mitigation into enforceable conditions of approval that can be easily integrated into RAP, development plan, or the development standards of the LCP/regulating code. These would be accompanied by clear and realistic goals for implementation, timing, and identification of potential funding sources.

References: This section will list source documents, references, and agencies, and individuals consulted for the EIR.

Technical Appendices: The technical appendices in the EIR will include Transportation and Traffic Analysis Report, air quality calculations/modeling, noise analysis, GHG calculations, etc. Also included will be any other studies deemed necessary to support EIR analysis and conclusions.





IV. PROJECT MANAGEMENT, PERSONNEL AND EXPERIENCE

AMEC has assembled a strong team for this Project consisting of professionals with unique experience addressing key requested consultant support services as well as all related technical issues. AMEC’s team has prepared many EIRs for complex coastal zone development projects as well as for multiple hotels, including luxury coastal resorts and two hotels in San Luis Obispo County. Our team has managed all aspects of complex Coastal Zone project permitting, including assembly of many Local Coastal Plan amendments and shepherding these through the Coastal Commission’s certification process. Our team also has substantial experience with decommissioning and remediation of oil processing and production facilities in the coastal zone and the associated permit process.

AMEC’s team is composed of experienced environmental professionals led by a project management team with extensive experience in preparing legally defensible EIRs for complex projects. Our management team and transportation consultant have direct “hands on” experience addressing rural road capacity, design issues, including simulation of true flow rates, determining acceptable capacity of narrow rural roads, safety and tradeoffs between road improvements and protection of rural resources (e.g., oak woodlands). We are familiar with Coastal Act requirements for protection of Environmentally Sensitive Habitats as set forth in the Bolsa Chica Decision, their relationship to protection of artificial wetlands and other Coastal Act priority uses. Our federally certified Visual Resource Management specialist and licensed architect are expert in assessing impacts to sensitive viewsheds. AMEC team also includes a noted urban designer familiar with design constraints on this site to assist with development of Project alternatives. Finally, our team includes remediation specialists, biologists; cultural resource specialists and geologists all specifically selected for their familiarity with project or site related issues and associated County standards.

The majority of our proposed team is based in AMEC’s Santa Barbara office and is familiar with the local setting, important stakeholders, and key issues of concern. Our team has substantial experience working on complex EIRs and regulatory issues in San Luis Obispo, including preparing EIRs on major development projects. Key team members have experience working together on multiple central coast projects, such as Garden Street Terraces Project in the City of San Luis Obispo and the Paradiso del Mare Ocean and Inland Estates project on the sensitive Gaviota Coast in Santa Barbara County. Our team has the technical expertise to understand the Avila Point Project, to provide the County and ATCAT with the required high-quality analysis to address potential Project impacts and to help the County and applicant navigate the way through a complex regulatory process. Our team is available and committed to completing the proposed scope of work in a reliable, timely, and efficient manner.

AMEC’s team consists of:

- **Dan Gira, Project Principal** – Responsible for AMEC team coordination, CEQA technical adequacy, and timely submission of high-quality deliverables.

AMEC Team Relevant Expertise	
▶	A proven record of working closely with local agencies and Coastal Commission staff on complex projects
▶	Project Principal with substantial experience with EIR preparation for major Coastal Zone projects.
▶	Project Manager with extensive experience preparing and processing Local Coastal Plan amendments through certification
▶	Understanding of project transportation issues, including rural road capacity, line of sight and design
▶	Expertise in visual resource assessment, site design and modeling of visual resource impacts
▶	Direct experience with remediation in Environmentally Sensitive Habitats, including wetlands
▶	



- **Rita Bright, Project Manager** – Responsible for overall project management, consultant support to the County, and the management of budgetary and schedule constraints.
- **Erika Leachman, Deputy Project Manager** – Responsible for coordinating technical analysts to assure consistency with County standards, uniformity with the Project-specific style guide, and adherence to Project timeline.
- **Technical Experts** – AMEC’s team includes task leaders and project scientists with extensive experience with key issues of concern and with the proposed Project.
- **Subconsultants** – AMEC has supplemented its in-house expertise with six (6) subconsultants having direct experience with elements of this Project or key issues: InterAct Engineering (InterAct); Kittleson and Associates (Kittleson); Rincon Environmental Consultants (Rincon); Applied EarthWorks; Sargent Town Planning (Sargent); and Viz F/X.
- **Quality Control/Technical Editing** – AMEC is familiar with County’s expectations for quality assurance and quality control (QA/QC). Work products will be reviewed by an AMEC senior project manager well versed in CEQA documents and QA/QC, including recent QA/QC experience with central coast projects.

The AMEC project team organization, relationship to the County and the ATCAT, and communication structure is depicted in Figure 6. Additionally, an overview of project experience and qualifications of team members are provided below in Table 4. Relevant experience for AMEC’s proposed project management team is briefly discussed below. Detailed resumes of key personnel are included on the compact disc (CD) included with this proposal.

STATEMENT OF STAFF COMMITMENTS AND AVAILABILITY

AMEC’s key team members for this proposal are available to provide requested services to the County of San Luis Obispo. AMEC’s Project Principle Dan Gira has sufficient time to dedicate to this project having recently completed the Analysis of Public Trust Resources for the California State Lands Commission, as well as completion of the final EIR for the 5th and Colorado Hotel Project for the City of Santa Monica, and the draft EIRs for Rancho Malibu Resort Hotel Project for the City of Malibu. Project Manager Rita Bright has recently completed work on a major solar photovoltaic project as well as two wastewater treatment plant environmental documents. Deputy Project Manager Erika Leachman has just begun work with AMEC and will be able to focus her attention on this important project. Quality Assurance/ Quality Control Specialist Doug McFarling has one other current major commitment and has ample availability to support this Project.

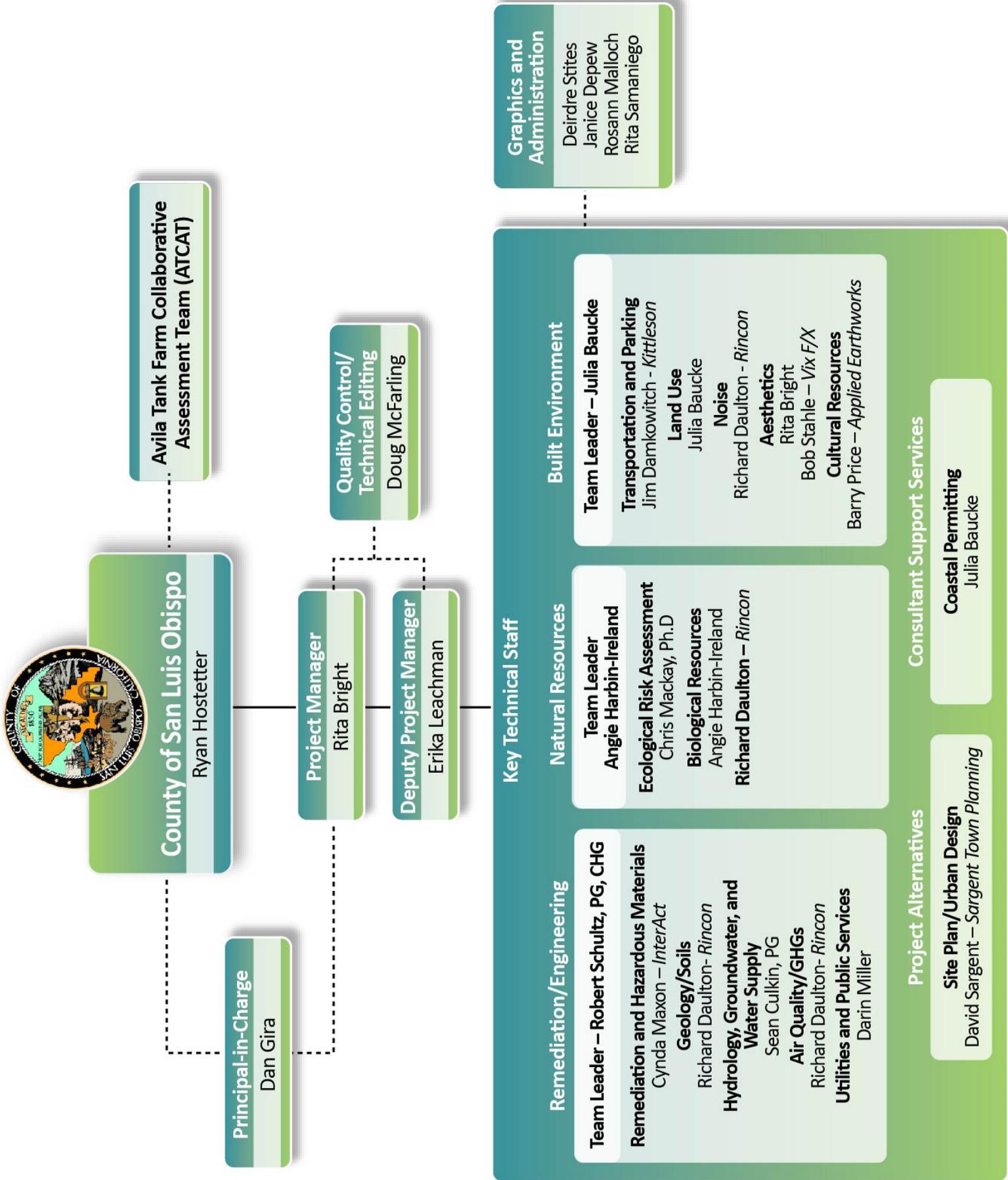


Figure 6: AMEC Team Project Organization

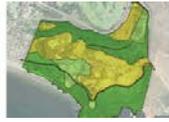
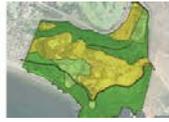


Table 4. AMEC Team Qualifications and Specializations

Name and Project Role	Experience & Expertise	Role on this Project
<p>Dan Gira <i>Project Principal</i></p>	<ul style="list-style-type: none"> ➤ 29 years of CEQA public agency/consulting experience ➤ Preparation of EIRs for major coastal and hotel projects ➤ Experience with complex projects and public concerns ➤ Experience with coastal visual resources and access issues 	<ul style="list-style-type: none"> ➤ Responsible for AMEC team coordination ➤ Strategic coordination with County, ATCAT, and other agencies ➤ Communication and EIR Public Relations ➤ Oversight and CEQA technical and legal adequacy ➤ .
<p>Rita Bright <i>Project Manager</i></p>	<ul style="list-style-type: none"> ➤ 25 years experience in land use and environmental planning, with extensive Coastal Zone project experience ➤ Management of multiple MNDs and EIRs ➤ Substantial experience with preparation of Local Coastal Plan Amendments and associated Coastal Commission certification process ➤ Trained visual aesthetic resource analyst, with particular experience in coastal area ➤ 	<ul style="list-style-type: none"> ➤ Will provide overall project management and direction ➤ Will ensure adherence to schedule and budget ➤ Will be key contact with County staff, the ATCAT and subconsultants ➤ Will be responsible for technical accuracy of key analyses and policy issues ➤ Will attend and provide presentations at all public hearings and meetings
<p>Erika Leachman <i>Deputy Project Manager</i></p>	<ul style="list-style-type: none"> ➤ 7 years of professional environmental and land use planning experience ➤ Experience in preparation of long range plans and associated environmental documents ➤ Experience integrating Coastal Commission direction with local general plan policy development ➤ 	<ul style="list-style-type: none"> ➤ Responsible for day-to-day project operation and team coordination ➤ Assist Project Manager with monitoring project timelines, deliverables, and budget ➤ Provide initial document assembly and review of technical specialist and subcontractor work products ➤ Will provide initial round of quality control of work products
<p>Doug McFarling <i>QA/QC</i></p>	<ul style="list-style-type: none"> ➤ 26 years of professional CEQA and planning experience ➤ Preparation of EIRs for major coastal development projects ➤ Experienced technical editor expert with CEQA requirements 	<ul style="list-style-type: none"> ➤ Will provide final document quality control and ensure consistency with City standards and procedures
<p>Julia Baucke <i>Team Leader Built Environment</i></p>	<ul style="list-style-type: none"> ➤ 25 years of experience ➤ CEQA and Coastal Act compliance, including preparation of EIRs for major coastal and mixed-use development projects. 	<ul style="list-style-type: none"> ➤ Will oversee and guide preparation of land use impact analysis. ➤ Will provide consultant support for Coastal Zone permitting process and Project entitlements.
<p>Angie Harbin-Ireland <i>Team Leader Natural Resources</i></p>	<ul style="list-style-type: none"> ➤ Over 14 years experience conducting and managing biological resource investigations ➤ Extensive experience in wetlands assessment and permitting issues 	<ul style="list-style-type: none"> ➤ Oversight of preparation of biological resources assessments and mitigation recommendations ➤ Coordination with ecological risk assessment team members
<p>Robert Schultz, PG, CHG <i>Team Leader Remediation/Engineering</i></p>	<ul style="list-style-type: none"> ➤ Over 20 years experience performing hydrogeologic characterization, water supply evaluation, and groundwater quality assessment and protection projects 	<ul style="list-style-type: none"> ➤ Oversight of Remediation Action Plan project description ➤ Will assess groundwater quality and availability



<p>Jim Damkowitch Principal Kittleson and Associates</p>	<ul style="list-style-type: none"> ➤ Over 20 years of experience in regional transportation planning ➤ Project manager for macro/micro scale traffic and operational analyses, Experience with traffic simulation of a rural access roads and true flow rates (capacity) ➤ Experience working with Central Coast regional and local transportation agencies 	<ul style="list-style-type: none"> ➤ Oversight of traffic study preparation, ➤ Will analyze site access constraints and safety issues ➤ Will address internal circulation design and construction related impacts ➤ Will recommend mitigation for traffic and circulation impacts
<p>Richard Daulton Principal Rincon Consultants</p>	<ul style="list-style-type: none"> ➤ 18 years of experience in environmental planning profession ➤ Project manager for the preparation of CEQA and NEPA documents, with an emphasis on project-level analysis for development projects 	<ul style="list-style-type: none"> ➤ Responsible for analysis and preparation of key natural resource EIR sections, including Air Quality/Greenhouse Gas, Biological Resources, Geology/Soils, and Noise. ➤ Will peer review all preliminary reports and studies, including ecological, geotechnical, soils, and air quality reports.
<p>Cynda Maxon Principal InterAct Engineering</p>	<ul style="list-style-type: none"> ➤ 25 years experience as environmental chemist and ecological risk assessor ➤ Project manager for oil and gas projects in coastal and offshore marine environments ➤ Conducted over 20 large-scale remedial investigations ➤ 	<ul style="list-style-type: none"> ➤ Will provide consultant support services for the Remediation Action Plan ➤ Will peer review all soil, geologic, and contamination reports ➤ Will recommend migration measures for remediation impacts
<p>Barry Price Principal Applied EarthWorks</p>	<ul style="list-style-type: none"> ➤ 30 years of experience in historical and prehistoric archaeology and cultural resources management ➤ Has managed hundreds of cultural resource investigations, including several for AMEC 	<ul style="list-style-type: none"> ➤ Will oversee preparation of cultural resources section and ensure that all required consultation is completed.
<p>David Sargent Principal Sargent Town Planning</p>	<ul style="list-style-type: none"> ➤ 30 years of architectural and urban design experience ➤ Experience designing Tank Farm reuse plan ➤ Extensive hotel design experience in coastal California 	<ul style="list-style-type: none"> ➤ Will peer review visual analysis and Project design ➤ Will optionally develop Project alternatives and conceptual design materials
<p>Robert Staehle Architect Vix F/X</p>	<ul style="list-style-type: none"> ➤ 25 years of architectural experience ➤ Photosimulations experience with major hotel development projects 	<ul style="list-style-type: none"> ➤ Will prepare visual simulation studies of Project and Alternatives ➤ Will be available to provide expert responses to questions or concerns regarding visual impacts analysis



AMEC PROJECT MANAGEMENT TEAM MEMBERS

DAN GIRA- PROJECT PRINCIPAL

Mr. Gira has 29 years of public agency and consulting experience, including 20 years of public agency environmental, land use planning and management experience. As a public agency manager, he oversaw a long-range planning division with a staff of 26 professionals and an annual budget in excess of \$2 million. Mr. Gira has prepared over 40 EIRs on a wide variety of projects, including multiple Program EIRs on community, specific and redevelopment plans, as well as project level EIRs on several hotel projects. Mr. Gira’s planning experience includes preparation of multiple community plans in the Coastal Zone with accompanying Local Coastal Plan amendments.

DAN GIRA SPECIALIZED EXPERTISE
<ul style="list-style-type: none"> ➤ 29 years of CEQA experience ➤ Experience with major coastal development projects, coastal habitat and policy issues ➤ Familiar with environmental and regulatory environment in San Luis Obispo County ➤ Expert at public presentations and balancing agendas of differing agencies and stakeholders

"I would like to acknowledge Mr. Gira's in depth knowledge of transportation planning issues and his ability to summarize these complex matters in a manner accessible to the public and City decision-makers."

**Rob Dayton, Principal
Transportation Planner, City of
Santa Barbara**

Mr. Gira’s experience includes managing preparation of both community wide and specific plan EIRs for new development overlying historic oil production and processing facilities, including sites with extensive ESH areas within the Coastal Zone. He has experience with projects requiring large-scale remediation associated with cleanup of surface flows of oil (historic oil fields), a major oil cracking plant, dozens of individual wells and storage and processing facilities. He is familiar with the interface of remediation and habitat protection requirements and standards for protection of artificially created wetlands. He has substantial experience working on development projects located proximate to oak woodlands, vernal pools, native grasslands, coastal sage scrub and dune habitats.

Mr. Gira has managed preparation of EIRs for six hotels, including two major luxury coastal zone resorts, one on 110 acres of coastal bluffs in Santa Barbara County and another on 27 acres adjacent to Malibu Bluffs State Park in the city of Malibu. He has substantial experience addressing development impacts to key coastal view corridors, including from segments of scenic state highways, the California Coastal Trail, important coastal access points, from Amtrak trains and offshore areas. Mr. Gira has also worked on dozens of traffic studies, models and circulation plans, including those that assessed project specific and community wide impacts and identified acceptable traffic capacity and set level of service standards for rural roads on both a community wide and countywide basis. He has also worked on several projects involving design and review of over 6 miles of the California Coastal Trail.

Mr. Gira has provided presentations at well over 400 public hearings. His 20 years of experience as a public agency planner and division manager provides him with a clear understanding of agency staff needs and expectations. In particular, Mr. Gira’s experience with preparing environmental documents for community, specific and redevelopment plans and large mixed-use urban redevelopment projects provides him with a clear understanding of the issues associated with the potential future development permitted under the Peery Park Specific Plan. As Project Principal, he would be responsible for overall budget and timeline management, presentations at public hearings, and EIR technical adequacy, as well as document design and structure to facilitate streamlining consistent with CEQA.



RITA BRIGHT – PROJECT MANAGER

Ms. Rita Bright has over 25 years of environmental document and land use planning and permitting experience. As a former Deputy Director of the County of Santa Barbara Planning & Development agency, Ms. Bright managed all development entitlements and related legislative amendments and environmental review within the County’s Coastal Zone. In that capacity, she oversaw preparation of dozens of Mitigated negative Declarations and EIRs. She was often the County’s principal land use planning negotiator for numerous highly complex projects and programs, including exclusive visitor serving and resort coastal projects, such as the 400 room beachfront Bacara Resort and Spa, a major remodel of the waterfront Biltmore Hotel and associated beachfront Corral Casino. Moving these projects forward through the environmental review and coastal permitting process required extensive interface with interested parties and responsible agencies including the California Coastal Commission (CCC).

RITA BRIGHT SPECIALIZED EXPERTISE	
➤	25 years experience in planning, with extensive Coastal Zone project experience
➤	Management of multiple MNDs and EIRs
➤	Substantial experience with preparation of Local Coastal Plan Amendments and associated Coastal Commission certification process
➤	Bureau of Land Management Certified Visual Resource Management Specialist

Ms. Bright’s specializes in design and implementation of general plan, zoning ordinance, and other legislative amendments; inter-agency coordination and collaboration; technical regional planning oversight; coastal zone management oversight, including Local Coastal Program (LCP) Amendment processing with the CCC; rural-urban interface issues; neighborhood compatibility and visual resources issues; agency coordination with special districts; and policy analyses involving the California Subdivision Map Act, Coastal Act, and Planning and Zoning Laws. Her responsibilities have included oversight and direction of substantial public outreach efforts, such as management of multiple citizen advisory bodies and stakeholders groups, extensive interface with multiple regulatory agencies, associated press relations, and presentation of agency findings at hundreds of public environmental and planning hearings. Ms. Bright’s specializations include overseeing Coastal Commission administrative processes for LCP Amendments (e.g. initiation hearings for proposed LCP amendments with the Board of Supervisors, scheduling LCP Amendment window dates at with the Board of Supervisors; identifying deadlines for proposed amendments to be “bundled” onto an amendment window date; coordination with Project Managers to ensure all bundled amendment deadlines are met; overseeing the LCP amendment adoption process at the Board of Supervisors; managing the submittal package of the adopted LCP Amendment to the Coastal Commission; participating and overseeing the Coastal Commission certification process including attendance at Coastal Commission meetings and hearings; acknowledgement of receipt of Coastal Commission action or direction to obtain certification, overseeing revisions (if required) to the County’s LCP amendments; and implementing Coastal Commission certification actions into local agency programs and regulations, as well as for private and public projects. Ms. Bright managed LCP Amendments at both the program and project level including coastal community plan updates (e.g. Toro Canyon Regional Plan, Substandard Size Lot Program, Montecito Community Plan and Design Guidelines, Housing Element and Implementation Program, Agricultural Element, Carpinteria Greenhouse Study, Four Seasons Biltmore Hotel, etc.).



ERIKA LEACHMAN – DEPUTY PROJECT MANAGER

Ms. Leachman has over 7 years of professional project management, EIR preparation and planning experience, including coastal community plan and ordinance preparation. She also has substantial experience in managing long-range planning projects, including coastal land use compatibility issues identification, opportunity and constraints analysis, plan preparation, and management of community outreach and participation. Ms. Leachman is currently serving as Deputy Project Manager for preparation of the Downtown Specific Plan EIR for the City of Santa Monica and the Peery Park Specific Plan for the City of Sunnyvale. She is also providing quality control services for preparation of the Rancho Malibu Hotel EIR, a luxury resort in the City of Malibu.

ERIKA LEACHMAN SPECIALIZED EXPERTISE	
➤	Over 7 years of professional planning and project management experience
➤	Extensive experience with coastal land use issues, plans, and development projects
➤	Expert in public outreach and communication

Ms. Leachman was responsible for managing the update of Santa Barbara County’s Goleta Community Plan, which addressed land use and development across more than 40,000 acres, including a 5-mile extent of the Coastal Zone. She was responsible for incorporating Coastal Commission direction for coastal zoning ordinance amendments into the community planning process and developing consistent land use policy and planning recommendations for Santa Barbara County, including planning tools to address visitor-serving uses. Additionally, Ms. Leachman developed form-based code zoning standards to support redevelopment of a 0.5-mile aging commercial corridor, including development of a new Hotel in Santa Barbara. Ms. Leachman also prepared and processed new Residential Design Guidelines for submittal to the Coastal Commission for certification. Through each of these phases, Ms. Leachman worked cooperatively with affected landowners, developers, and concerned citizenry, including managing the Board-appointed advisory committee. She also managed preparation of key implementation items from the County’s Housing element, including preparation of an inclusionary housing ordinance inclusive of unique provisions satisfying Coastal Act requirements for affordable housing development in the coastal zone.

She is familiar with climate change issues and analysis, particularly effects on coastal resources and infrastructure resulting from climate change and sea-level rise. Ms. Leachman will assist Mr. Gira and Ms. Bright with day-to-day project management, monitoring project timelines, internal staff and subconsultant coordination, and for providing frequent interface with County staff.



AMEC QUALITY CONTROL AND TECHNICAL EDITING TEAM MEMBER

AMEC understands that QA/QC is an indispensable criterion for environmental review and is an important factor in public and agency perceptions of the credibility of an EIR. To ensure that the proposed Project EIR receives that highest level of QA/QC, AMEC would employ a senior AMEC project manager experienced with review of CEQA environmental documents to perform QA/QC for the County.

DOUG MCFARLING – SENIOR QUALITY CONTROL REVIEWER

Mr. McFarling, a senior project manager in AMEC’s Santa Barbara office, will provide QA/QC for this EIR. Mr. McFarling has been managing environmental documentation efforts since 1992 and has served as the lead QA/QC reviewer on hundreds of CEQA- and NEPA-compliant documents. Mr. McFarling provided QA/QC for the draft and final versions of CSLC’s PRC 421 EIR, and the Broad Beach Restoration Project APTR, as well as the Chinatown EIR and Garden Street Terraces EIR in San Luis Obispo. His familiarity with the intent and procedures of environmental documentation ensures that his review goes beyond straightforward editing. It is his intent to ensure a clean document, as well as thorough issue area coverage, technical excellence, and defensible conclusions.

DOUG MCFARLING SPECIALIZED EXPERTISE	
>	20 years of experience preparing and reviewing environmental documents.
>	Expert in rigorous QA/QC protocol
>	Provided final QA/QC for San Luis Obispo environmental documents.



AMEC TECHNICAL LEADER TEAM MEMBERS

ROBERT SCHULTZ – REMEDIATION/ENGINEERING TEAM LEADER

Mr. Schultz is a principal investigator and project manager with over 20 years experience performing hydrogeologic characterization, water supply evaluation, and groundwater quality assessment and protection projects. He conducts baseline evaluations of groundwater resources, develops water balances, designs production wells and well fields, and develops and refines conceptual models for regional groundwater flow. He has applied these studies to water resource development projects where sustainable yield estimates were needed, to environmental impact evaluations for future projects, and to water quality assessments. His experience as both a consultant and as a government regulator includes working with diverse stakeholders, ranging from state and local regulatory staff, water resource managers, water purveyors and retailers, to landowners, on projects having complex technical and policy issues. He is experienced in working closely with government, utilities, developers, major oil, and other large corporations. Mr. Schultz currently oversees multi-disciplinary project teams conducting programs for national and international clients in the water resource and groundwater contamination fields.

ROBERT SCHULTZ SPECIALIZED EXPERTISE	
➤	20 years of experience in groundwater characterization, toxicity and resource availability assessments
➤	Extensive experience with soil contamination and oil and gas impact assessments

ANGIE HARBIN-IRELAND – NATURAL RESOURCES TEAM LEADER

Angie Harbin-Ireland is a senior biologist with over 14 years of professional experience specializing in wetland habitats and coastal environments. She has worked on multiple biological resource projects within California as a technical specialist and project manager for natural resources studies, CEQA and NEPA review, regulatory permitting, and mitigation planning. She draws upon her broad experience in regulatory permitting, wetlands and vernal pools, wildlife, and conservation ecology to develop feasible and collaborative solutions to complex land use planning issues. She has extensive knowledge of the listed species and protected habitat types in the State of California, as well as local natural resource protection policies. She also has extensive experience sampling wetland, marine, and intertidal and sub tidal invertebrate communities, as well as raptor field study and identification, having conducted long-term raptor population and behavioral studies throughout California.

ANGIE HARBIN-IRELAND SPECIALIZED EXPERTISE	
➤	14 years experience conducting and managing biological resource investigations
➤	Extensive experience in wetlands assessment and permitting issues

Ms. Harbin-Ireland has overseen the development of several resource management and mitigation monitoring plans. She integrates her understanding of biological resources with regulatory compliance, submittals, and agency negotiations for sensitive plant and wildlife species occurring in a variety of terrestrial and aquatic habitats throughout California. In preparing the biological resources sections of program and project-level CEQA and NEPA documents, she is involved in local, State, and Federal agency biological resource impact evaluations and is experienced in organization, planning, and presentations at hearings and public meetings. She also coordinates natural resources management and permit compliance with contractors, engineers, and agencies on construction projects.



JULIA BAUCKE – BUILT ENVIRONMENT TEAM LEADER

Ms. Baucke has over 27 years of professional experience in the management and preparation of documents in compliance with CEQA for a wide variety of projects, including commercial, mixed-use, institutional, and industrial projects. She also has extensive experience in the preparation of long-range planning documents, such as specific, coastal, and master plans, as well as with permit and case processing. She has served as a staff member for the City of Los Angeles Departments of Public Works, City Planning, and Environmental Affairs, where she was Director of Water and Natural Resources Division. She has also been a staff member of the County of Santa Barbara Planning and Development Department and the U.S. Army Corps of Engineers Environmental Planning Branch. Ms. Baucke has received several awards from the City of Los Angeles and U.S. Army Corps of Engineers for excellence in preparation of environmental documents and public outreach and consensus building.

JULIA BAUCKE SPECIALIZED EXPERTISE	
➤	Over 27 years of professional planning and project management experience
➤	Extensive experience with master plans, specific plans, development projects, and coastal permitting
➤	Expert in CEQA land use planning practice.

Ms. Baucke has assisted in drafting numerous Specific Plans and Master Plans, as well as in the preparation of EIRs for these plans. Ms. Baucke served as the Deputy Project manager for the Santa Monica Civic Center Specific Plan EIR, which assessed impacts of redevelopment and expansion of aging civic and office park uses, and improved connectivity with surrounding districts. She also managed preparation of a series of Mitigated Negative Declarations (MND) for implementation of the City of Hercules San Pablo Bay Waterfront Master Plan. She has managed three Specific Plan environmental documents for the Santa Barbara County, including the Raytheon Office Park Specific Plan Amendment for 700,000 square feet of Class A office space, the QAD Industrial Office Park MND for expansion and remodel of 200,000 square feet of Class A office space, and the 48-acre Los Carneros/Willow Springs Specific Plan for a mix of residential and commercial development. She has managed preparation of EIRs for four major specific Plans for the City of Los Angeles, including the LAX Dune/El Segundo Dune Specific Plan, Playa Vista 1st Phase Project Supplement EIR and Playa Vista 2nd Phase Project EIS/EIR, and the L.A. Convention Center and Event Center (L.A. Football Stadium), including assessment of application of Gold LEED standards to this project.



SUBCONSULTING TECHNICAL TEAM MEMBERS

To address the range of environmental and infrastructural issues facing the development of the Project comprehensively, AMEC expanded our in-house project team to include leading experts in oil and gas remediation, limited accessibility transportation and circulation engineering, environmental resource management, impact assessment, and sustainable site and urban design. The following subconsultant experts will be managed by the AMEC team to address specific issues as described below. Company overviews, team leaders, and selected projects are highlighted below. Additionally, the credentials of the team members and company qualifications are described in detail on the compact disc (CD) included with this proposal.

INTERACT – OIL AND GAS REMEDIATION SPECIALISTS

InterAct provides decommissioning and well abandonment services throughout the oil and gas upstream lifecycle. The InterAct team capabilities and experience include facility end-of-life economic evaluations, execution planning, preparation of necessary permit applications, remedial investigations, remediation, well plugging and abandonment (onshore, platform or sub-sea), safe removal, tow, and scrapping of structures, and final site clearance surveys. InterAct also provides services for the decommissioning of land assets such as oil and gas processing plants, storage facilities, pipelines, and abandonment of wells. InterAct's Principal, Michelle Pasini, and AMEC's Project Principal, Mr. Gira frequently worked together on energy issues during their joint tenure with Santa Barbara County.

InterAct will

- ▶ Provide consultation services for the development of the Remediation Action Plan (RAP)
- ▶ Analyze RAP impacts for the EIR

Cynda Maxon – Senior Project Director & Remediation Specialist

Ms. Maxon has over 25 years of experience as an environmental chemist, ecological risk assessor, and project manager, specializing in coastal and offshore marine environments. She is a former Director in the Health, Environment, and Safety Division of Arthur D. Little, Inc. and managed their San Diego office for five years. She has over 20 years of experience as a research and environmental chemist, ecological risk assessor, data analyst, and program manager encompassing a wide range of environmental studies throughout the western U.S. Responsibilities include program management, study design, data interpretation, field supervision, report preparation, and presentation of results to clients, scientists, and regulators. Her projects have addressed major environmental issues, including ecological risk assessments; RCRA/CERCLA remedial investigations and feasibility studies; development of sediment and water quality criteria; NPDES permitting and studies; sediment dredge projects; long-term environmental monitoring; fate and transport of chemical contaminants; and source identification of petroleum and chlorinated hydrocarbons.

Ms. Maxon has conducted over 20 large-scale remedial investigations for both government and private clients. She has regular interaction with local, state, and federal agencies to exchange information, present results, and keep informed of technical, scientific, and regulatory developments regarding soil, sediment and water quality, and hazardous waste. She has conducted environmental projects for the U.S. Navy, U.S. EPA (regions IX, X, and II), major oil companies, west coast ports, and municipalities. She is experienced in all levels and scales of risk assessment, from screening-level assessments at small sites to baseline assessments at large, complex sites. Her experience includes evaluation of wildlife, aquatic, sediment, and soil risks at mining sites as well as risks from dioxins, PCBs, heavy metals, and petroleum compounds following both CERCLA and RCRA guidelines. She has extensive field experience, having led over 20 large remedial investigations and 50 oceanographic surveys.



TABLE 5. SELECTED INTERACT PROJECT EXPERIENCE

➤ Alegria Tank Farm and Pipeline Decommissioning, ARCO, Santa Barbara County	➤ Bishop Tank Farm and Pipeline Abandonment & Site Remediation, ARCO, Santa Barbara County
➤ PRC 421 Onshore Lease Pier Refurbishing & Temporary Well Abandonments, Venoco, and Environmental Remediation LLC, Goleta, CA	➤ Ellwood Marine Terminal Decommissioning Project, Venoco, Goleta, CA
➤ Tajiguas Gas Plant Decommissioning, Phillips Petroleum Company, Gaviota, CA	➤ Santa Barbara Channel Hazards Removal Program, California State Land Commission, Santa Barbara County
➤ Avila Beach Spill Response, Unocal, San Luis Obispo County	➤ Guadalupe Dunes Clean-up EIR, Unocal, Santa Barbara County
➤ Dos Pueblos Offsite Pipeline Removal Permitting, ARCO, Santa Barbara County	➤ Santa Barbara Shores Soil Remediation Project, Santa Barbara County

KITTELSON AND ASSOCIATES – TRANSPORTATION ENGINEERS

Kittelson & Associates, Inc. (Kittelson) provides comprehensive transportation planning, engineering, transit, research and education services to government agencies, municipalities, institutions, and private organizations. Kittelson specializes in a full pallet of traffic engineering and planning services ranging from corridor studies, travel demand and simulation modeling, bicycle and pedestrian planning, and transportation circulation element planning — applied in both urban and rural settings. KAI has authored national guidebooks, including the Traffic Analysis Toolbox Volumes III: Guidelines for Applying Traffic Microsimulation Software. Kittelson staff are proficient in the use of modeling analysis tools such as Cube, TransCAD, EMME, and VISUM, Dynus-T, DynAMEQ, CORSIM, SIMTRAFFIC, Paramics, and VISSIM and traffic operations analysis software such as Synchro, HCS, FREQ and TRANSYT-7F. Our specialties also include bicycle and pedestrian planning, and transportation circulation element planning. Kittelson, through Dowling Associates, Inc. authored CompleteStreetsLOS™ and TRAFFIX™, programs that aid professionals to design Complete Streets and the assess the impacts of land development and redevelopment on traffic operations and greenhouse gas emissions. Our programs are designed to be part of the toolbox for designing sustainable communities.

Kittelson will

- ▶ Analyze traffic and circulation impacts, including unique rural road capacity conditions
- ▶ Study site access and circulation safety and capacity to serve.

Jim Damkowitch – Principal Transportation Planner

Jim has over 20 years of experience in regional transportation planning including macro/micro scale traffic and operational analyses, macro/micro transportation and air quality modeling, and intelligent transportation system applications. Jim has served as project manager for State highway infrastructure improvement Project Study Reports (PSR) and Project Approval and Environmental Document (PA-ED) phases, traffic impact mitigation fee programs and updates, travel demand modeling, air quality modeling, and transportation operational studies for a variety of clients including Caltrans, municipal planning organizations (MPOs), and various cities and counties in California. He has managed long range planning documents including city/county general plan circulation element updates, regional/metropolitan transportation plans, and large scale traffic analyses for environmental impact reports. Jim accrued 15 years of MPO/RTPA multi-modal transportation planning experience for the Tahoe Regional Planning Agency and the Santa Barbara County Association of Governments where he focused on both the technical and legislative requirements for congestion management, regional plan development and updates, transportation-air quality and on-road mobile source emission inventory development. In this capacity, he



developed a strong working relationship with AMEC’s management team, including Mr. Dan Gira, Ms. Rita Bright and Ms. Erika Leachman.

TABLE 6. SELECTED KITTLESON PROJECT EXPERIENCE	
➤ San Luis Obispo Council of Governments – US 101 Corridor Mobility Master Plan (2013-Present)	➤ City of San Luis Obispo – Johnson Housing EIR (2012-Present)
➤ City of San Luis Obispo – General Plan Update (2012-Present)	➤ City of Goleta - Cabrillo Business Park EIR (2006)
➤ City of Goleta On-Call Modeling Support (2005 – present)	➤ Glen Annie Golf Club Redevelopment EIR (County of Santa Barbara, CA) (2008)
➤ Siskiyou County French Creek Rural Access Road Analysis of the “true” flow rates (capacity) from a retreat complex expansion.(current)	➤ City of Goleta On-Call Modeling Support (2005 – present)

RINCON ENVIRONMENTAL CONSULTANTS– RESOURCE SPECIALISTS

Rincon Consultants (Rincon) is a multi-disciplinary environmental science, planning, and engineering consulting firm that provides quality professional services to government and industry. Rincon employees over 70 professionals located in seven offices throughout California, including San Luis Obispo County. Rincon provides environmental planning; regulatory compliance; biological resource evaluation and habitat enhancement; soil evaluation and remediation, noise evaluation and air quality assessment. Rincon Consultant is extremely familiar with the environmental planning and regulatory settings within San Luis Obispo County and the coastal zone. Additionally, Rincon was a part of the EIR team and provided similar services for AMEC on the award winning Plan Santa Barbara EIR.

Rincon will

- Provide support for Air Quality/ Greenhouse Gas, Biological Resources, Geology/Soils, and Noise.

Richard Daulton, MURP – Principal Planner

Principal and Planning Manager for Rincon’s San Luis Obispo office, will be the Principal in Charge for Rincon’s work on this project. Richard has over 18 years of experience preparing CEQA and NEPA environmental documents for projects located throughout California. He has managed EIRs for some of the most controversial and complex projects on the Central Coast, including Santa Margarita Ranch EIR and Shandon Community Plan EIR for the County of San Luis Obispo, the Dalidio/San Luis Marketplace Annexation and Development Project EIR for the City of San Luis Obispo, the Union Valley Parkway Interchange and Extension EIR/EA for the City of Santa Maria, and the Lompoc General Plan Update and EIR for the City of Lompoc. He managed preparation of the Avila Pier Marine Research Facility IS-MND and CDP for Cal Poly San Luis Obispo, and Moss Landing Marine Laboratories Pier Replacement Project IS-MND for San Jose State University. Currently, he is acting as project director for the San Luis Obispo County Greenhouse Gas Reduction Plan, which includes development of Climate Action Plans for 6 cities in the county. He is currently the program manager for on-call planning and environmental services contracts with the Cities of Buellton, Grover Beach, Guadalupe, and Lompoc. Mr. Daulton and AMEC’s Project Principal Mr. Dan Gira have had a strong working relationship for over a decade.

TABLE 7. SELECTED RINCON PROJECT EXPERIENCE	
➤ San Luis Obispo Council of Governments – US 101 Corridor Mobility Master Plan (2013-Present)	➤ City of San Luis Obispo – Johnson Housing EIR (2012-Present)



TABLE 7. SELECTED RINCON PROJECT EXPERIENCE

➤ Avila Pier Marine Research Facility IS-MND and Coastal Development Permit - California State University San Luis Obispo	➤ Chevron Estero Marine Terminal Source Removal EIR - County of San Luis Obispo
➤ Santa Margarita Ranch EIR - County of San Luis Obispo	➤ Shandon Area Community Plan Update EIR - County of San Luis Obispo
➤ Former Oil Field Assessment, Remediation and Construction Monitoring - Santa Barbara Club Resort and Spa	➤ Comprehensive Biological Resource Study for the More Mesa Property - County of Santa Barbara
➤ Bolsa Chica Lowlands Pipeline Relocation and Repair Project, Los Angeles County - Southern California Gas Company/California State Lands Commission/Long Beach Energy	➤ Goleta Beach Park Long Term Master Plan EIR - County of Santa Barbara – Parks Department (subcontract through The Chambers Group)

SARGENT TOWN PLANNING – URBAN DESIGN SPECIALISTS

Sargent Town Planning is an urban planning consulting firm, specializing in the planning and design of sustainable site designs, neighborhoods, districts, towns, and cities. The team is comprised of architects, planners, landscape architects, civil and transportation engineers, urban economists, environmental consultants, and others to develop site plans and conceptual architectural renderings to help guide development decisions and impacts analysis.

David Sargent – Architect/Urban Designer

David Sargent has practiced architecture and urban planning for 30 years, for the past 20 focusing exclusively on the planning and design of pedestrian-oriented and transit-oriented neighborhoods, districts, corridors, towns and cities. He has assembled and directed multidisciplinary teams for urban projects throughout the country, ranging in size from infill projects to multi-neighborhood master plans and entire towns, and ranging in scale and character from rural hamlets and small towns to major metropolitan districts. Mr. Sargent’s recent and current project experience includes vision plans, regulatory codes and implementation strategies for neighborhoods, mixed-use districts, transit-oriented development and urban corridor transformation projects throughout California.

Sargent will

- ▶ Analyze visual impacts and site design for the EIR
- ▶ Optionally develop project alternatives

APPLIED EARTHWORKS – CULTURAL RESOURCES SPECIALISTS

Applied EarthWorks is one of the largest and most capable cultural resources consulting firms in California and has completed more than 1,000 projects on behalf of Federal, State, and local governments and private sector clients. In addition to the sampling of projects in and around Carpinteria that are listed in Table 8, Applied EarthWorks has completed more than 35 projects around the historic Goleta Slough, which also has comparable cultural resource issues. AMEC has an established working relationship with Applied EarthWorks, having collaborated on several environmental review projects in Santa Barbara and San Luis Obispo counties.

Applied EarthWorks will

- ▶ Provide Native American tribal outreach and consultation services
- ▶ Analyze cultural resource impacts for the EIR



Barry Price, RPA – Archaeologist and Cultural Resource Specialist

Mr. Price has more than 35 years of experience as a professional cultural resource manager. As Vice President, Principal Archaeologist, and Western Division Manager for Applied EarthWorks, Mr. Price is responsible for project administration and technical management on projects throughout the western United States. He ensures compliance with federal and state laws and regulations, and certifies the technical quality of reports and other documents. He serves as principal liaison with clients and government agencies, manages budgets and worksopes, and directs the work of technical staff and subcontractors. He also fulfills corporate administrative duties assigned by the president and board of directors.

TABLE 8. SELECTED APPLIED EARTHWORKS PROJECT EXPERIENCE	
➤ Padaro Lane Bridge 51C-163 Scour Repair Project, Carpinteria	➤ Rincon Hill Road Bridge Seismic Safety Gate Project, near Carpinteria, Santa Barbara and Ventura Counties
➤ City of Santa Barbara General Plan Update EIR (teamed with AMEC)	➤ Archaeological and Native American Monitoring for the Chevron / Venoco Remediation along Dump Road, Carpinteria
➤ Archaeological Services for the Montecito Water District, Ocean View Avenue Waterline Replacement Project, Montecito	➤ Archaeological Testing to Assess Site Damage and Archaeological Monitoring for the Beach Club Property, Padaro Lane, Carpinteria

VIZ F/X. – VISUAL SIMULATION SPECIALISTS

VIZ F/X has over 20 years experience providing architectural visualization and design services, with previous experience with the City of San Luis Obispo and multiple projects in the Avila Beach area. Services include multiple methods for the communication of architectural designs, such as computer animation, architectural illustrative illustration, photo simulations and multimedia presentations. Viz F/X’s services have been used to assist in obtaining governmental approvals, working with clients and agencies to describe the impact and magnitude of proposed projects and too help lay persons understand the impacts of a planned project.

Viz F/X will

- ▶ Peer review visual resource analysis and size, bulk, and scale impacts
- ▶ Analyze visual impact of alternative architectural configurations for Project site.

Robert Staehle – Architect

Robert Staehle is an architect with over 30 years of experience in construction related technologies. Mr. Staehle holds a B.S of Architecture for the University of Arizona ('80) and is a licensed architect in several western states, including California. Between '80 and '92 Mr. Staehle worked for three award winning architectural firms. He was responsible for the design and documentation of projects including production housing, destination resorts, industrial manufacturing plants and custom homes.



EXAMPLES OF PRECEDENT PROJECTS

AMEC has prepared EIRs for five hotels over the last four years, including two in San Luis Obispo County as well as a major 146 room resort hotel on 27 acres in the Coastal Zone. AMEC has also prepared an EIR for another coastal project on a highly sensitive site that involved new development on lands used for historic oil production and processing where contaminated areas are now overlain by Environmentally Sensitive Habitats, including vernal pools and other wetlands. AMEC also has substantial experience working closely with the Coastal Commission staff on complex coastal zone developments that involve careful assessment of issues related to habitat protection and restoration, public access, shoreline erosion and managed retreat. AMEC frequently works closely with clients to help develop project concepts into more detailed project descriptions and to identify critical information gaps in already submitted project descriptions.

PLAN SANTA BARBARA GENERAL PLAN UPDATE PROGRAM ENVIRONMENTAL IMPACT REPORT

CITY OF SANTA BARBARA, CALIFORNIA

This EIR evaluates the impacts of the update of the City's General Plan. AMEC worked collaboratively with City staff to transform general project goals for sustainable development into a project description of sufficient detail to support EIR analysis. This iterative process fostered adjustments and refinements in the project description prior to committing resources for full-scale impact analysis in the EIR. This process was also used to inform the creation of a range of project alternatives in close coordination with the City.



Key EIR issues included mobility and traffic congestion, air quality, human health risks of diesel particulates, job-housing balance and affordable housing, aesthetic impacts of new multiple-story uses near

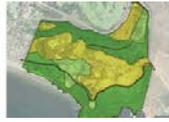
established neighborhoods, greenhouse gas (GHG) generation, and the adequacy of infrastructure, utilities, and public services. AMEC's detailed analysis of sea level rise and its long-term affect on coastal bluff retreat rates was used by the City to guide Local Coastal Plan policy amendments for bluff setbacks. The EIR's travel demand model permitted analysis of all modes of transportation to assess the goal of minimizing net new trip generation at congested intersections, particularly the effectiveness of TDM programs on congestion, energy demand, and GHG generation.

Client Name and Contact
City of Santa Barbara Community Development Department 630 Garden Street Santa Barbara, CA 93101 (805) 564-5470
AMEC Team Key Personnel
Dan Gira, Project Manager Rita Bright, Deputy Project Manager Michael Henry PhD, Lead Analyst



"AMEC's familiarity with the complexities of general plan preparation and implementation were of great assistance to City staff in completion of this project."

John Ledbetter, Principal Planner, City of Santa Barbara



GARDEN STREET TERRACES PROJECT ENVIRONMENTAL IMPACT REPORT

CITY OF SAN LUIS OBISPO, CALIFORNIA

Client Name and Contact

Tyler Corey, Project Manager
City of San Luis Obispo
Community Development Department
919 Palm Street
San Luis Obispo, CA 93401
(805) 781-7169

AMEC Team Key Personnel

Dan Gira, Project Manager



AMEC prepared the EIR for this 1.2 acre, 5-story 200,000 square foot mixed-use project with a 95 room hotel, restaurant, lounge, spa and gym and commercial and residential uses in downtown San Luis Obispo. The project included excavation of a 2-level subterranean parking garage, extensive areas of street-front commercial, and important concurrent streetscape improvements along a key local roadway. The EIR also provided detailed review of community benefits required under city ordinance (e.g., affordable housing, public space).

Key EIR issues included aesthetics and changes in community character, transportation and mobility, air quality, effectiveness of alternative transportation, hazardous materials, solar access, historic resources, green building, pedestrian circulation, and streetscape design. AMEC's team prepared detailed photosimulations of proposed structures to guide visual impact. AMEC's detailed analysis and the high quality of the EIR were praised by the City's Planning Commission and public, and the EIR Project Alternatives became the basis for a major

project redesign ultimately approved by the Planning Commission and City Council.

"The high quality of this EIR was praised by the City's Planning Commission and was a key element in the City's decision-making for this project."

Tyler Corey, City of San Luis Obispo Project Manager, Garden Street Terraces EIR

RANCHO MALIBU COASTAL RESORT HOTEL PROJECT EIR

CITY OF MALIBU, CA

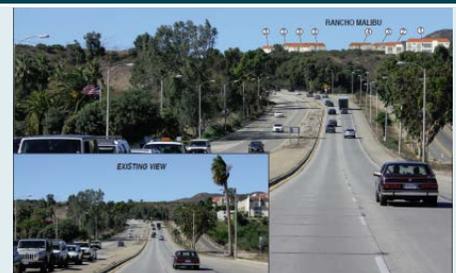
AMEC has submitted the screencheck public draft EIR for construction of a 146 room luxury resort hotel of 294,000 square feet located on 27 acres in the city of Malibu. The proposed project includes a main hotel building of 161,000 square feet with a 60,000 square foot spa and fitness center, ballroom, restaurant(s) and 12 guest rooms along with 21 scattered "casitas" with 134 guestrooms in 134,000 square feet. Proposed site development would require 240,000 cubic yards of grading, with approximately 180,000 cubic yards of export. Key EIR issues include impacts on scenic views from PCH and the Santa Monica Mountains, potential Environmentally Sensitive Habitats (coastal sage and native grasslands), destruction of significant cultural resources, General Plan and Local Coastal Plan policy consistency, hydrology and water quality, traffic congestion and safety, geology and soils, noise, fire hazards and evacuation, public services and utilities. Of particular concern is the project's location within a wastewater disposal prohibition area identified by the RWQCB and use of a "zero emissions" wastewater treatment system. Also of concern is how to

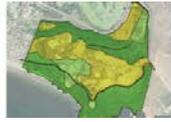
Client Name and Contact

Stephanie Danner, Project Manager
City of Malibu
23825 Stuart Ranch Road
Malibu, CA 90265
t: 310-456-2489 x276

AMEC Team Key Personnel

Dan Gira, Project Manager
Michael Henry, PhD, Lead Analyst





determine what constitutes ESH under the City’s adopted LCP, mitigation of impacts of constrained access to this site, changes in community character due to the size, bulk and scale of the project and improved pedestrian circulation to link this use to the City’s Civic Center. Development of this project site has been subject to public controversy for over a decade and very high levels of public interest have been expressed in this project, with over 90 attendees at the scoping meeting.

5TH STREET AND COLORADO AVENUE HOTEL PROJECTS ENVIRONMENTAL IMPACT REPORT

CITY OF SANTA MONICA, CALIFORNIA

AMEC prepared the EIR for construction of two 6-story hotel projects with ground floor retail and 279 rooms including subterranean parking in downtown Santa Monica, adjacent to the pending Expo Light Rail Transit Line and Downtown Station. The project is moving forward concurrently with major roadway reconstruction, streetscape improvements and rail line installation. Key EIR issues include impacts to a historic structure and a downtown historic district, visual resources, shading of and loss of solar access to adjacent mixed use buildings, traffic congestion and alternative transportation, climate change, land use planning, construction effects, noise and air quality. AMEC’s team prepared detailed assessment of historic structure and the Downtown District, used computer simulations to address possible shadow/ solar shading impacts. The final EIR was submitted in spring of 2013.

Client Name

City of Santa Monica
Strategic & Transportation Planning
1685 Main Street, Room 212
Santa Monica, CA 90407
(310) 485-8341

AMEC Team Key Personnel

Dan Gira, Project Manager
Michael Henry PhD, Lead Analyst



PRC LEASE 421 RECOMMISSIONING PROJECT ENVIRONMENTAL IMPACT REPORT

SANTA BARBARA COUNTY, CALIFORNIA

Client Name

California State Lands Commission (CSLC)
200 Oceangate, Suite 900
Long Beach CA 90802
(562) 499-6312

AMEC Team Key Personnel

Dan Gira, Project Manager
Michael Henry PhD, Lead Analyst
Doug McFarling, QA/QC



AMEC is preparing an EIR that addresses the proposed recommissioning of two 1920s era surf zone wells in Goleta, offshore oil processing and the transport of produced oil via pipeline within Santa Barbara County. AMEC prepared and issued a draft EIR and nearly completed the final EIR. However, due to controversy that EIR was placed on hold by the applicant, while negotiations were undertaken to pursue the AMEC identified Environmentally Superior Alternative. AMEC is currently preparing a revised draft EIR on the new project, including working with CSLC and the project applicant to prepare a detailed description for abandonment, demolition and remediation of one of the two piers and production caissons.

The Project is located on an ephemeral beach and subject to high wave action, particularly during winter storm events. The Project entails partial reconstruction of the oil piers, the installation of additional pipelines and oil processing equipment and potential repair of portions of an aging

seawall. AMEC’s team initially assessed structural stability of aging oil piers, caissons and seawalls, oil transport hazards, potential for oil spills and impacts to sensitive beaches and coastal habitats from project construction and operation. The long history of oil production at this site, past oil spills and attempted remediation and the sites proximity to popular beaches required careful review of hazardous materials issues. The EIR also addresses GHG



emissions in detail, as well as providing analysis of emerging issues, such as sea level rise and tsunami hazards. The EIR is being prepared in coordination with a multi-agency Joint Review Panel, including staff from the CSLC, Coastal Commission and City of Goleta. .

GOLETA BEACH MANAGED RETREAT PROJECT 2.0 ENVIRONMENTAL IMPACT REPORT

GOLETA, CALIFORNIA

AMEC has submitted screencheck draft of the Goleta Beach Managed Retreat EIR; the public draft EIR will be released in June of 2013. The proposed project involves the removal of 1,200 feet of emergency rock revetment and the landward relocation/retreat of key park infrastructure and utilities to address Coastal Commission policy concerns and reduce potential for damage from wave attack and eventual sea level rise. The project has extremely high levels of community interest and involves close coordination with Coastal Commission staff. Key tasks include detailed analysis of shoreline and coastal process issues, including regional sand supply, longshore transport, wave run-up, and the relationship these processes with oscillations in climatic cycles. Important environmental considerations include potential impacts to coastal access, coastal dependent and related recreation, aesthetics, special status wildlife (e.g., globose dune beetle), Environmentally Sensitive Habitats (ESH), and water quality. AMEC worked closely with County and Coastal Commission staff to craft a win-win alternative to address protection of the Park from oscillations in beach width, coastal erosion and shoreline retreat, while addressing key Local Coastal Plan and State Coastal Act policies regarding protection of natural coastal process and supply.

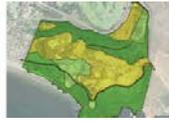
Client Name

County of Santa Barbara
 Planning and Development Department
 123 East Anapamu Street
 Santa Barbara, CA 93101
 (805) 568-2000

AMEC Team Key Personnel

Dan Gira, Project Manager
 Michael Henry PhD, Lead Analyst
 Doug McFarling, QA/QC
 Ben Botkin, Analyst
 Nick Meisinger, Analyst





ANALYSIS OF PUBLIC TRUST RESOURCES FOR BROAD BEACH RESTORATION PROJECT

MALIBU, CALIFORNIA

AMEC prepared an Analysis of Public Trust Resources (APTR) that addresses the dredging or excavation of up to 750,000 cubic yards of sand from four different locations up to 30 miles away from the Project site and is delivery to Broad Beach via barge or truck. AMEC and CSLC worked to create the APTR, a new type of environmental document, as projects undertaken by Geologic Hazard Abatement Districts as statutorily exempt from CEQA and the project had very high levels of agency and public interest requiring extensive environmental analysis.

The Project objective is to restore an eroded sandy beach and create a major line of sand dunes along 6,000 feet of Broad Beach in Malibu. Sand supply options include use different types dredges to obtain offshore sand or up to 60,000 truck trips along PCH from local quarries. The Project also involves validation of a 3,900-foot-long emergency rock revetment that was installed to prevent damage to more than 100 homes and septic systems. AMEC's team is working closely with the applicant's team to enhance the project description for use in the APTR. Key issues include coastal processes, sand supply, ESH protection and dune restoration, the structural stability of the emergency revetment and the long-term stability of the equilibrium beach and dune system in relationship to wave and storm action, tsunamis and climate change induced sea level rise. AMEC is working closely with CSLC and Coastal Commission staff regarding identification of alternatives that may meet both applicant objectives and rigorous Coastal act standards regarding shoreline protection.

Client Name

California State Lands Commission (CSLC)
200 Oceangate, Suite 900
Long Beach CA 90802
(562) 499-6312

AMEC Team Key Personnel

Dan Gira, Project Manager
Michael Henry, PhD, Deputy Project Manager
Julia Baucke, Lead Analyst
Doug McFarling, QA/QC
Rita Bright, Coastal Policy Specialist
Ben Botkin, Environmental Analyst



PREFUMO CREEK COMMONS PROJECT ENVIRONMENTAL IMPACT REPORT

SAN LUIS OBISPO, CALIFORNIA

Client Name

City of San Luis Obispo Community
Development Department
919 Palm Street
San Luis Obispo, CA 93401
(805) 781-7522

AMEC Team Key Personnel

Dan Gira, Project Manager
Michael Henry, PhD, QA/QC
Ben Botkin, Biology and Aesthetics

AMEC completed the EIR for the Prefumo Creek Commons project which addressed the impacts of approval of a general plan amendment, rezone, annexation, parcel map and use permits to accommodate a new Target-based regional shopping center on a 31-acre site. Key issues addressed in this EIR included increased arterial traffic congestion, noise impacts to adjacent residential uses, impact of diesel particulates on an adjacent school and neighborhood, impacts to agriculture and sensitive species/ habitats, flooding, jobs- housing balance/ affordable housing demand, impacts to public view corridors, airport hazards, air quality and analysis of greenhouse gas generation, and analysis of conformance with AB 32, SB 97, and SB 375.

AMEC worked closely with City staff to resolve contentious arterial congestion issues and neighborhood concerns. AMEC assisted the City with a series of options for intersection improvements which maintained acceptable levels of service and reduced projected congestion, and identified TDM and alternative transportation improvements to relieve congestion. AMEC also identified creative mitigation measures to reduce





noise impacts to residential uses and address diesel particulate emission impacts to sensitive receptors. Finally AMEC identified a range of performance-based mitigation measures intended to reduce greenhouse gas generation, including installation of parking lot and rooftop photovoltaic arrays, use of LED lighting, advanced heating and cooling systems, consideration of construction of nearby or onsite employee housing, electric vehicle charging stations and/ or preferential hybrid vehicle parking, and improved transit service and bike paths. The EIR was certified by the City Council and the project was unanimously approved by the City Council.

"AMEC has shown the ability to present complex transportation issues in a manner which is thorough, well-organized and understandable to the general public."

Peggy Mandeville, Principal Transportation Planner, City of San Luis Obispo

PARADISO DEL MARE OCEAN AND INLAND ESTATES ENVIRONMENTAL IMPACT REPORT

SANTA BARBARA COUNTY, CALIFORNIA

AMEC prepared this EIR for residential estate development on a 143-acre project site on the scenic Gaviota Coast, along with analysis of impacts of construction of one mile of the California Coastal Trail and a major coastal access stairway. Key EIR issues included impacts on scenic views, hazards and hazardous material associated with historic oil production and processing facilities, water quality, impacts to sensitive habitats and species (e.g., vernal pools, coastal sage scrub, California red-legged frog, etc.), disruption of significant cultural resources, land use, and growth inducement. AMEC's team prepared detailed photosimulations, biological resource studies, and cultural resource surveys, and also provided review of oil field remediation plans. AMEC performed extensive wetland delineation survey on this site to identify three types of jurisdictional wetlands, those subject to federal State, and Coastal Commission jurisdiction individually, as well as those subject to all three jurisdictions simultaneously. Of particular concern were impacts to vernal pools and wetlands, several of which had formed within the footprint of historic oil storage or production facilities. AMEC also provided detailed analysis related to at-grade access to US highway 101 and related line of sight, safety and access improvement issues. Development of this project site has been subject to public controversy for over a decade as well as repeated litigation. AMEC responded to dozens of comments on the Draft EIR from a variety of community organizations concerned with Gaviota area developments, the Coastal Commission, CDFG, multiple community organizations, and concerned citizens. The project was redesigned to address impacts identified in the EIR and is currently undergoing additional environmental review.

Client Name

County of Santa Barbara
 Planning and Development Department
 123 East Anapamu Street
 Santa Barbara, CA 93101
 (805) 568-2000

AMEC Team Key Personnel

Dan Gira, Project Manager
 Michael Henry PhD, Lead Analyst
 Rita Bright, Land Use Planner





V. PROPOSAL ASSUMPTIONS

AMEC's scope of services and cost proposal (Appendix A) to prepare the EIR for the Avila Point Project are based on the County's Request for Proposal. AMEC is available upon request of County staff to discuss the level of effort and schedule for deliverables. AMEC's proposal assumes that:

1. Electronic and/or hard copy versions of relevant County documents (e.g., available maps, data, and studies, etc.) will be provided in a timely manner to AMEC.
2. Substantive changes to the project description and/or alternatives by the County, once impact analyses have begun, will cause a slip in schedule and an equitable adjustment in cost.
3. Delays of more than 3 months for any particular task (e.g., ADEIR) once work has commenced on that task may cause an equitable increase in cost.
4. AMEC is not responsible for any omission of data or analyses that are not provided or identified to AMEC by the County, its representatives, or contractors.
5. To minimize conflicting comments between County Departments, the County will consolidate department/division comments on draft documents (assumed to be in MS Word® tracked changes).
6. Costs reflect current billing rates and will be valid through 2015.
7. Document reproduction is estimated at \$125 per copy for the EIR.
8. AMEC can assist in preparation and distribution of the Notice of Completion, Notice of Determination, and newspaper notices for an additional cost at the County's request.
9. Time to address public and agency comments on public draft documents is based on preparing responses to up to 40 discrete topic area comments generated from either agency or individual comment letters. If the responses to comments on administrative or draft documents require new data collection or additional fieldwork or analyses beyond the stated scope of work, an equitable adjustment in the cost may be necessary.
10. AMEC will attend up to twenty meetings or hearings, including 6 public hearings, 12 staff, ATCAT, and/or outreach meetings, and 2 project milestone meetings. AMEC's Project Manager will attend additional meetings on a time and materials basis.
11. For the entitlement hearing stage, because it is several years into the process, AMEC's budget assumes cost for meeting attendance and reliance on the Final EIR and previously prepared analyses. Updates to the EIR, addenda or technical memoranda can be provided at an added cost but are not included in the base proposal cost.
12. All public meetings will be recorded by County personnel for the official record. AMEC may assist in preparing materials, summaries, mailing lists, and notices for the meetings at an additional cost if requested by the City.
13. Unless otherwise specified in the scope of work, AMEC technical specialist will perform peer review services of applicant prepared studies rather than original field work or technical research such field work or technical studies may be provided at an added cost.
14. Geologic or hazardous materials surveys or detailed analyses, or requested special research are not included. Assessment for these issues will be based on existing reports, regional plans and site walkovers.



15. Any required hydrological assessment will rely on existing reports along with limited field reconnaissance.
16. California Department of Fish and Game (CDFG) fees are not included in proposal costs.
17. AMEC is available to assist with CCC processing and submittals for added fee, but this proposal includes 2 meetings and limited assistance and feedback to County staff.
18. AMEC's review of the RAP includes peer review of the adequacy and methodologies of initial work and baseline documents, the draft RAP and preparation of comment letter or memorandum on the draft RAP. No formal technical analysis or technical field work is included. Participation in the ACCAT meetings is set forth under assumption
19. It is assumed that the applicant will provide the biological resources spatial data in a digital, reproducible format (e.g., ArcGIS) to be used in the impact analysis; however, we have developed a budget such that the field and graphics time will be adequate to prepare maps depicting the previously documented and AMEC-verified biological resources that occur on the proposed Project site.
20. Individual meetings with each separate Native American group or individual will be held to elicit serious and meaningful responses and will include ten 4-hour meetings to complete this phase of consultation. Cost can be reduced accordingly if the County determines it wishes to proceed with larger group meetings.
21. Cultural resources costs includes time for a clerical staff person to attend the meeting, take and transcribe the notes, and distribute them to all parties after each meeting. Additional meetings or conferences may be facilitated on a time and materials basis.



VI. REFERENCES

The following project references correspond with project examples discussed in this proposal.

Program EIR for Plan Santa Barbara General Plan Update, City of Santa Barbara

John Ledbetter, Program Manager
City of Santa Barbara
Community Development Department
630 Garden Street
Santa Barbara, CA 93101
(805) 564-5470

Performance/Completion Dates: 2008-2010

AMEC Project Manager: Dan Gira

AMEC Deputy Project Managers: Rita Bright

5th Street and Colorado Avenue Hotel Projects Environmental Impact Report

Rachel Kwok, Project Manager
Strategic & Transportation Planning
1685 Main Street, Room 212
Santa Monica, CA 90407
(310) 485-8341
rachel.kwok@smsgov.net

Performance/Completion Dates: 2012-2013

AMEC Project Manager: Dan Gira

AMEC Analyst: Michael Henry PhD

Victoria Avenue Corridor Plan and Development Code Initial Study (IS) and Mitigated Negative Declaration (MND)

Lilly Okamura, Project Manager
City of Ventura
Community Development Department
501 Poli St. Room 133
Ventura, CA 93401
(805) 781-7168

lokamura@cityofventura.net

Performance/Completion Dates: 2007-2009

AMEC Project Manager: Dan Gira

AMEC Analysts: Rita Bright and Ben Botkin

Garden Street Terraces Project Environmental Impact Report

Tyler Corey, Project Manager
City of San Luis Obispo Community Development Department
919 Palm Street
San Luis Obispo, CA 93401
(805) 781-7169

tcorey@slocity.org

Performance/Completion Dates: 2008-2010

AMEC Project Manager: Dan Gira

AMEC Analyst: Michael Henry PhD

Chinatown Project Environmental Impact Report

Pam Ricci, Project Manager
City of San Luis Obispo Community Development Department
919 Palm Street
San Luis Obispo, CA 93401
(805) 781-7169

pricci@slocity.org

Performance/Completion Dates: 2007

AMEC Project Manager: Dan Gira





APPENDIX A: COST PROPOSAL SUMMARY

AMEC’s team has prepared a cost proposal to provide a detailed description of the level of effort – by task, and within each phase of the Project.

The complete cost of the Project EIR project is estimated at \$727,033 with a discretionary 10% contingency for the County’s optional use given the duration and complexity of this Project, for a total contract cost of \$799,736. This total cost estimate is reflective of a fixed cost Administrative Draft EIR of \$247,928, and time and expense estimates for other tasks associated with Phases I, II, and III. The following provides a full cost summary by Phase for AMEC and all subconsultant team members.

This proposal is an offer for a period of ninety (90) days from the date of submittal. Mr. Aaron Goldschmidt, Vice President, is authorized to sign this proposal. Questions regarding the scope of services, technical approach, or any additional information requests during the period of proposal evaluation can be directed to Mr. Dan Gira.

AMEC Environment & Infrastructure, Inc.
104 West Anapamu Street, Suite 204A
Santa Barbara, CA 93101
(805) 962-0992

No member of the contractor’s team has a financial gain or an interest in the financial outcome of the project.

We believe our resources and qualifications will allow us to successfully complete this project, and we will commit all necessary staff and resources to the performance of this work within the project schedule.

Respectfully submitted,

Aaron P. Goldschmidt
Operations Manager
Environmental Planning and Natural Resources Program



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APPENDIX B: PROPOSED PROJECT SCHEDULE AND GANTT CHART



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ID	Task Name	Duration	Start	Finish	2014					2015					2016					2017					2018																			
					Jun	Jul	u	e	Oct	o	e	Jan	e	Mar	Apr	a	Jun	Jul	u	e	Oct	o	e	Jan	e	Mar	Apr	a	Jun	Jul	u	e	Oct	o	e	Jan	e	Mar	Apr	a	Jun	Jul	u	e
1	Avila Point Project EIR	1170 days	Mon 7/1/13	Fri 12/22/17																																								
2	Phase I: Pre-Environmental Review	315 days	Mon 7/1/13	Fri 9/12/14																																								
3	Task #1: Kickoff/Data Collection	170 days	Mon 7/1/13	Fri 2/21/14																																								
4	Minimum of 6 Meetings (Kick-off, community meeting, staff meeting, applicant meetings)	2 mons	Mon 7/1/13	Fri 8/23/13																																								
5	ATCAT Meetings (Monthly, as needed)	6 mons	Mon 8/26/13	Fri 2/7/14																																								
6	Review Existing Studies/Data Prepared by Applicant	1 mon	Mon 8/26/13	Fri 9/20/13																																								
7	Review Remediation Action Plan (RAP) - Forthcoming	1 mon	Mon 9/23/13	Fri 10/18/13																																								
8	Review Development Plan/Permit for Site Clean Up	1 mon	Mon 10/21/13	Fri 11/15/13																																								
9	Initial Study/NOP/Scoping	2 mons	Mon 11/18/13	Fri 1/10/14																																								
10	SB18 Consultation	1.5 mons	Mon 1/13/14	Fri 2/21/14																																								
11	Task #2: Project Description & Alternatives	175 days	Mon 1/13/14	Fri 9/12/14																																								
12	Determine Project Description and Feasible Alternatives based on RAP/Site Clean Up Permit.	3 mons	Mon 1/13/14	Fri 4/4/14																																								
13	Draft Project Description EIR Sections:	80 days	Mon 4/7/14	Fri 7/25/14																																								
14	1. Remediation Action Plan (RAP)	1 mon	Mon 4/7/14	Fri 5/2/14																																								
15	2. Amendment to General Plan/ Specific Plan/Local Coastal Program	1 mon	Mon 5/5/14	Fri 5/30/14																																								
16	3. Development Plan/Entitlements for Resort Hotel	1 mon	Mon 6/2/14	Fri 6/27/14																																								
17	4. Alternatives	1 mon	Mon 6/30/14	Fri 7/25/14																																								
18	Review Project Description with ATCAT	3 wks	Mon 7/28/14	Fri 8/15/14																																								
19	Review Project Description with CCC	1 mon	Mon 8/18/14	Fri 9/12/14																																								
20	Phase II: Environmental Impact Report (EIR)	355 days	Mon 9/15/14	Fri 1/22/16																																								
21	Task #3: Admin Draft EIR	180 days	Mon 9/15/14	Fri 5/22/15																																								
22	Analyze impacts of the Three (3) components of Project Description and Alternatives (Task 2)	7 mons	Mon 9/15/14	Fri 3/27/15																																								
23	Review and Revision	2 mons	Mon 3/30/15	Fri 5/22/15																																								
24	Task #4: Draft EIR	70 days	Mon 5/25/15	Fri 8/28/15																																								
25	Publish and Release DEIR	3 wks	Mon 5/25/15	Fri 6/12/15																																								
26	Public Comment Period	2 mons	Mon 6/15/15	Fri 8/7/15																																								
27	Review and Revision	3 wks	Mon 8/10/15	Fri 8/28/15																																								
28	Task #5: Administrative Final EIR	55 days	Mon 8/31/15	Fri 11/13/15																																								
29	Response to Comments	2 mons	Mon 8/31/15	Fri 10/23/15																																								
30	Review and Revision	3 wks	Mon 10/26/15	Fri 11/13/15																																								
31	Task #6: Final EIR/Findings/MMRP	50 days	Mon 11/16/15	Fri 1/22/16																																								
32	Develop MMRP	3 wks	Mon 11/16/15	Fri 12/4/15																																								
33	Develop Findings/SOC (limited to 50 hours)	2 wks	Mon 12/7/15	Fri 12/18/15																																								
34	Review and Revision	3 wks	Mon 12/21/15	Fri 1/8/16																																								
35	Publish and Release FEIR	2 wks	Mon 1/11/16	Fri 1/22/16																																								
36	Phase III: Project Approvals, Hearings, and Permitting	500 days	Mon 1/25/16	Fri 12/22/17																																								
37	Task #7: Meetings/Hearing	480 days	Mon 1/25/16	Fri 11/24/17																																								
38	Minimum of 6 Public Hearings, including:	440 days	Mon 1/25/16	Fri 9/29/17																																								
39	Planning Commission	2 mons	Mon 1/25/16	Fri 3/18/16																																								
40	Board of Supervisors	2 mons	Mon 3/21/16	Fri 5/13/16																																								
41	Coastal Commission (includes consultation for Coastal Permitting Process)	18 mons	Mon 5/16/16	Fri 9/29/17																																								
42	Permit Processing and Entitlements	2 mons	Mon 10/2/17	Fri 11/24/17																																								
43	Task #8: Project Completion	20 days	Mon 11/27/17	Fri 12/22/17																																								
44	Project Close out and Wrap Up Meetings	2 wks	Mon 11/27/17	Fri 12/8/17																																								
45	Administrative Record Collation and Delivery	2 wks	Mon 12/11/17	Fri 12/22/17																																								
46	Project Completion	0 days	Fri 12/22/17	Fri 12/22/17																																								

Project: AvilaPoint_SLOCounty_Apr20
Date: Fri 5/24/13

Task Progress Summary External Tasks Deadline

Split Milestone Project Summary External Milestone



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APPENDICES C - E

Appendices C - E are digital documents provided on the enclosed CD, including:

Appendix C: Coastal Resort Survey

Appendix D: AMEC Letters of Commendation

Appendix E: AMEC Team Resumes



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