

4.15 Recreation and Public Access

This section describes existing recreational facilities and activities and public access opportunities in the vicinity of the DCPP Decommissioning Project. This section also evaluates Proposed Project compliance with applicable regulations and laws, identifies applicable significance thresholds, and evaluates the Proposed Project's impacts on recreational resources and public access.

Scoping Comments Received. During the scoping comment period for the EIR, written and verbal comments were received from agencies, organizations, and the public. These comments identified various substantive issues and concerns relevant to the EIR analysis. Appendix B includes all comments received during the scoping comment period. The following list provides a summary of scoping comments applicable to this issue area and considered in preparing this section:

- Address lack of public access on the coast due to the existing structures that would remain post-decommissioning, including the 230 and 500 kV switchyards, raw water reservoirs, intake structure, roads, and the east and west breakwaters.
- Address access to the Pecho Coast Trail, Point Buchon Trail and the 1,200-acre conservation set aside at Point San Luis, all required by prior permits approved by the California Coastal Commission (CCC).
- Consider extending the Pecho Coast Trail along the coastal bluffs in South Ranch, Parcel P, and North Ranch to connect to the Point Buchon Trail, completing an essential link in the California Coastal Trail between Port San Luis and Montaña de Oro.
- Include a more detailed discussion of why PG&E was required to open the Pecho Coast Trail as mitigation for the Training/Simulator Building, open the Buchon Trail as mitigation for the Independent Spent Fuel Storage Installation (ISFSI), and set aside 1,200 acres for conservation at Point San Luis as mitigation for the Steam Generator Replacement Project.
- Consider future historic landmarks along the Coastal Trail that would interpret past land uses associated with the DCPP site.
- Include guarantee of conservation and public access, in perpetuity, of Diablo Canyon Lands including the use of conservation easements.
- Include the 2000 DREAM Initiative in the discussion. This was a ballot initiative (Diablo Resources Advisory Measure, also known as Measure A) that was supported by nearly 75 percent of San Luis Obispo County (County) residents in November 2000 to conserve and provide public access to all the Diablo Canyon Lands upon the plant's closure.

4.15.1 Environmental Setting

PG&E or Eureka Energy (Eureka) owns or controls approximately 12,000 acres in and around the DCPP, with about 4,000 acres of those lands within the coastal zone (California Coastal Commission [CCC], 2009). These Diablo Canyon Lands cover about 12 miles of coastline. Although public access at the DCPP site in the coastal zone is limited due to security and safety reasons, several recreational resources are available in the vicinity, including pedestrian hiking opportunities located north and south of the DCPP site that were previously required and permitted by the CCC. No recreational access exists through the DCPP high-security zone.

4.15.1.1 San Luis Obispo County Recreational Resources

As noted in Table 4.15-1, there are roughly 23 parks, three golf courses, and eight Special Places operated by the San Luis Obispo County Parks Department. Special Places include natural areas, coastal access, and historic facilities. Natural area is defined as land protected for its resources, which may also afford some passive recreation (San Luis Obispo, 2006).

Each incorporated city within the County also provides its own system of parks and recreation. Within the County's unincorporated areas, there are very few neighborhood parks. The County recreational resources offer general outdoor, rural experiences with hiking, biking, and other trail uses. Parks are also provided by State and federal agencies. These parks provide important areas for nature appreciation and often coastal access. The California Department of Parks and Recreation provides large parks in the County, such as Montaña de Oro described in detail below, offering trails, beach access, camping, access to historic facilities, and/or nature appreciation.

Table 4.15-1. San Luis Obispo County Parks Inventory

Park Name	Location	Park Acres	Natural Area Acres
Regional Parks (Urban)			
Biddle Park	Arroyo Grande	27	20
Duveneck Park (undeveloped)	Templeton	80	0
El Chorro Park	San Luis Obispo	40	450
Heilmann Park	Atascadero	102	0
Coastal Dunes RV Park	Oceano	5	0
<i>Total Regional Parks (Urban)</i>		<i>254</i>	<i>470</i>
Regional Parks (Rural)			
Lopez Lake Recreation Area	Arroyo Grande	200	4,076
Santa Margarita Lake Park	Santa Margarita	21	7,101
<i>Total Regional Park (Rural)</i>		<i>221</i>	<i>11,177</i>
Mini, Neighborhood and Community Parks			
Avila Park/Plaza	Avila	2.5	0
Cuesta Park	San Luis Obispo	5	0
C.W. Clarke Park	Shandon	11.5	0
Hardie Park	Cayucos	4	0
Lampton Cliffs Park	Cambria	2.2	0
Los Osos Community Park	Los Osos	6.2	0
Norma Rose Park (undeveloped)	Cayucos	1.5	0
Nipomo Community Park	Nipomo	74	80
Oceano Memorial Park	Oceano	11.8	0
Paul Andrew Park	Cayucos	1	0
Jack Ready Park (undeveloped)	Nipomo	30	0

Table 4.15-1. San Luis Obispo County Parks Inventory

Park Name	Location	Park Acres	Natural Area Acres
San Miguel Park	San Miguel	4.5	0
Santa Margarita Community Park	Santa Margarita	2	0
See Canyon Park (undeveloped)	Avila Valley	8.7	0
Shamel Park	Cambria	6	0
Templeton Park	Templeton	3.5	0
Toro Creek Park	Cayucos	0	258
<i>Total Mini, Neighborhood and Community Parks</i>		<i>174.4</i>	<i>338</i>
Special Places (Natural Areas, Coastal Accessways, Historic Sites)			
Bishop Peak	San Luis Obispo	0	104.3
Cave Landing Natural Area	Avila Valley	1	58
Cayucos Beach	Cayucos	14	0
Coastal Accessways	Coastal Area	7.3	0
Dana Adobe Viewshed	Nipomo	0	100.3
Elfin Forest	Los Osos	0	38.7
Wolf Natural Area	San Miguel	0	58
Monarch Grove	Los Osos	0	18
Mesa Meadows	Nipomo	0	20
Rios Caledonia Adobe	San Miguel	2.8	0
<i>Total Special Places</i>		<i>25.1</i>	<i>397.3</i>
Golf Courses			
Chalk Mountain GC	Atascadero	212	0
Dairy Creek GC	San Luis Obispo	224	0
Morro Bay GC (State Parks Owned, County operated)	Morro Bay	125	0
<i>Total Golf Courses</i>		<i>561</i>	<i>0</i>
Trails and Staging Areas (Outside Parks)			
Bob Jones Pathway	Avila Valley	1.8	0
Cypress Ridge Trail	Nipomo	1	0
Hi Mountain Trail and Staging Areas	Huasna	7	0
San Miguel Staging Area (Salinas River)	San Miguel	2	0
<i>Total Trails</i>		<i>11.8</i>	<i>0</i>
Total Operated Acreage		1,467.3	12,382.3

Source: San Luis Obispo, 2006 (Table 1 – County Parks Inventory, p.13) – revised.

4.15.1.2 Recreation and Public Access Resources on the Diablo Canyon Lands

Limited public access to trails and beaches is provided on lands outside (north and south) of the DCPD decommissioning project boundary (see Figure 2-7), as described below. Each of these recreation and public access resources were required to be developed and maintained through prior Coastal Development Permits (CDP), which were approved by the CCC, as described below.

Point Buchon Trail

Coastal Development Permit (CDP) A-3-SLO-04-035 was approved by the CCC in 2004, after an appeal of the County's locally issued CDP. The CCC permit adopted the County's conditions and established additional conditions to mitigate the impacts to public access, in perpetuity, imposed by the construction of an ISFSI at the DCPD (CCC, 2004). Under Special Condition 3 of CDP A-3-SLO-04-035, PG&E was required to provide a deed restriction for the Point Buchon Trail (see Figure 4.15-1) along with other public access components to ensure legal protection of public access in perpetuity (CCC, 2004). Special Condition 3 also required access at the following locations: (1) lateral bluff top access to approximately 3 miles of coastline along the northern portion of the Diablo Canyon Lands between Montaña de Oro State Park and Crowbar Creek with at least three opportunities for access to coastal viewing areas on projecting land promontories (Point Buchon Trail), (2) vertical access to at least one beach in the northern portion of the Diablo Canyon Lands (Coon Creek Beach, near the northern boundary of PG&E's lands); lateral access along that beach; and (3) increased access to the Pecho Coast Trail (described below) on the southern portion of the Diablo Canyon Lands, as allowed within the provisions of the Pecho Coast Trail Accessway Management Plan and the Memorandum of Understanding governing that Plan (CCC, 2004).

Figure 4.15-1. Point Buchon Trail



Source: PG&E, 2021a (modified).

In its approval findings, the CCC evaluated the expected impacts of the ISFSI project on public access to and along the shoreline in the Diablo Canyon Lands. The CCC findings noted that, in addition to California Coastal Act (CCA) policies and the County’s Local Coastal Program (LCP) policies, and pursuant to State and federal law, public access established as part of a permit decision must generally be based on an appropriate nexus between the proposed project’s effects on access and the measures taken to establish access (CCC, 2004). Thus, the CCC’s findings noted that there must be a “nexus determination” (or credible relationship) between any loss of access caused by the ISFSI project and the measures required to replace or regain that access and the measures must be proportional to the ISFSI project’s effects (CCC, 2004).

As a legal basis for approval of public access requirements, the CCC's findings included a nexus determination and a rough proportionality analysis to determine the extent of lost access caused by the ISFSI project (CCC, 2004). The CCC evaluated several issues related to the need for and purpose of the ISFSI, including the lack of an alternative permanent storage facility for spent nuclear fuel (SNF) and unresolved issues about the remaining useful life of the DCP, which was determined in that report to be the existing cause of lost shoreline access along that particular stretch of the coast (CCC, 2004). Because other alternatives for storing the SNF were determined to be unavailable, infeasible, or would cause greater adverse risk to public health and the environment; and because the ISFSI extended the life of the DCP, the CCC staff report found that the ISFSI would be present on the site for the foreseeable future and would therefore cause loss of access to part of the California shoreline in perpetuity (CCC, 2004). Thus, the CCC imposed Special Condition 3 of CDP A-3-SLO-04-035, which required PG&E to address the loss of access by providing several accessways on the Diablo Canyon Lands to the north and south of the high-security zone, as identified above, as well as by implementing various management measures, identifying the improvements necessary to provide at least the equivalent of the lost level of access, and protecting those accessways in perpetuity through deed restrictions (CCC, 2004).

The 6.6-mile (roundtrip) Point Buchon Trail developed per CCC requirements was opened to the public in July 2007 and is known for its panoramic views of beautiful headlands and offshore sea stacks (PG&E, 2021a). The trail is open Thursday through Monday year-round except on major holidays. Access is limited to 275 visitors per day (PG&E, 2021a). The parking area for the trail is located off PG&E property, near the existing Coon Creek trailhead at Montaña de Oro State Park (PG&E, 2021a). The parking area includes a State-maintained public restroom. Hikers proceed from the parking area in Montaña de Oro State Park across Coon Creek Bridge to a registration kiosk/trail attendant station on PG&E property to check-in. At the kiosk, hikers are required to check in, and check out again upon leaving the property. Summer hours are 8:00 a.m. to 5:00 p.m. and the trail closes at 4:00 p.m. in the winter (PG&E, 2021a). Trail users are required to check out no later than 15 minutes before the seasonal closing time. Based on the Rules and Regulations for the Point Buchon Trail, users requesting access to the trail might be subject to a security check (PG&E, 2023a). This process allows PG&E to track visitor numbers and helps support site security and emergency response should a hiker not check out at the end of the day or if the trail needs to be evacuated in an emergency. The trail extends from the kiosk at the southern boundary of Montaña de Oro State Park to Crowbar Canyon, just north of DCP. The trail also includes a public beach access point at the mouth of Coon Creek (see Figure 4.15-1). PG&E offers access to the trail five days a week to up to 275 people per day, for up to a total of 71,500 visitors per year, which is below the 100,000 visitors per year total established in A-3-SLO-04-035 as adopted by the CCC. The most recent data available from PG&E shows that 12,693 people used the Point Buchon Trail in 2021 and 14,505 people used the trail in 2022, with the highest use generally during the summer months, in addition to the spring months of March and April (PG&E, 2022b).⁴⁴ Prior to the COVID-19 Pandemic, the number of visitors to the Point Buchon Trail averaged approximately 16,691 per year in 2015-2019 (PG&E, 2023c).

⁴⁴ The Point Buchon Trail reopened on March 1, 2021 after it closed in March 2020 due to the Covid-19 pandemic. For 2022, this count goes through mid-August. For comparison, 16,953 people used the trail in 2018 and 16,591 in 2019 (PG&E, 2023c).

Pecho Coast/Rattlesnake Canyon Trail

The Pecho Coast/Rattlesnake Canyon Trail is located on the south end of PG&E property and accessed through Port San Luis (see Figure 4.15-2). The trail ends approximately 3.7 miles south of the DCP high-security zone. The trail is a result of the public access requirements of CDP No. A-4-82-593 issued by the CCC in 1983 for construction of PG&E’s Simulator Building at DCP. That permit required PG&E to develop a public access plan to provide coastal access within the Diablo Canyon Lands. As part of that project, PG&E paid \$195,000 into an escrow account for developing and maintaining the trail improvements. (CCC, 2008). The Nature Conservancy was appointed the Pecho Coast Trail Management Agency on February 18, 1992, and acted in that capacity until 1996, when the organization resigned from that role (CCC, 1997). After an unsuccessful search for a new management agency in 1997, PG&E volunteered to be an interim management agency and has since maintained the trail. PG&E clears the trails and ensures their continued maintenance with funding through its Land Stewardship Program (PG&E, 2023b).

The Pecho Coast/Rattlesnake Canyon Trail was opened to the public in 1993 via the CCC-approved operational agreement in which The Nature Conservancy agreed to maintain and take liability for public access of the trail as defined in PG&E’s Access Management Plan (CCC, 1997). The trail, which spans from the Fishermen’s Memorial north of Port San Luis to Rattlesnake Canyon, is known for its panoramic views of Avila Beach (PG&E, 2021b). The trail allows the public to access portions of the coastline that had been closed since the Spanish mission days. All hikes are required to be docent-led, and two routes are available: (1) a 3.75-mile roundtrip hike from Port San Luis to the Point San Luis Lighthouse (Pecho Coast Trail) or (2) an 8-mile roundtrip hike continuing from the Point San Luis Lighthouse, around Point San Luis, and north to Rattlesnake Canyon (Rattlesnake Canyon Trail) (PG&E, 2021b). Visitors can enjoy a short docent-led tour of the lighthouse for a fee on Wednesdays and Saturdays (Point San Luis Lighthouse, n.d.). Due to concerns regarding security, sensitive biological resources, and public safety hazards, all hikers must pre-register with PG&E and a docent must lead all hikers and/or lighthouse visitors. Hikes are currently offered year-round, except on major holidays, for groups of up to 20 hikers on the first Monday of each month for the Rattlesnake Canyon trail and up to 40 hikers on Wednesdays and Saturdays for the Pecho Coast Trail (PG&E, 2021b; 2023d). Reservations are required for both hikes, and they are both contingent upon the availability of trained docents to lead hikers. CDP A-3-SLO-04-035 (related

Figure 4.15-2. Pecho Coast/Rattlesnake Canyon Trails



Source: PG&E, 2021b (modified).

to the ISFSI and Point Buchon Trail development) also required PG&E to include a plan to increase access to the Pecho Coast Trail, because the approved Access Management Plan for the Pecho Coast Trails found that PG&E could provide hikes daily, rather than only twice per week (CCC, 2004). The most recent data available from PG&E for the Pecho Coast trail recorded 800 trail users in 2021 and 942 trail users in 2022 (PG&E, 2022b).⁴⁵

4.15.1.3 Recreation and Public Access Resources in the Vicinity of DCP

Montaña de Oro State Park

Montaña de Oro State Park is located 6 miles southwest of Los Osos and 7 miles south of the southern edge of Morro Bay. The main access point via passenger vehicle is on Pecho Valley Road. It is one of California's largest state parks and includes 7 miles of coastline. The park features rugged cliffs, secluded sandy beaches, coastal plains, streams, canyons, and hills, including 1,347-foot Valencia Peak. Golden yellow wildflowers give the park its name, "Mountain of Gold," and the colorful display from spring into summer is one of the park's most appealing features. More than half a million people visit Montaña de Oro each year to go camping, hiking, biking, horseback riding, and surfing. Almost 50 miles of trails are available to hikers, and some trails are open to equestrians and mountain bikers. (DPR, 2016) Access to the park is currently limited to trails and roads coming from the north, as the Point Buchon Trail to the south is limited to out-and-back hiking towards DCP, and no vehicle travel is authorized beyond the Coon Creek trailhead parking lot.

The main activity center at the park is at Spooner's Cove, where a historic dairy farmhouse serves as the park ranger headquarters and visitor center, operated by the Central Coast Natural History Association. In the canyon behind the visitor center are approximately 50 campsites suitable for tents, trailers, or RVs. Spooner's Cove has a broad, sandy, easily accessible beach, flanked by sea cliffs. Other camping facilities include walk-in primitive campsites and group campsites, as well as equestrian sites. (CCC, 2007; DPR, 2016)

Also, Montaña de Oro is home to Camp KEEP, the Kern Environmental Education Program that has hosted five-day environmental science education camps for adolescents on the California coast since 1971. Day use hours are year-round from 6:00 a.m. to 10:00 p.m. The site is used by Kern County to host environmental education programs when it is safe to do so given wildfire and other environmental risks. The site is currently only accessible through the KEEP camping program (DPR, 2016).

Port San Luis and Avila Beach

Port San Luis is approximately 6 miles from DCP, with public entrances across the street from the DCP security entrance along Avila Beach Drive, which is controlled by the County of San Luis Obispo and serves as the primary access road for DCP (CCC, 2007; Port San Luis Harbor District, 2021a). The primary boating access points in Port San Luis occur at the launches on Harford

⁴⁵ The Pecho Coast/Rattlesnake Canyon Trail reopened on March 1, 2021 after it was closed due to the Covid-19 pandemic in March 2020. For 2022, this count goes through mid-August 2022. For comparison, 1,896 people used the trail in 2018 and 1,804 in 2019 (PG&E, 2023c).

Landing and the hoists and landings at Harford Pier. To a lesser extent, boating access also occurs at the hoist and landing at Avila Pier and the small boat ramp at Olde Port Beach. (CCC, 2007)

The Port San Luis Harbor District owns and controls both land and tideland properties at San Luis Obispo Bay, bounded by Point San Luis on the west, Irish Hills to the north, Sunset Palisades on the east, and the southerly ocean area 3 miles seaward. This includes Avila Pier, Avila Beach, Avila Beach Community Park, Olde Port Beach, Harbor Terrace (now called Flying Flags Avila Beach), Harford Landing and Pier, and the Point San Luis Lighthouse.

Port San Luis was constructed in the 19th century to serve the inland town of San Luis Obispo. The Port, originally known as Port Harford, served the whaling industry in the late 19th century and was a major oil port during World War II. Today, Port San Luis is a sport and commercial fishing center, offering several recreational opportunities, including boating and water sports, sport fishing, and recreational vehicle camping. There are four designated areas for recreational vehicles (RV) available at Port San Luis, each offering multiple RV campsites.

Currently, there are approximately 175 boat mooring spaces in the main harbor divided among recreational power and sailing vessels, commercial fishing, guest spaces, and about a dozen moorings on the west side of Avila Pier (Port San Luis Harbor District, 2023c). Up to 100 of the mooring spaces are reserved for commercial fishing occupancy. There are no boat slips (Lisa Wise Consulting, 2008).

Facilities include a 1,000-pound boat hoist at the base of Harford Pier, diesel fuel and ice sales, a pump out facility, boat wash-down area, trailered boat storage, and trailer parking. There is a trailer boat launch with a 15,000-pound hoist and a mobile boat hoist capable of lifting boats up to 50 tons. The Port's sport fishing launch opens at 6:00 a.m. Monday through Friday and 5:30 a.m. on the weekends. It closes at 4:00 p.m. every day (Port San Luis SportLaunch, 2023). Sports fishermen typically begin queuing for launch times at 5:00 a.m. (Port San Luis Harbor District, 2023a, 2023c). Commercial fisherman and wholesale commercial fish buyers access the pier at all hours, as do pier fishing patrons (Port San Luis Harbor District, 2023c). The Port also provides camping accommodations. It has eight RV camping sites with hook-ups at Coastal Gateways and 12 boat trailer dry camping sites on Harford Landing. In addition, immediately east of the Harford Landing entrance on Avila Beach Drive, there are 13 dry camping sites at Woodyard and six dry camping sites at Nobi Point (Port San Luis Harbor District, 2023d).

Port San Luis Harbor District largely enforces the parking regulations for Harford Landing and Pier and issues overnight vehicle parking permits for Harford Landing. Parking permits for unlimited overnight parking are available for Harbor District permitted commercial fisherman, mooring lessees, and those in possession of one of the five available live aboard permits. Non-Port San Luis commercial fishermen, sports fisherman, mooring patrons, and patrons not able to safely drive their vehicles may obtain a temporary permit allowing up to 3 days of vehicle parking (Port San Luis Harbor District, 2021c).

Fishing Piers

Port San Luis has two established public fishing piers: Avila Pier and Harford Pier. Harford Pier is a 1,340-foot-long drive-on pier that offers public fishing, fish sales, restaurants, and views of the bay. No license is required for fishing from the pier, which is lighted at night. Charter boat trips,

fishing equipment, and fishing licenses are available. The Harford Landing and Pier are open 24 hours, seven days a week.

Additionally, the 1,635-foot-long Avila Pier, which was constructed in 1908, extends from the middle of Avila Beach (CCC, 2007). Avila Pier suffered substantial storm damage, which led to the pier being closed in 2015 due to structural instability (Port San Luis Harbor District, n.d.). Avila Pier is now in the process of being restored. It is anticipated to be reopened in late 2024 (Port San Luis Harbor District, 2023b). When the pier was open, no license was required for pier fishing and bait and tackle were sold on the public pier, which included a fish-cleaning station and public boat landing (CCC, 2007).

Public Beaches

Avila Beach is a wide sandy beach downcoast from, and sheltered by, Point San Luis. Avila is popular for swimming, kayaking, and water-related sports. Volleyball nets, picnic tables, barbecues, restrooms, and outdoor showers are available for public use, and there are seasonal lifeguards and beach equipment rentals. (CCC, 2007)

Olde Port Beach is located upcoast (westward) from Avila Beach and is closer to Port San Luis (see Figure 4.15-3). It is permissible to drive down the slope onto this wide, sandy beach to load or unload boats; however, no parking is allowed on the sand. Swimming, surfing, windsurfing, kayaking, diving, and dog walking are popular activities on Olde Port Beach. Restrooms and Americans with Disabilities Act (ADA) access are provided.

Fisherman's Beach

Fisherman's Beach is the smallest and most westward public beach located along Avila Beach Drive, furthest from the town of Avila Beach. Day-use car parking spots are available along the road shoulder outside of the camping areas. Parking is prohibited from 2:00 a.m. to 6:00 a.m. daily. Camping is not allowed on the road shoulders but as described above, there are two campsites, Nobi Point and Woodyard, managed by the Port San Luis Harbor District near Fisherman's Beach. Across from Fisherman's Beach, there is a Fishermen's Memorial with the names of those lost at sea and a seating area (California Beaches, 2022). The Fishermen's Memorial is also the trailhead for the Pecho Coast Trail (PG&E, 2021b).

Figure 4.15-3. San Luis Obispo Bay Recreational Resources



Source: CCC, 2007 (revised); ArcGIS Online, 2022; Port San Luis Harbor District, 2023d.

Educational Activities

Central Coast Aquarium, formerly known as the Port San Luis Marine Life Institute, is a non-profit organization that provides ocean-related educational opportunities. Programs take place aboard boats and in the marine science education center and aquarium, located adjacent to Avila Beach Park. The Exhibit Hall is open for public access every day but Monday from 10:00 a.m. to 4:00 p.m. year-round. (Central Coast Aquarium, 2022)

Bob Jones Bike Trail

The Bob Jones City-to-the-Sea Trail (Bob Jones Bike Trail) is a 2.5-mile bike trail that follows the Pacific Coast Railroad right-of-way from Ontario Road, along San Luis Obispo Creek to the Avila Beach pier. This trail is a paved, County-maintained trail used for running, biking, and hiking. Dogs on leash are allowed. The southwestern trail terminus at Avila Beach pier is approximately 7 miles from DCP. (CCC, 2007)

Bluff Trail

A paved path, beginning at a parking lot at the west end of Bluff Drive off El Portal Avenue in Shell Beach, runs along part of the bluff towards Avila Beach. Completion of the paved trail west to Cave Landing Road and Avila Beach Park would form a segment of the statewide California Coastal Trail for use by hikers and bikers. (CCC, 2007)

Avila Beach Community Park

Avila Beach Community Park contains a pirate-ship play structure, basketball courts, picnic tables, restrooms, and barbecue grills in a grassy park (CCC, 2007).

4.15.1.4 Recreational Resources in the Vicinity of the Pismo Beach Railyard

The PBR site is located within the City of Pismo Beach. Bicycling, walking, hiking, swimming, surfing, and running are among the many popular recreational activities within the city, which has easy access to the Pacific Ocean and a long beach area. The city also contains both state and local parks and recreational areas, comprising a total of 106 acres dedicated to open space, with another 229 acres of recreational areas (Pismo Beach, 2014). The PBR is located near several recreational facilities including:

- Price Historic Park, a 4-acre park with hiking and biking trails and open space, located approximately 0.1 miles east
- Pismo Beach Sports Complex, a 5.5-acre park that includes three ball fields, located approximately 0.23 miles south
- Highland Park, a 7-acre park equipped with picnic areas and a playground, located approximately 0.45 miles east
- Boosinger Park, a small neighborhood park with play equipment and picnic areas, located approximately 0.23 miles west

Trails and bikeways are an important focus area for Pismo Beach and are emphasized in the Pismo Beach General Plan/Local Coastal Plan. The Juan Bautista de Anza National Historic Trail passes less than 500 feet from the PBR at the intersection of Bello Street and Frady Lane. An existing Class I bicycle and pedestrian trail is also located along the Pismo Creek/Juan Bautista de Anza Trail along the eastern boundary of Pismo Creek and extends to Price Historic Park, northeast of the PBR. (Pismo Beach, 1998; 2014)

4.15.1.5 Recreational Resources in the Vicinity of the Santa Maria Valley Railroad Site

SMVR-SB

Santa Barbara County provides extensive indoor and outdoor recreational opportunities for active and passive use. Open space for outdoor, active recreation areas in Santa Barbara County include beaches and Community/Regional Parks. Additional recreational opportunities in Santa Barbara County include wilderness areas for hiking and backpacking and aquatic areas suitable for boating and swimming. Natural and scenic areas, such as natural preserves, are permitted for passive recreation only and with limited activities. Other types of recreation such as golfing, riding academies, and campgrounds are also available and contain both public and private access.

The SMVR-SB site (Betteravia Industrial Park) is located at 2820 W. Betteravia Road just west of the City of Santa Maria and south of Guadalupe. There are no existing recreational resources at or immediately adjacent to the SMVR-SB site because it is in a highly industrial area. (Santa Barbara, 2016)

4.15.2 Regulatory Setting

This section summarizes the regulatory setting for public access and recreational resources. It includes the identified local recreation policies and ordinances applicable to the Proposed Project. For example, the LCP policies and implementation plan provisions would be the standard of review for project components within the coastal zone boundary of San Luis Obispo County. San Luis Obispo County's LCP was certified by the CCC. The details provided below and within Appendix C describe the applicable local, State, and Federal regulations.

Coastal Zone Management Act. For the DCP site, federal authority for protection of coastal resources, including public access and recreation under the federal Coastal Zone Management Act (CZMA) is delegated to the State under the California Coastal Act. No additional federal regulations, plans, or standards related to recreation have been identified that are directly applicable to the Project.

California Coastal Act. The majority of the Proposed Project is located within the Coastal Zone. The CCA guides the management of coastal resources within the State's jurisdiction (Coastal Zone) through the establishment of a coastal zone management program as required by the CZMA. The coastal zone management program is administered by the CCC in partnership with local governments for protection of coastal resources. Additionally, Coastal Act Section 30604(c) provides that every coastal development permit issued for any development between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone shall include a specific finding that the development is in conformity with the public access and public recreation policies of Coastal Act Chapter 3 (commencing with Section 30200) (as provided in Appendix C).

San Luis Obispo County Local Coastal Program. The Coastal Act requires that local governments develop LCPs consisting of Land Use Plans and Implementing Ordinances to carry out policies of the California Coastal Act at the local level. Once certified by the CCC as consistent with and adequate to carry out the Coastal Act, responsibility for issuance of CDPs under the certified LCP is delegated to the local government. The CCC retains some continuing permit and appeal jurisdiction following LCP certification, and responsibility to certify any amendments to the LCP. The applicable LCP provisions regarding public access and recreation are identified in Table 4.15-2. (San Luis Obispo, 2007; 2019)

San Luis Obispo County General Plan, Parks and Recreation Element. The purpose of the Parks and Recreation Element is to (1) provide policy guidance regarding the provision of park and recreation services, (2) document the County's existing park and recreation resources, and (3) facilitate the evaluation of park and recreation needs (San Luis Obispo, 2006). The applicable Parks and Recreation Element provisions are identified in Table 4.15-3.

County of Santa Barbara General Plan. The SMVR-SB site is located within unincorporated Santa Barbara County. The County's Comprehensive Plan Land Use Element provides recreational goals and policies. This element lists several general recreational policies related to bikeways, outdoor recreational opportunities, hiking/equestrian trails and the joint use of schools and public-owned land for recreational opportunities. Specifically, within the Santa Maria/Orcutt Area, the applicable recreational related policies encourage commercial parks, including overnight facilities, and

require the County to fully develop its existing parks for day use. Further, this element provides a residential population formula to determine the amount and type of recreational needs. These policies do not apply to use of the SMVR-SB site because no residential development is proposed, and the Proposed Project would not place demands on any nearby recreational facilities (Santa Barbara, 2016). As described in Section 1.3.3.2, *Surface Transportation Board*, railroads are under the jurisdiction of the federal government such that local agencies are preempted from exercising jurisdiction over railyard sites (e.g., SMVR-SB).

City of Pismo Beach General Plan/Local Coastal Program - Parks, Recreation, and Access Element. The PBR site is located within the City of Pismo Beach. The Parks, Recreation, and Access Element within the City of Pismo Beach General Plan/Local Coastal Program addresses planning for newly proposed developments. Per Pismo Beach Municipal Code Section 16.70.020, commercial and industrial developments are an exception to this section. Because the PBR is designated as a service commercial zone, this element is not applicable to the Proposed Project. (Pismo Beach, 1998; 2014)

Policy Consistency

Table 4.15-2 provides a listing of applicable LCP policies and implementation measures (ordinances) related to existing public access and recreation and summarizes the evaluation of consistency with these provisions. Please refer to Appendix C for applicable Coastal Act policies. Table 4.15-3 provides a listing of applicable San Luis Obispo County General Plan Parks and Recreation Element policies and summarizes the evaluation of consistency with these provisions. Section 4.12, Land Use, Planning, and Agriculture, addresses consistency with LCP policies pertaining to coastal access requirements for new development.

Table 4.15-2. San Luis Obispo County Local Coastal Program Consistency – Recreational Resources

San Luis Obispo County Local Coastal Program Standards	Consistent?	Discussion
Shoreline Access Policy 1 – Protection of Existing Access states, in relevant part: <i>Public prescriptive rights may exist in certain areas of the county. Development shall not interfere with the public's right of access to the sea where acquired through historic use or legislative authorization. These rights shall be protected through public acquisition measures or through permit conditions which incorporate access measures into new development.</i>	Consistent	Due to safety and security concerns, the public currently does not have right of access to the ocean at/from the DCPD site because of federal regulations. Existing public trail access to the Point Buchon Trail and Pecho Coast/Rattlesnake Canyon Trail, as required by prior permit conditions pertaining to the DCPD would continue during Project implementation. The Project would require temporary and intermittent road and lane closures, including Avila Beach Drive, during the use of specialty heavy-haul transport vehicles, affecting the public's ability to access the coast and recreational facilities. MM TRA-2 limits the hours and time periods for road and lane closures associated with heavy-haul transport. MM TRA-3 requires the appointment of a Decommissioning Liaison to act as an interface between local residents

Table 4.15-2. San Luis Obispo County Local Coastal Program Consistency – Recreational Resources

San Luis Obispo County Local Coastal Program Standards	Consistent?	Discussion
<p>Shoreline Access Policy 8 – Minimizing Conflicts with Adjacent Uses states:</p> <p><i>Maximum access shall be provided in a manner which minimizes conflicts with adjacent uses. Where a proposed project would increase the burdens on access to the shoreline at the present time or in the future, additional access areas may be required to balance the impact of heavier use resulting from the construction of the proposed project.</i></p>	Consistent	<p>and businesses and decommissioning crews. MM TRA-4 requires notification to property, owners, and residents along Avila Beach Drive about decommissioning activities, trucking activities, and road closures. MM TRA-5 requires that quarterly updates of decommissioning activities be provided. Lastly, MM REC-1 ensures access to commercial fishermen and wholesale fish buyers during road closures of Avila Beach Drive.</p> <p>With MMs TRA-2 through TRA-5 and REC-1, the Proposed Project is consistent with this policy because impacts resulting from road and land closures affecting access would be avoided or substantially reduced.</p> <p>The Project would require temporary and intermittent road and lane closures, including Avila Beach Drive, during the use of specialty heavy-haul transport vehicles, affecting the public’s ability to access the coast and recreational facilities. MM TRA-2 limits the hours and time periods for road and lane closures associated with heavy-haul transport. MM TRA-3 requires the appointment of a Decommissioning Liaison to act as an interface between local residents and businesses and decommissioning crews. MM TRA-4 requires notification to property owners, residents, and businesses along Avila Beach Drive about decommissioning activities, trucking activities, and road closures. MM TRA-5 requires that quarterly updates of decommissioning activities be provided. Lastly, MM REC-1 ensures access to commercial fishermen and wholesale fish buyers during road closures of Avila Beach Drive. These measures would avoid or substantially reduce conflicts during Project activities. Therefore, the Project is consistent with this policy.</p>
<p>Shoreline Access Policy 9 – Restoration and Enhancement of Shoreline Access Areas states, in part:</p> <p><i>Areas that have been severely degraded through overly intense and unrestricted use should be restored by such techniques as revegetation with native plants, trail consolidation and improvement and through the provision of support facilities such as parking, defined trail</i></p>	Consistent	<p>The existing Point Buchon and Pecho Coast/Rattlesnake Canyon trails on Diablo lands are operated under programs managed by PG&E. The trail programs include measures to protect adjacent land uses, onsite grazing, and sensitive biological and cultural resources, and ensure optimal safety for users. Therefore, the Project is consistent with this policy.</p>

Table 4.15-2. San Luis Obispo County Local Coastal Program Consistency – Recreational Resources

San Luis Obispo County Local Coastal Program Standards	Consistent?	Discussion
<p><i>and/or beach walk stairway systems, trash receptacles, restrooms, picnic areas, etc...</i></p>		
<p>Recreation and Visitor-Serving Facilities Policy 1 – Recreation Opportunities states, in relevant part:</p> <p><i>Coastal recreational and visitor-serving facilities, especially lower-cost facilities, shall be protected, encouraged and where feasible provided by both public and private means.</i></p>	Consistent	<p>The DCPP Project has potential to temporarily and intermittently impact access to existing lower-cost or no-cost coastal facilities in the area, including beaches in the Avila area, Point Buchon and Pecho Coast/Rattlesnake Canyon trails, and Port San Luis facilities. MM TRA-1 requires decommissioning truck traffic to avoid peak travel periods. MM TRA-2 restricts when road and lane closures due to the use of specialty heavy-haul transport vehicles may occur. MM TRA-3 requires the appointment of a Decommissioning Liaison to act as an interface between local residents and businesses and decommissioning crews. TRA-4 requires notification to property owners, residents, and businesses along Avila Beach Drive about decommissioning activities, trucking activities, and road closures. MM TRA-5 requires that quarterly updates of decommissioning activities be provided. Lastly, MM REC-1 ensures access to commercial fishermen and wholesale fish buyers during road closures of Avila Beach Drive. With these measures, the Proposed Project is consistent with this policy.</p>
<p>Recreation and Visitor-Serving Facilities Policy 3 – Low Cost Facilities states:</p> <p><i>Larger visitor-serving projects shall make provisions for services which are geared to a range of costs, including low cost facilities.</i></p>	Consistent	<p>The Proposed Project does not include a proposal for a large visitor-serving project; therefore, the Proposed Project is consistent with this policy.</p>
<p>Recreation and Visitor-Serving Facilities Policy 4 – Visitor-Serving Uses in Agricultural Areas states:</p> <p><i>Where visitor-serving facilities are proposed within areas designated as agriculture on the LUE, the findings specified in agriculture Policy 3 as implemented in the CZLUO in the Agriculture chapter shall be met.</i></p>	Consistent	<p>Although the lands adjacent to the DCPP site are designated for agricultural use, the Proposed Project is consistent with this policy because it would not impact the existing agricultural uses along the existing recreational trails and adjacent Diablo Lands.</p>

Source: San Luis Obispo, 2007; 2019.

Table 4.15-3. San Luis Obispo County General Plan Consistency – Parks and Recreation Element

Recreation Policies	Consistent?	Discussion
<p>Policy 3.8 states:</p> <p><i>To protect the interests of adjacent land uses (both public and private) and the environment, trail projects shall:</i></p> <ol style="list-style-type: none"> <i>1. Be consistent with the standards in the General Plan including the County’s Agriculture and Open Space Element.</i> <i>2. Stay as far away as reasonable from production agriculture, commercial activities and residences.</i> <i>3. Be built to minimize impacts to sensitive resources.</i> <i>4. Provide signs that identify permitted trail uses; directions to relevant public areas; and, provide for safety and protection of trail users and adjacent private property.</i> <i>5. Provide trail fencing where necessary to discourage trespass onto neighboring land and to protect sensitive resources.</i> <i>6. Impose enforceable limitations on the trail use, as appropriate.</i> <p><i>Be designed and constructed consistent with the trails standards contained in Appendix B of this document.</i></p>	<p>Consistent</p>	<p>Limited coastal access has been provided by PG&E for public use in perpetuity north and south of the DCCP site. The existing Point Buchon and Pecho Coast/Rattlesnake Canyon trails, implemented pursuant to requirements of prior permit conditions, would continue to remain open to the public. The existing management programs for these trails include measures to protect adjacent land uses, sensitive natural and cultural resources, and ensure optimal safety for users.</p>

Source: San Luis Obispo, 2006.

4.15.3 Significance Criteria

The significance criteria used to evaluate the Project impacts related to recreation and public access are based on Appendix G of the State CEQA Guidelines. A significant impact would occur if the Project would:

- Result in permanent or temporary restrictions or prohibitions on existing public access to trails, parks, beaches, or other recreational areas.
- Increase the use of nearby beaches, existing local and regional parks, or other recreational facilities or resources, such that substantial physical deterioration of the facility or resource would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment.
- Threaten the safety of recreational users.

4.15.4 Environmental Impact Analysis and Mitigation

Impact REC-1: Result in permanent or temporary restrictions or prohibitions on public access, which could obstruct upland, shoreline, and water-dependent public access and recreation (Class II: Less than Significant with Mitigation).

Phase 1

DCPP Project Site

On site decommissioning activities would not further displace or interfere with the public's use of upland, shoreline, or water-dependent public access or recreational resources. Due to safety and security concerns, the public currently does not have right of access to the ocean at/from the DCPP site because of federal regulations. Existing public trail access to the Point Buchon and Pecho Coast/Rattlesnake Canyon trails as required by prior permit conditions, would continue in perpetuity north and south of the DCPP site.

Decommissioning construction activities would include trucks and other specialty equipment carrying construction debris, waste, and large components during decommissioning in Phase 1. Trucks would travel from the DCPP site via Diablo Canyon Road to Avila Beach Drive, then east on Avila Beach Drive to US-101. Although there would be regular trucking activity entering and exiting the site between US-101 and the main DCPP Access Gate on Avila Beach Drive, the overall trip activity of the site would be less than existing conditions as described in Impact TRA-1 in Section 4.16, Transportation. Nevertheless, trucking associated with decommissioning would not be allowed during peak periods to avoid or substantially reduce traffic congestion, as required by MM TRA-1 (*Truck Transportation Outside of Peak Hours*).

Decommissioning activities could temporarily impact access to the Pecho Coast/Rattlesnake Canyon trails, trail parking areas, Port San Luis fishing facilities and RV camping locations, and area beaches because Avila Beach Drive is the main access road to these important recreational areas. However, as described in Section 4.16, Transportation, under Impact TRA-3, trucks or employees are not anticipated to be queued up on Avila Beach Drive to enter the site during any period of the Proposed Project.

However, a maximum of 79 specialty heavy-haul transport vehicle roundtrips (158 one-way trips) would be required to transport Large Component Class A Waste or RPV/RVI Class A/B/C irradiated metal to the SMVR-SB site or directly to Utah or Texas for disposal during Phase 1, specifically from 2024-2029. Due to the width of the transport vehicle (20 feet), road and lane closures could be required when the transport vehicle travels both to and from the DCPP site. This could obstruct upland, shoreline, and water-dependent public access and recreation. Depending on the contractor and the specific equipment used, the specialty heavy-haul transport vehicle may be able to travel to the DCPP site without road or lane closures, as the specialty heavy-haul transport vehicle trailer could be "packed" or stacked to reduce the trailer size width to that of a standard tractor-trailer. However, for CEQA purposes, the impacts of full road and lane closures for both incoming and outgoing trips (79 round trips, 158 one-way trips) are analyzed, and assume that the roundtrips would not occur within the same 24-hour period.

The Avila Beach area is busy with tourists, beach goers, recreationists, and users of the Port San Luis Harbor District facilities (campers, boaters, and commercial, sports, and recreational fishermen), particularly during peak summer months and on weekends throughout the year. Temporary, intermittent road closures along Avila Beach Drive to allow access for the specialty heavy-haul transport vehicle could temporarily impact access to Port San Luis, Fisherman’s Beach, Olde Port Beach, Avila Beach, public parking areas along Avila Beach Drive, and recreational and camping areas at and near Port San Luis (see Figure 4.15-3).

While the impacts associated with road and lane closures from specialty heavy-haul transport vehicles would be temporary and intermittent, their effect on access requires mitigation. MM TRA-2 (*Specialty Heavy-Haul Transport Vehicle Transportation Management Plan*) requires that specialty heavy-haul transport vehicle use only occur between the hours of 10:00 p.m. and 5:00 a.m., Monday – Thursday, during the off-peak season (October – April). For Avila Beach Drive specifically, road closures would be required to occur only between 12:00 a.m. and 2:00 a.m. By restricting when the road and lane closures may occur, the number of people affected by the closure would be reduced.

Given that Port San Luis Harbor District permits commercial fisherman and commercial wholesale fish buyers access the Port San Luis Harford Landing at all hours in order to conduct their business, MM REC-1 requires PG&E to work with the Port San Luis Fisherman’s Association to allow Port-permitted commercial fishermen and wholesale commercial fish buyers access on Avila Beach Drive during road closures. MM REC-1 would also require the commercial fisherman and fish buyers to receive advanced notification of the closures.

TRA-3 requires that a Decommissioning Liaison be identified to serve as a point of contact for decommissioning-related questions and information and interface between local residents and businesses and the DCPD decommissioning crews. Contact information for the Liaison would be provided to the public as well as placed on a dedicated Project website. In addition, to ensure the public is aware of decommissioning activities, including truck traffic and planned road and lane closures associated with the use of specialty heavy-haul transport vehicles, MM TRA-4 requires that prior to the start of decommissioning activities, advanced notification be provided to property owners, residents, and businesses along Avila Beach Drive and within the central Avila Beach community, advising them of the location, types, and expected duration of decommissioning activities, trucking activities, and any scheduled road closures. MM TRA-5 requires this notification be updated and provided every quarter.

With implementation of MMs TRA-1 (*Truck Transportation Outside of Peak Hour*), TRA-2 (*Specialty Heavy-Haul Transport Vehicle Transportation Management Plan*), TRA-4 (*Advance Notification of Decommissioning*), TRA-5 (*Quarterly Decommissioning Updates*), REC-1 (*Commercial Fishing Operations Access Plan for Avila Beach Drive*), and EM-2 (*Project Plan Updating, Tracking, and Reporting*, specifically for the Traffic Management Plan [TMP] required under MMs TRA-1 and TRA-2, and the Commercial Fishing Operations Access Plan for Avila Beach Drive required under MM REC-1), impacts related to ground transportation resulting in permanent or temporary public access restrictions or prohibitions obstructing upland, shoreline, and water-dependent public access and recreation would be less than significant (Class II).

Water-Dependent Recreation. During Period 1B of the Proposed Project (2030-2033), various waste types would be exported by barge from the DCPP Intake Cove to the Port of Portland and the Port of Morrow in Portland and Boardman, Oregon, respectively (see Figure 4.16-7). To transport waste, the Proposed Project would require a total of 55 barges during Period 1B (2030-2033), as shown in Table 2-7, equating to 28 round trips (each tug pulls two barges, with last tug pulling only one barge). Additionally, within a 1- to 2-year timeframe during Period 1A of the Proposed Project (2024-2029), up to 15 barge round trips would be required to transport gravel by barge from the Port of Long Beach to fill the Discharge Structure cofferdam (with one tugboat pulling one barge). Then within a 1-year timeframe during Period 1B of the Proposed Project (2030-2033), 3 barge round trips (with one tug boat pulling one barge) would be required to transport quarry rock of various sizes from the Connolly-Pacific Company (Co.) Quarry on Santa Catalina Island (see Table 2-5).

Project-related marine traffic may be limited to non-rainy seasons (e.g., summertime), which tends to be the ideal time for recreational boaters to recreate by the sea. While private boats are not allowed within the 2,000-yard security zone established by the US Coast Guard and US Department of Transportation (see Figure 2-6), recreational fishing vessels, pleasure crafts, and sailing activity originating from Port San Luis Harbor and Morro Bay Harbor sometimes occur within 4 nautical miles of the DCPP. Other than getting into/out of the Intake Cove and along the Columbia River for the waste barge trips (see Figure 4.16-14), barges would travel 50 nautical miles offshore in international waters thereby reducing potential temporary water-dependent recreational restrictions.

Barges used for the Proposed Project would also be temporarily staged at Port San Luis Harbor. To support waste shipments by barge, at least two empty barges would be stored at an offshore mooring in Avila Bay/Port San Luis for approximately one to two weeks. The need for berthing and cargo space could result in longer wait times for berths or anchoring locations, congestion, and reduced safety for commercial and recreational port users at local ports, including Port San Luis Harbor, the Port of Portland, and the Port of Morrow. Recreational activity, particularly for fishing, may increase in the Columbia River during salmon runs; however, there is already consistent vessel traffic traversing through the river, and fisherman are likely aware of and accustomed to this type of traffic (PG&E, 2022c).

To reduce potential impacts, MM TRA-7 (*Coordination with Harbormasters*) would be implemented requiring PG&E to coordinate with the harbormaster for Port San Luis to notify them of increases to vessel traffic and barge staging activities. In addition, coordination with the Port of Portland and Port of Morrow would be required to inform them of the Project's vessel traffic activity. Once the final scheduling is complete, PG&E would develop a communications and traffic plan to coordinate with local port authorities on the timing of Project-related tug-barge departure and arrival (PG&E, 2022c). This would allow local port authorities to take any necessary steps to ensure that Project-related vessel traffic would not be greater than the ports' berthing and staging capacity. In addition, recreational fishers and boaters would be informed of potential interference with their recreational activities due to construction-related vessels in the Project area; therefore, these local operators could avoid construction areas or temporarily relocate fishing efforts. With implementation of MM TRA-7 and given the overall number of round trips is limited to 46 (28 [waste]+15 [gravel]+3 [quarry rock]), and waste barge trips are not anticipated

to overlap with cofferdam gravel trips and would be spread over at least a 1-year period, the temporary impacts to offshore recreation would be less than significant (Class II).

Railyards

Although the 79 specialty heavy-haul transport vehicle roundtrips (158 one-way trips) would include travel to the SMVR-SB railyard site, the trips would not cause permanent or temporary, intermittent roadway, parking, or trail closures obstructing upland, shoreline, and water-dependent public access and recreation at or near the SMVR-SB railyard site. No public recreational resources are located at or adjacent to this facility (No Impact).

Phase 2

During Phase 2, construction activities, truck traffic, and equipment access would occur due to activities such as on-site soil remediation and final site restoration, including Discharge Structure removal and restoration, with the same access route as Phase 1. This includes approximately 1,760 truck trips to import 34,995 cubic yards of topsoil for restoring the Firing Range. There are not anticipated to be any road or lane closures during Phase 2 since the use of specialty heavy-haul transport vehicles would occur during Phase 1, specifically from 2024-2029. MM TRA-1 (*Truck Transportation Outside of Peak Hours*) requires that truck transportation not occur during peak hours, thus, lessening the impacts associated with truck traffic associated with Phase 2 activities. In addition, MM TRA-3 (*Decommissioning Liaison*) requires the appointment of a Decommissioning Liaison to serve as a point of contact and interface between local residents and businesses and the DCPD decommissioning crews. Also, MM TRA-4 (*Advanced Notification of Decommissioning*) and TRA-5 (*Quarterly Decommissioning Update*) would establish public notification requirements for ongoing truck traffic, as well as other decommissioning activities. As such, impacts would be reduced to less than significant with mitigation (Class II).

Post-Decommissioning Operations

New Facility Operations. Following Phase 2, activities at the DCPD site associated with the Proposed Project include operation of the new GTCC Storage Facility, Security Building, indoor Firing Range, and Storage Buildings. These activities would not cause permanent or temporary restrictions or prohibitions on public access which could obstruct upland, shoreline, and water-dependent public access and recreation. Post-decommissioning impacts of the Proposed Project would be less than significant (Class III).

Future Actions. Marina improvements, which would be developed by a third party as described in Section 2.7, are not expected to cause permanent or temporary restrictions or prohibitions on public access which could obstruct upland, shoreline, and water-dependent public access and recreation. In fact, Marina improvements, once permitted and constructed, could provide future recreational amenities at the DCPD site after the completion of the Proposed Project. As the risk profile for DCPD goes down (i.e., by end of 2029 when all SNF is anticipated to be transferred to the ISFSI), PG&E can authorize activities within the security exclusion zone (see Figure 2-6) and work with a third party to allow use of the Marina (PG&E, 2022a). However, any changes to the security exclusion zone (reduction or elimination) must be completed through federal government action (US Coast Guard and US Department of Transportation) (PG&E, 2022a). Impacts would be less than significant (Class III).

Mitigation Measures for Impact REC-1.

EM-2 Project Plan, Updating, Tracking, and Reporting. See Section 3. For Impact REC-1, MM EM-2 will be implemented to track the compliance activities and reporting of the TMP required under MMs TRA-1 and TRA-2, and the Commercial Fishing Operations Access Plan for Avila Beach Drive required under MM REC-1.

REC-1 Commercial Fishing Operations Access Plan for Avila Beach Drive. Prior to the issuance of any County building permits associated with decommissioning, the Applicant or its designee shall develop a Fishing Operations Access Plan (“Fishing Access Plan”) which details how access will be maintained for Port San Luis Harbor District permitted commercial fishermen and commercial wholesale fish buyers. The Plan shall be developed in coordination with the Port San Luis Harbor District and the Port San Luis Fishermen’s Association and submitted to the Port San Luis Harbor District and the County Department of Planning and Building for review and approval. The Plan shall include at a minimum:

- A. Methods for providing advance notification of potential road closures or other activities affecting night-time access to Port San Luis for permitted commercial fishermen and commercial wholesale fish buyers. The Plan shall identify the method of noticing and who requires notice and ensure that new or infrequent operators are not omitted from noticing.
- B. Notification must be provided a minimum of two (2) weeks in advance of each Avila Beach Drive closure and repeated 3-5 days prior to the closure event. A calendar schedule tracking tentatively-planned closures may be incorporated as part of the notice process.
- C. The process for providing access to Port San Luis permitted commercial fishermen and commercial fish buyers on Avila Beach Drive during road closures. This must include:
 - I. Requirements for fishermen and wholesale fish buyers to provide identification establishing them as permitted by the Port San Luis Harbor District.
 - II. Procedures for safe travel on Avila Beach Drive during closures, such as use of escort vehicles.
 - III. Implementation and management provisions for the noticing and updates to the schedule of closures. The applicant shall work with both the Port San Luis Harbor District and the County throughout the process until all work requiring road closures is completed.

The draft Commercial Fishing Operations Access Plan shall include evidence of consultation with the Port San Luis Fishermen’s Association on submittal to the Port San Luis Harbor District and the County Planning and Building Department for joint-agency review and approval. Implementation of the Access Plan shall be jointly managed by the Port and the County. The final Commercial Fishing Operations Access Plan shall be included on the project’s dedicated informational website, along with a calendar of planned closures that is updated over the course of the Project.

- TRA-1** **Truck Transportation Outside of Peak Hours.** See Section 4.16.
- TRA-2** **Specialty Heavy-Haul Transport Vehicle Transportation Management Plan.** See Section 4.16.
- TRA-3** **Decommissioning Liaison.** See Section 4.16.
- TRA-4** **Advance Notification of Decommissioning.** See Section 4.16.
- TRA-5** **Quarterly Decommissioning Updates.** See Section 4.16.
- TRA-7** **Coordination with Harbormasters.** See Section 4.16.

Impact REC-2: Restrict access to coastline or other recreational facilities or resources from additional personnel and trucking traffic on local and regional roadways (Class II: Less than Significant with Mitigation).

Phase 1

DCPP Project Site

The primary ingress and egress for personnel and trucks to DCPD is via US-101 to Avila Beach Drive, heading northwest to Diablo Canyon Road, or from Diablo Canyon Road to Avila Beach Drive, then east on Avila Beach Drive to US-101. The total number of workers driving to the DCPD would decrease as DCPD decommissioning progresses and therefore personnel traffic would decrease. PG&E's Proposed Project expects to have a linear reduction in the overall staffing at the DCPD site as decommissioning operations progress following shutdown of Units 1 and 2.

During decommissioning, DCPD staffing levels would change, depending on the work being performed and the location of the SNF. The location of SNF, whether within the Spent Fuel Pools or the ISFSI affects the level of security workforce required to commute to the Project site. Decommissioning staffing (related to analyzing and implementing pre-decommissioning Project activities) is expected to be less than half of the current staffing levels by 2026, once Unit 2 is shutdown. A total of approximately 870 workers are anticipated in Phase 1 (PG&E, 2021a – GC-4). A portion of that would be PG&E staffing, which is expected to have a peak of 490 workers and an average of 420 workers in Phase 1 (PG&E, 2021a – GC-4). The remaining workers would be contractors conducting decommissioning activities. The next large decrease in on-site DCPD staffing (including PG&E and contracted staff) is expected to occur when the transfer of SNF to the ISFSI is complete in 2029. All on-site workers would continue to park at the DCPD site, and no off-site parking/shuttle service is proposed.

Because there would be a substantial decrease in the number of workers in the area travelling to and from the DCPD site as compared to current operations, adverse effects related to coastal access or local recreational facilities due to personnel traffic to/from DCPD would be less than significant.

Regarding truck traffic to and from the DCPD site, during Phase 1, construction activities would include trucks and other specialty equipment carrying construction debris, waste, and large components during decommissioning in Phase 1. Trucking of waste from the DCPD site would

occur during non-peak periods to avoid or substantially reduce traffic-related impacts as required by MM TRA-1 (*Truck Transportation Outside of Peak Hours*). As described in Section 4.16, Transportation, under Impact TRA-3, there are not anticipated to be queues of trucks or employees queued up on Avila Beach Drive to enter the site during any period of the Proposed Project.

Additional truck traffic (not including specialty heavy-haul transport vehicles) on local and regional roadways would be temporary and would not require lane closures. Additionally, no personnel or truck traffic would impact local roadways north of the Diablo Canyon Lands. The secondary access road to DCP (Pecho Valley Road/North Ranch Road) is approximately 4.5-miles long and extends from Montaña de Oro State Park to the DCP site and is not used for day-to-day plant operations and would not be used to support decommissioning.

Thus, during Phase 1, the Proposed Project would not restrict access to the coastline or other recreational facilities or resources from additional personnel and truck traffic on local and regional roadways. However, temporary intermittent road closures along Avila Beach Drive to allow access for any specialty heavy-haul transport vehicles could impact access to Port San Luis, Fisherman's Beach, Olde Port Beach, and Avila Beach, public parking areas along Avila Beach Drive, and recreational camping areas at Port San Luis, as discussed under Impact REC-1. As such, the Proposed Project would temporarily restrict access to the coastline and other recreational facilities or resources from additional truck traffic on local and regional roadways to allow for transport of specialty equipment and other construction trucks, as also discussed under Impact REC-1, and as described in Section 4.16, *Transportation*.

As discussed in Impact REC-1, MM TRA-2 (*Specialty Heavy-Haul Transport Vehicle Transportation Management Plan*) requires that the use of specialty heavy-haul vehicles only occur at night, with further limited closure hours for Avila Beach Drive. MM REC-1 (*Commercial Fishing Operations Access Plan for Avila Beach Drive*) requires that access on Avila Beach Drive be maintained for Port San Luis Harbor District permitted commercial fishermen and commercial wholesale fish buyers. TRA-3 (*Decommissioning Liaison*) requires that a Decommissioning Liaison be identified to serve as a point of contact for decommissioning-related questions and information and interface between local residents and businesses and the DCP decommissioning crews. Contact information for the Liaison would be provided to the public as well as placed on a dedicated Project website. In addition, MM TRA-4 (*Advance Notification of Decommissioning*) requires advance notification to the property owners, residents, and businesses located along Avila Beach Drive and the Avila Beach Community of decommissioning activities, including trucking activities, and lane and road closures. MM TRA-5 (*Quarterly Decommissioning Updates*) requires that the notification be updated and provided quarterly. With implementation of these measures, as well as EM-2 (*Project Plan, Updating, Tracking, and Reporting*, specifically for the TMP required under MMs TRA-1 and TRA-2, and the Commercial Fishing Operations Access Plan for Avila Beach Drive required under MM REC-1), impacts related to additional personnel and trucking traffic would be reduced to a less-than-significant level (Class II).

Railyards

Pismo Beach Railyard. Regarding personnel traffic to and from the PBR site, no additional employees are anticipated to be required at the PBR facility; therefore, no impacts to local or regional roadways used to access recreational areas would occur.

Regarding truck traffic to and from the PBR site, trucks would continue south on US-101 to Pismo Beach, exit Hinds Avenue/Price Canyon Road, northeast on Price Canyon Road, and then east on Bello Street to the PBR site. If the PBR site is used, shipping of non-hazardous, non-radioactive waste may only occur outside of peak traffic periods as specified in MM TRA-1 (*Truck Transportation Outside of Peak Hours*). In addition, PG&E has committed to limit truck idling to the extent feasible (PG&E, 2021a – Noise-1). The daily average number of trucks leaving the site is dependent on the activities being performed during that time frame. Truck traffic to and from the Pismo Beach Railyard would not impede any access points along local and regional roadways to local recreational areas because no coastal access or public recreational areas are nearby (No Impact).

SMVR-SB. To support rail transport operations at the SMVR-SB site, approximately 10 temporary employees would be on site. These would be additional employees and likely would not be employee trips shifting from the DCPP site (PG&E, 2021b – TRANS-1). Personnel traffic on local and regional roadways to and from the SMVR-SB site would not impede any access points to local recreational areas because no coastal access or public recreational areas are nearby.

Trucks delivering shipments to the SMVR-SB site would continue south on US-101 to Santa Maria, exit Betteravia Road, then travel west on Betteravia Road to the SMVR-SB site. Truck traffic to and from the SMVR-SB site would not impede any access points along local and regional roadways to local recreational areas because no coastal access or public recreational areas are near the railyard or along the travel routes. (No Impact).

Phase 2

During Phase 2, staffing at the DCPP site would decrease until the main plant site remediation is complete. A total of approximately 270 workers per day would be commuting throughout Phase 2 (PG&E, 2021a – GC-4). A portion of that would be PG&E staffing, which is expected to have a peak of 165 workers and an average of 160 workers per day in Phase 2 (PG&E, 2021a – GC-4). All workers would park at the DCPP site, and no off-site parking/shuttle service is proposed. After site remediation is complete, the only staff on site would be those required to monitor and protect the ISFSI and GTCC Waste Storage Facility and conduct periodic monitoring of site restoration compliance activities. Because there would be lower numbers of staff travelling to and from the site as compared to current operations, adverse effects on local and regional roadways due to staff travel would be less than current levels and would not restrict access to the coastline or other recreational facilities. Impacts would be less than significant (Class III).

Post-Decommissioning Operations

New Facility Operations. Following Phase 2, activities at the DCPP site associated with the Proposed Project include operation of the new GTCC Storage Facility, Security Building, indoor Firing Range, and Storage Buildings. These activities would not restrict access to coastline or other recreational facilities or resources from additional personnel and trucking traffic because only a small amount of personnel would be needed. Impacts would be less than significant (Class III).

Future Actions. Marina improvements would be developed by a third party as described in Section 2.7. Any additional operational staff and associated traffic impacts would be evaluated in a separate CEQA approval and state/local permitting process if a third party decides to operate the Marina after the site is fully decommissioned. Marina improvements, once permitted and

constructed, could provide future recreational amenities at the DCPD site after the completion of the Proposed Project. As the risk profile for DCPD goes down (i.e., by end of 2029 when all SNF is anticipated to be transferred to the ISFSI), PG&E can authorize activities within the security exclusion zone (see Figure 2-6) and work with a third party to allow use of the Marina (PG&E, 2022a). However, any changes to the security exclusion zone (reduction or elimination) must be completed through federal government action (US Coast Guard and US Department of Transportation) (PG&E, 2022a). Impacts would be less than significant (Class III).

Mitigation Measures for Impact REC-2.

- EM-2 Project Plan, Updating, Tracking, and Reporting.** See Section 3. For Impact REC-2, MM EM-2 will be implemented to track the compliance activities and reporting of the TMP required under MMs TRA-1 and TRA-2, and the Commercial Fishing Operations Access Plan for Avila Beach Drive required under MM REC-1.
- REC-1 Commercial Fishing Operations Access Plan for Avila Beach Drive**
- TRA-1 Truck Transportation Outside of Peak Hours.** See Section 4.16.
- TRA-3 Decommissioning Liaison.** See Section 4.16.
- TRA-2 Specialty Heavy-Haul Transport Vehicle Transportation Management Plan.** See Section 4.16.
- TRA-4 Advance Notification of Decommissioning.** See Section 4.16.
- TRA-5 Quarterly Decommissioning Updates.** See Section 4.16.

Impact REC-3: Cause increased use or require the construction or expansion of existing local and regional parks or other recreational facilities (Class III: Less than Significant).

Phase 1

DCPP Project Site

As discussed above for Impact REC-2, DCPD site staffing and the total number of workers is expected to decrease as DCPD decommissioning progresses. The decrease in the number of on-site DCPD staff is expected to more than offset the temporary increase in construction personnel to support decommissioning activities. Therefore, no increase in use of or demand for beaches, local parks, and recreational facilities are anticipated due to decommissioning activity staff/personnel. (No Impact).

Railyards

Pismo Beach Railyard. No additional employees are anticipated to be required at the PBR facility. Therefore, no impacts would occur to recreational resources due to increased use (No Impact).

SMVR-SB. To support rail transport operations at the SMVR-SB site, approximately 10 temporary employees would be on site. These additional employees would not cause a substantial increase in use or demand for the construction or expansion of existing local and regional parks or other

recreational facilities. Additionally, no local or regional parks or public recreational resources are located at or adjacent to these facilities. Therefore, impacts related to increased use or need for construction or expansion of recreational facilities near this site would be less than significant (Class III).

Phase 2

During Phase 2, staffing at DCPD for completion of soil remediation and final site restoration would decrease until the main plant site remediation is complete. After remediation, the only staff needed on site would be those required to monitor and protect the ISFSI and GTCC Waste Storage Facility and conduct periodic monitoring of compliance with permit conditions. Phase 2 also includes the retainment of the Breakwaters and Intake Structure. No permanent effects due to increased use of or demand for beaches, local parks, and recreational facilities are anticipated during Phase 2, resulting in a less than significant impact (Class III).

Post-Decommissioning Operations

New Facility Operations. Following Phase 2, activities at the DCPD site associated with the Proposed Project include operation of the new GTCC Storage Facility, Security Building, indoor Firing Range, and Storage Buildings. The activities would not cause increased use or require the construction or expansion of existing local and regional parks or other recreational facilities. Impacts would be less than significant (Class III).

Future Actions. Marina improvements would be permitted and developed by a third party as described in Section 2.7. The Marina improvements include construction of new parking areas and a boat hoist, among other features. The Marina improvements would not cause increased use or require the construction or expansion of existing local and regional parks or other recreational facilities. The Marina improvements could create an opportunity to implement future recreational facilities. As the risk profile for DCPD goes down (i.e., by end of 2029 when all SNF is anticipated to be transferred to the ISFSI), PG&E can authorize activities within the security exclusion zone (see Figure 2-6) and work with a third party to allow use of the Marina (PG&E, 2022a). However, any changes to the security exclusion zone (reduction or elimination) must be completed through federal government action (US Coast Guard and US Department of Transportation) (PG&E, 2022a). Impacts would be less than significant (Class III).

Mitigation Measures for Impact REC-3. No mitigation measures are required.

Impact REC-4: Expose users of recreational facilities to hazards during Project decommissioning (Class II: Less Than Significant with Mitigation).

Phase 1

DCPD Project Site

Upland and Shoreline Recreation. The Proposed Project involves trucking of materials, debris, and large equipment in and out of the Project site, in addition to transport of waste from the DCPD to the railyards, as discussed for Impact REC-1 and Impact REC-2. These trucking activities could expose users of recreational facilities in Port San Luis and along Avila Beach Drive to hazards

due to large trucks and equipment entering and exiting Diablo Canyon Road, including dust or debris from the trucks. Also, temporary, intermittent road closures along Avila Beach Drive would be necessary to allow specialty heavy-haul transport vehicle access, as discussed under Impact REC-1 and Impact REC-2. Recreationalists would not be able to enter the roads, parking areas, and pathways that would be impacted by truck traffic during intermittent road closures. MM TRA-2 (*Specialty Heavy-Haul Transport Vehicle Transportation Management Plan*) would be implemented, which restricts when road and lane closures can occur due to the transportation of specialty heavy-haul vehicles. In addition, TRA-3 (*Decommissioning Liaison*) requires that a Decommissioning Liaison be identified to serve as a point of contact for decommissioning-related questions and information and interface between local residents and businesses and the DCPD decommissioning crews. Contact information for the Liaison would be provided to the public as well as placed on a dedicated Project website. In addition, MM TRA-4 (*Advance Notification of Decommissioning*) requires advance notification to the property owners, residents, and businesses located along Avila Beach Drive and the Avila Beach Community of decommissioning activities, including trucking activities, and lane and road closures. MM TRA-5 (*Quarterly Decommissioning Updates*) requires that the notification be updated and provided quarterly. With implementation of these mitigation measures, as well as EM-2 (*Project Plan, Updating, Tracking, and Reporting*, specifically for the TMP required under MM TRA-2), the impact would be less than significant (Class II).

Water-Dependent Recreation. As discussed for Impact REC-1, various waste types would be exported by barge from the DCPD Intake Cove to the Port of Portland and the Port of Morrow in Portland and Boardman, Oregon, respectively. Additionally, barges would transport gravel from the Port of Long Beach and to transport quarry rock from Santa Catalina Island. The level of safety for marine vessels is addressed under Impact TRA-4.

Railyards

Proposed Project activities at the railyards (PBR, SMVR-SB) would not expose recreational facility users to hazards given that no public recreational resources are located within or adjacent to these facilities (No Impact).

Phase 2

During Phase 2, recreational users may be exposed to the same temporary construction traffic hazards described for Phase 1. As noted in Impact REC-1 and Impact REC-2, during Phase 2, as in Phase 1, public notification measures would be required to reduce impacts to recreational uses as described above. Implementation of MM TRA-3 (*Decommissioning Liaison*), TRA-4 (*Advanced Notification of Decommissioning*) and TRA-5 (*Quarterly Decommissioning Updates*), would reduce impacts to a less-than-significant level (Class II).

Post-Decommissioning Operations

New Facility Operations. Following Phase 2, activities at the DCPD site associated with the Proposed Project include operation of the new GTCC Storage Facility, Security Building, indoor Firing Range, and Storage Buildings. Operation of these facilities would occur toward the end of decommissioning and continue once it is complete. Given this, these operations would not

expose users of recreational facilities to hazards during Project decommissioning. Impacts would be less than significant (Class III).

Future Actions. The Marina area would not be open for recreational activities until the area has been released from the PG&E's NRC Part 50 license and transferred to a third party (see Section 2.7). As such, exposure of recreational users to hazards would be less than significant during the post-decommissioning activities as proposed by the Applicant (Class III).

Mitigation Measures for Impact REC-4.

EM-2 Project Plan, Updating, Tracking, and Reporting. See Section 3. For Impact REC-4, MM EM-2 will be implemented to track the compliance activities and reporting of the TMP required under MM TRA-2.

TRA-2 Specialty Heavy-Haul Transport Vehicle Transportation Management Plan. See Section 4.16.

TRA-3 Decommissioning Liaison. See Section 4.16.

TRA-4 Advanced Notification of Decommissioning. See Section 4.16.

TRA-5 Quarterly Decommissioning Updates. See Section 4.16.

4.15.5 Cumulative Impact Analysis

Geographic Extent Context

The geographic scope for cumulative effects related to recreation and public access is the area that includes cumulative projects near Diablo Canyon Road and Avila Beach Drive that could impact access to the same public recreational areas as the Proposed Project. As listed in Table 3-1, several applicable cumulative projects are located in Avila Beach, including projects within or near the Diablo Canyon Lands and Avila Beach Drive, as follows:

- Orano System ISFISI Modifications (#1)
- Communications Facility (#2)
- Avila Beach Drive at Highway 101 Interchange (#3)
- Flying Flags Campground (#4)
- Bob Jones Trail Construction (#5)
- Avila Beach Resort Phased Expansion Development Plan/Coastal Development Permit (#6)

Cumulative Impact Analysis

Phase 1

Five cumulative projects are located along Avila Beach Drive or would otherwise be accessed via Avila Beach Drive, including the modifications to the ISFSI (Orano System ISFSI Modifications, #1), a new proposed communications facility on Diablo Canyon Road (Communications Facility, #2), an interchange at Avila Beach Drive and Highway 101, (Avila Beach Drive at Highway 101 Interchange, #3), a camp ground (Flying Flags Campground, #5), a bike trail project (Bob Jones

Trail, #5), and a hotel/resort expansion project (Avila Beach Resort Phased Expansion Development Plan/Coastal Development Permit, #6).

Construction and operation of these projects, beyond the scope of the Proposed Project, have the potential to either temporarily or permanently impact traffic and, therefore, access and parking for public recreational facilities including Port San Luis, Fisherman's Beach, Olde Port Beach, and Avila Beach, and recreational camping areas at Port San Luis.

Construction of the Orano System ISFSI Modifications (#1) would occur during Phase 1 and would cause an additional 384 truck trips hauling construction materials and equipment to and from the DCPD site (Stantec, 2022). Although this is an increase in truck trips beyond the Proposed Project, the duration of this activity is less than a year during Phase 1. The additional truck activity associated with Phase 1 of the Proposed Project and the ISFSI modifications would be a temporary condition, follow the same limited hours of operation outside of the peak travel periods (MM TRA-1), and are not anticipated to require any road or lane closures.

Construction of the remaining four projects would similarly overlap with Phase 1 for only approximately one year. During this time, decommissioning activities would just be beginning. Therefore, it is unlikely that these four projects would have an overlap with the DCPD Project construction schedule. Further, the Avila Beach Drive at Highway 101 Interchange (#3) is intended to streamline traffic along Avila Beach drive to US-101. The Flying Flags Campground (#4) includes plans to develop new visitor-serving accommodations, amenities, and a 48,000 square foot parking lot and is under construction. Construction traffic associated with the proposed campground may not overlap with the DCPD Project because it is already under construction and likely to be completed prior to Phase 1 activities beginning in 2024. Similarly, the Bob Jones Bike Trail (#5) would increase public access and recreation in the area and is anticipated to be complete in April 2025. Given that Phase 1 is expected to begin in 2024, only a minor overlap in construction schedules would occur and, thus, only temporary, minor, and additional delays may occur potentially impeding public access along Avila Beach Drive. This may include the up to 158 specialty heavy-haul transport vehicle trips that would require lane and/or full road closures on Avila Beach Drive. However, given that use of the specialty heavy-haul transport vehicle use may only occur at night and for a limited time on Avila Beach Drive pursuant to MM TRA-2 (*Specialty Heavy-Haul Transport Vehicle Transportation Management Plan*), and no specialty heavy-haul transport vehicles are involved in these other projects, the impact would not be cumulative considerable.

The Avila Beach Resort Phased Expansion (#6) would include an expansion of visitor-serving hotel accommodations along Avila Beach Drive, and would modify road improvement standards, if approved. Of these four projects, traffic from the proposed resort expansion along Avila Beach Drive has the most potential to overlap with traffic associated with the DCPD Project during Phase 1 decommissioning activities, and therefore, would temporarily impact access to nearby public recreational facilities. However, this potential cumulative impact due to temporary hotel construction traffic, combined with road closures for large equipment or trucking access to DCPD, would be avoided or substantially reduced with implementation of MM TRA-2 (*Specialty Heavy-Haul Transport Vehicle Transportation Management Plan*), MM TRA-3 (*Decommissioning Liaison*), MM TRA-4 (*Advanced Notification of Decommissioning*), and TRA-5 (*Quarterly Decom-*

missioning Updates). These measures require public notification measures, including posted signage and a dedicated Project website with Project-related information such as decommissioning truck traffic, temporary road and lane closures, as well as duration and frequency of temporary closures. These measures would allow the public to plan ahead to minimize delays due to slower traffic and to determine alternative access routes to recreation areas. With implementation of these mitigation measures the Project impact would be less than significant (Class II).

Additionally, the Communications Facility (#2), proposed to be located on Diablo Canyon Road, would be unlikely to contribute to impacts on public access and recreational facilities because construction and staging would occur on the project site and would likely require no road closures. Therefore, potential temporary impacts to public access and recreation, would be insubstantial if the communications facility proceeds. Impacts would not be cumulatively considerable.

Phase 2

Given that Phase 2 of the Proposed Project is expected to begin in 2032, cumulative impacts would be fewer because the five existing cumulative projects would likely be complete or close to completion. For this reason, the Proposed Project would not make a considerable contribution to cumulative effects associated with recreation and public access based on the existing cumulative projects nearby. Any future projects near the Proposed Project that are not yet reasonably foreseeable under CEQA would be required to consider this Project as a cumulative impact under CEQA Guidelines §15355.

4.15.6 Summary of Significance Findings

Table 4.15-4 presents a summary of the environmental impacts, significance determinations, and mitigation measures for the Proposed Project.

Table 4.15-4. Summary of Impacts and Mitigation Measures – Recreation and Public Access

Impact Statement	Impact Significance Class				Mitigation Measures
	Phase 1		Phase 2 Post-Decom		
	DCPP	PBR/SB	DCPP	Ops/Marina	
REC-1: Result in permanent or temporary restrictions or prohibitions on public access, which could obstruct upland, shoreline, and water-dependent public access and recreation	II	NI/NI	II	III/III	EM-2: Project Plan, Updating, Tracking, and Reporting REC-1: Commercial Fishing Operations Access Plan for Avila Beach Drive TRA-1: Truck Transportation Outside of Peak Hours TRA-2: Specialty Heavy-Haul Transport Vehicle Transportation Management Plan TRA-3: Decommissioning Liaison TRA-4: Advance Notification of Decommissioning TRA-5: Quarterly Decommissioning Updates TRA-7: Coordination with Harbormasters

Table 4.15-4. Summary of Impacts and Mitigation Measures – Recreation and Public Access

Impact Statement	Impact Significance Class				Mitigation Measures
	Phase 1		Phase 2 Post-Decom		
	<i>DCPP</i>	<i>PBR/SB</i>	<i>DCPP</i>	<i>Ops/Marina</i>	
REC-2: Restrict access to coastline or other recreational facilities or resources from additional personnel and trucking traffic on local and regional roadways	II	NI/NI	III	III/III	EM-2: Project Plan, Updating, Tracking, and Reporting REC-1: Commercial Fishing Operations Access Plan for Avila Beach Drive TRA-1: Truck Transportation Outside of Peak Hours TRA-2: Specialty Heavy-Haul Transport Vehicle Transportation Management Plan TRA-3: Decommissioning Liaison TRA-4: Advance Notification of Decommissioning TRA-5: Quarterly Decommissioning Updates
REC-3: Cause increased use or require the construction or expansion of existing local and regional parks or other recreational facilities	NI	NI/III	III	III/III	None required
REC-4: Expose users of recreational facilities to hazards during Project decommissioning	II	NI/NI	II	III/III	EM-2: Project Plan, Updating, Tracking, and Reporting TRA-2: Specialty Heavy-Haul Transport Vehicle Transportation Management Plan TRA-3: Decommissioning Liaison TRA-4: Advance Notification of Decommissioning TRA-5: Quarterly Decommissioning Updates
Cumulative Impact	Not cumulatively considerable		Not cumulatively considerable		None required

Acronyms: PBR = Pismo Beach Railyard, SB = Betteravia Industrial Park (Santa Barbara County), Post-Decom = Post-Decommissioning, Ops = Long-Term Operations, Class I = Significant and Unavoidable, Class II = Less than Significant with Mitigation, Class III = Less than Significant, Class IV = Beneficial, NI = No Impact.