

SOUTH COUNTY CIRCULATION STUDY UPDATE

ED15-109 (245R12C121 & 245R12C122)

**MITIGATED NEGATIVE DECLARATION, NOTICE OF DETERMINATION, &
INITIAL STUDY**

December 15, 2015



COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING AND BUILDING
ENVIRONMENTAL & RESOURCE MANAGEMENT DIVISION

County File Number: ED15-109 (245R12C121 & 245R12C122) SCH Number: _____

**COUNTY DEPARTMENT OF PUBLIC WORKS
SOUTH COUNTY CIRCULATION STUDY UPDATE
COUNTY OF SAN LUIS OBISPO
MITIGATED NEGATIVE DECLARATION & INITIAL STUDY**

Abstract

The County of San Luis Obispo, Department of Public Works proposes to update the South County Circulation Study. The South County Road Fee Areas encompass the Nipomo Mesa, including the Nipomo urban area, and Palo Mesa and Callender-Garrett village areas, and portions of the rural area to the east, in the South County planning area. The projects are within several land use categories in the South County planning area, Fourth Supervisorial district.

Comments on this document should be sent to Eric Wier, County Department of Public Works, County Government Center, San Luis Obispo, CA 93408.

The following persons may be contacted for additional information concerning this document:

Eric Wier, Environmental Programs Division
or
Michelle Matson, Project Manager
County Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408
(805) 788-2830

This proposed Mitigated Negative Declaration has been issued by:

Dec 3, 2015
Date

Ellen Carroll
Ellen Carroll, Environmental Coordinator
County of San Luis Obispo

The project proponent, who agrees to implement the mitigation measures for the project, is:

December 9, 2015
Date

Dave Flynn
Dave Flynn, Deputy Director of Public Works
County of San Luis Obispo



Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

(ver 5.8) [Using Form](#)

Project Title & No. **Public Works – South County Circulation Study Update; ED15-109**
(245R12C121, 245R12C122)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water /Hydrology
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Eric Wier
Prepared by (Print)

Eric Wier
Signature

12/2/15
Date

James Caruso
Reviewed by (Print)

James Caruso
Signature

Ellen Carroll,
Environmental Coordinator
(for)

12.2.15
Date

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County Planning Department uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: A request by the Department of Public Works to update the South County Circulation Study. The update includes review of the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. In accordance with the Mitigation Fee Act (Government Code 66000 et seq.), public agencies may exact fees from development projects for the purpose of defraying all or a portion of the cost of public facilities related to the development project. The South County Road Fee Areas encompass the Nipomo Mesa, including the Nipomo urban area, and Palo Mesa and Callender-Garrett village areas, and portions of the rural area to the east, in the South County planning area (attached map).

Background

Circulation Studies

Traffic circulation studies address the need for capacity related transportation improvements necessary to offset cumulative traffic impacts on community infrastructure that result from new development. Circulation studies identify needed improvements and include the costs and potential funding mechanisms for these improvements, resulting in "road improvement fees" that are assessed against new development.

In accordance with the Mitigation Fee Act (Government Code Section 66000 et seq.), public agencies may exact fees from development projects for the purpose of defraying all or a portion of the cost of public facilities related to development. The County of San Luis Obispo levies these "road impact fees" in several unincorporated communities and rural areas. The County adopts capital improvement plans in these areas, which indicate the approximate location, size, time of availability, and cost estimates for all facilities or improvements to be financed with the road impact fees. The capital improvement plans are adopted and annually updated by a resolution of the Board of Supervisors.

The focus of the Circulation Study is to identify and correct capacity deficiencies related to new development, as they are the only projects that road impact fee monies can be applied to (per Government Code Section 66000). Other projects related to safety, bicycle, pedestrian, public transportation facilities and existing roadway geometric deficiencies must be funded by other sources. These improvements paid for by the fees are intended to mitigate for cumulative areawide development.

As road impact fee projects are developed the roadways will be developed to the current standard, incorporating bike paths as well as pedestrian paths where they are required by the governing plans.

This environmental document addresses only improvements identified in the Circulation Study to be

wholly or partially funded by “road impact fees,” and not those improvements related to safety, bicycle, pedestrian, public transportation facilities, and existing roadway geometric deficiencies.

The County of San Luis Obispo has not previously subjected circulation studies to the CEQA process. However, recent case law suggests that CEQA review is necessary. In *California Native Plant Society v. County of El Dorado* [(2009) 170 Cal.App.4th 1026], the court ruled that although a comprehensive program funded by impact fees may be a sound strategy for addressing impacts, the absence of any environmental review for the adoption of the fee program meant that reviews of individual projects triggering the fee could not presumptively assume that payment of the fee constitutes full mitigation for the potential impact and CEQA review must take place at the time of the circulation study update.

County General Plan

The County’s General Plan is composed of several parts, or elements, including the Land Use Element and the *Circulation Element*. The County is segregated into 13 *planning areas*. Each of the communities for which circulation studies have been prepared is within one of these planning areas. The land use within each planning area is governed by its *area plan* and the land use ordinance, which are components of the County’s General Plan. The Circulation Chapters of the area plans contain recommended objectives and projects. Circulation Maps in the area plans show existing and proposed collector and arterial streets. The circulation element describes transportation management programs, major features of the circulation system, and alternative modes of travel to the private automobile. System improvements and programs are recommended to implement the circulation needs of the Land Use Element. The circulation element identifies major improvements as the land uses envisioned by the area plan develop along with growth within the communities and the surrounding area.

The Resource Management System (RMS), through the Biennial Resource Summary Report, identifies the necessary timetables for making road improvements with timely funding decisions. Funding decisions for road improvements consider the feasible use of county general funds, state and federal grants and funding sources, and development fees. The RMS focuses on collecting data in order to avoid and correct resource deficiencies with regard to seven essential resources: water supply, water systems, sewage disposal, schools, roads, parks and air quality. This information is compiled in a Biennial Resource Summary Report (RSR) that guides decisions about balancing development with the resources necessary to sustain such development. It focuses on collecting data, identifying resource problems, and recommending solutions.

CEQA Analysis of General Plan

The Final Environmental Impact Report for the South County Area Plan, Inland Portion, was prepared in May 1991 and approved in March 1994. The Final EIR for the area plan update identifies existing traffic and capacities for major roads in the planning area. The Final EIR did not attempt to evaluate the environmental impacts of future transportation improvements in any detail.

This environmental document addresses environmental effects of the identified capital projects for the Nipomo area at a level of detail commensurate with the current level of design of these projects. More focused and detailed environmental review of some projects may be required prior to formally making a decision to proceed with the project. Project Specific environmental review will be more meaningful when specific project details are available.

The circulation study does not commit the County to building a specific project identified in the circulation study. At the time sufficient funds are available, the County could determine that a project not listed in the circulation study would be a more appropriate use of road impact fees. In this scenario, a determination as to CEQA compliance would be required.

South County Circulation Study

In January 1989 the Board of Supervisors (BOS) approved the Nipomo Circulation Study. The most recent update was adopted by the BOS on December 6, 2014. The 2015 update of the South County Circulation Study identifies capital improvement projects which would use road impact fees (Table 1). A brief summary environmental setting is provided for each project site in Table 2.

Table 1. South County Circulation Study Capital Improvement Projects to Use Road Impact Fees

Location Map Reference Number*	Project	Construction Cost Estimate**
1	Construct full access interchange & frontage road connections at Hwy 101 near Southland Street	\$25,000,000
2	Relocate southbound on-ramp; modify bridge and signals at Tefft Street and Hwy 101	\$13,000,000
3	Widen Tefft Street from Oakglen Avenue to Nipomo Creek Bridge	\$1,000,000
4	Realign and widen Hill Street from Mary Avenue to South Frontage Road	\$1,500,000
5	Widen Orchard Avenue from Southland Street to Nancy Street	\$1,800,000
6	Realign and widen South Frontage Road from Tefft Street to Grande Avenue	\$2,000,000
7	Install traffic signal at intersection of Division Street and South Frontage Road	\$500,000
8	Install traffic signal at intersection of Grande Avenue and South Frontage Road	\$500,000
9	Install traffic signal at intersection of Juniper Street and Mary Avenue	\$500,000
10	Install traffic signal at intersection of South Frontage Road and Hill Street	\$500,000
11	Install traffic signal at intersection of Tefft Street and Mesa Road	\$500,000
12	Intersection improvements at intersection of Hwy 166 and Hutton Road	\$6,000,000
13	Intersection improvements at intersection of Hwy 166 and Thompson Road	\$4,000,000
14	Interchange improvements (signalize) Willow Road at Hwy 101 NB & SB ramps	\$1,250,000
15	Construct North Frontage Road from Sandydale Road to Willow Road	\$8,000,000
16	Intersection improvements at Hwy 1 and Halcyon Road (North and South)	\$7,900,000
17	Intersection improvements at Hwy 1 and Valley Road	\$4,000,000
18	Intersection improvements at Valley Road and Los Berros Road	\$2,300,000
19	Widen Los Berros Road from Valley Road to El Campo Road	\$3,250,000
20	Widen Los Berros Road from El Campo Road to Avis Street	\$2,150,000
21	Widen Los Berros Road from Avis Street to Hwy 101	\$2,200,000
22	Widen Hwy 1 from Willow Road to 1.3 miles west	\$2,500,000
23	Widen Los Berros Road/Thompson Avenue from North Frontage Road to Cimmaron Road	\$2,400,000
24	Interchange improvements (signalize) Los Berros Road/Thompson Avenue at Hwy 101 NB & SB ramps	\$1,250,000

* See attached location maps

** Cost estimates are updated annually

Table 2. Summary Environmental Setting at Capital Improvement Project Sites

Location Map Reference Number*	Project	Summary Environmental Setting
1	Construct interchange & frontage road connections at Hwy 101 near Southland St	Disturbed from highway construction; grassland, eucalyptus, pine and cottonwood trees; moderate cultural resources potential
2	Relocate southbound on-ramp; modify bridge and signals at Tefft St and Hwy 101	Highly disturbed from highway construction; ruderal, ornamental landscaping; low cultural resources potential
3	Widen Tefft St from Oakglen Ave to Nipomo Creek Bridge	Disturbed from roadway construction; ruderal, ornamental landscaping; moderate cultural resources potential
4	Realign and widen Hill Stt from Mary Ave to South Frontage Rd	Disturbed from roadway construction; ruderal, grassland, eucalyptus; moderate cultural resources potential
5	Widen Orchard Ave from Tefft St to Division St	Highly disturbed from roadway construction and development; ruderal, grassland, eucalyptus; low cultural resources potential
6	Realign and widen South Frontage Rd from Tefft St to Grande Ave	Highly disturbed from roadway construction and development; ruderal; low cultural resources potential
7	Traffic signal at Division St and South Frontage Rd	Highly disturbed from roadway construction and development; ruderal, ornamental landscaping; low cultural resources potential
8	Traffic signal at Grande Ave and South Frontage Rd	Disturbed from roadway construction and development; ruderal, ornamental landscaping; moderate cultural resources potential
9	Traffic signal at Juniper St and Mary Ave	Disturbed from roadway construction and development; ruderal, grassland; moderate cultural resources potential
10	Traffic signal at South Frontage Rd and Hill St	Disturbed from roadway construction; ruderal, grassland, eucalyptus; moderate cultural resources potential
11	Traffic signal at Tefft St and Mesa Rd	Highly disturbed from roadway construction and residential development; ruderal, ornamental landscaping, eucalyptus; low cultural resources potential
12	Intersection improvements at intersection of Hwy 166 and Hutton Road	Highly disturbed from roadway and commercial development; ruderal, ornamental and eucalyptus; potential jurisdictional waterway; low cultural resources potential
13	Intersection improvements at Hwy 166 and Thompson Rd	Highly disturbed from highway construction; ruderal, grassland potential jurisdictional waterway; low cultural resources potential
14	Interchange improvements (signalize) Willow Road at Hwy 101 NB & SB ramps	Highly disturbed from highway construction; ruderal, grassland; low cultural resources potential
15	Construct North Frontage Rd from Sandydale Rd to Willow Rd	Disturbed from agricultural activity; grassland, ruderal, oak woodland, agriculture; moderate cultural resources potential
16	Intersection improvements at Hwy 1 and Halcyon Rd (North and South)	Highly disturbed from roadway and flood channel construction; cropland; Arroyo Grande Creek channel with associated habitat values; low cultural resources potential
17	Intersection improvements at Hwy 1 and Valley Rd	Disturbed from highway construction; ruderal, farmland, grassland, eucalyptus; low cultural resources potential
18	Intersection improvements at Valley Rd and Los Berros Rd	Disturbed from highway construction and development; ruderal, farmland, ornamental landscaping; potential jurisdictional waterway; low cultural resources potential

19	Widen Los Berros Rd from Valley Rd to El Campo Rd	Disturbed from roadway construction; Los Berros Creek channel, oak woodland, chaparral, ornamental landscaping, agriculture; moderate cultural resources potential
20	Widen Los Berros Rd from El Campo Rd to Avis St	Highly disturbed from roadway construction, agriculture and development; ruderal, riparian woodland, ornamental landscaping and agriculture; moderate cultural resources potential
21	Widen Los Berros Rd from Avis St to Hwy 101	Disturbed from roadway construction; ruderal, grassland, oak woodland, coastal scrub, moderate cultural resources potential
22	Widen Hwy 1 from Willow Rd to 1.3 miles west	Highly disturbed from highway construction; ruderal, grassland, eucalyptus, coastal scrub; moderate cultural resources potential
23	Widen Los Berros Rd/Thompson Ave from North Frontage Rd to Cimmaron Wy	Highly disturbed from highway construction; ruderal, grassland; low cultural resources potential
24	Interchange improvements (signalize) Los Berros Rd/Thompson Ave at Hwy 101 NB & SB ramps	Highly disturbed from highway construction; ruderal, grassland, coastal scrub; low cultural resources potential

* See attached location maps

Within the issue area discussions below, the “setting” and “impacts” sections focus not on the entire fee area, but on the three main areas where capital projects are planned: 1) north Nipomo Mesa/Los Berros Road, 2) Highway 1 west of Willow Road, and 3) Nipomo in vicinity of Tefft Street and Highway 101.

It is important to note that no physical change to the environment would occur as a result of the assessment of circulation fees within the circulation fee area. Physical changes will occur as a result of constructing improvements funded by the fees. Likewise, the assessment of circulation fees will not contribute to cumulative impacts. However, the improvements funded by the fees, in combination with other projects in the area, will result in physical changes to the environment. Mitigation measures incorporated into this environmental document, together with existing mitigation programs such as the National Pollutant Discharge Elimination System (NPDES) for water quality protection, and the SLOAPCD’s Clean Air Plan (CAP) render the effects of improvement project’s contribution less than cumulatively considerable.

ASSESSOR PARCEL NUMBER(S): N/A

Latitude: N/A Longitude: N/A

SUPERVISORIAL DISTRICT # 4

B. EXISTING SETTING

PLAN AREA: South County **SUB:** **COMM:**

LAND USE CATEGORY: All

COMB. DESIGNATION: Flood Hazard, Historic, Airport Review

PARCEL SIZE: Not applicable

TOPOGRAPHY: Varied

VEGETATION: Varied

EXISTING USES: Varied

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Varied	<i>East:</i> Varied
<i>South:</i> Varied	<i>West:</i> Varied

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, at least one issue was identified as having a potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.



COUNTY OF SAN LUIS OBISPO INITIAL STUDY CHECKLIST

1. AESTHETICS	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The projects identified in the project description range from traffic signals, work at the Highway 101 interchange at Los Berros/Thompson, and extending a road parallel to Highway 101 between Sandydale Drive and Willow Road. These improvements will be implemented as finances permit. The projects will be on and visible from major public roadways.

Impact. Capital improvement projects may involve road widening, traffic signal installation, and other similar development. Vegetation removal may be required as part of these projects.

No significant visual impacts are expected to occur from any of the projects. The traffic signals would be visible from the urban area of Nipomo; however this is compatible with the urbanized area so no significant visual impacts are expected to occur. The projects on the Highway 101 interchanges would also be compatible with viewer expectations along this transportation corridor, and are not expected to result in significant individual or cumulative aesthetic impacts.

Mitigation/Conclusion. No significant visual impacts are expected to occur from any of the projects identified in Table 1 above. No mitigation measures are needed at this time; however future project-specific analysis will identify any project design specific aesthetic impacts and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate aesthetic impacts.

[VR1] Design to allow the inclusion of applicable streetscape features outlined in the County Design

Guidelines.

[VR2] Revegetate all disturbed areas with landscaping or native-type vegetation, as appropriate.

[VR3] Where cut and fill slopes exceed five feet, apply landform grading techniques where the toe and top of cut are rounded to resemble natural slopes.

[VR4] Retaining walls shall be faced with natural appearing rock surfaces when visible to the public.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in aesthetic impacts that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

2. AGRICULTURAL RESOURCES

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land, per NRCS soil classification, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Conflict with existing zoning for agricultural use, or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. Most of the projects are not within or near agricultural areas. The following projects adjoin land with varying degrees of agricultural use: Halcyon Road/Highway 1 improvements, the projects along Los Berros Road, Highway 1 west of Willow Road, and the extension of North Frontage Road to Willow Road. The improvement project areas with possible agricultural impacts have soil types of varied suitability for agriculture:

Soil Type	Agricultural Potential	
	Capability unit (non-irrigated)	Storie index rating
Marimel silty clay loam, drained	III	90
Mocho Variant fine sandy loam	III	76
Still gravelly sandy clay loam, 0 to 2% slopes	III	68
Oceano sand	VI	41-49
Psamments and Fluvents, occasionally flooded	VI	26-34
Xerorthents, escarpment	VII	19

Impact. A referral was sent to the County Agricultural Commissioner. The County Agricultural

Commissioner responded “no concerns at this time.”

No significant impacts to agricultural resources are expected to occur from any of the projects. Most of the projects do not adjoin agricultural lands. Due to the small areas of potential impact, the temporary nature of construction, and application of mitigation measures, the projects which do adjoin agricultural lands are not expected to result in significant impacts to agriculture. The larger scale improvements will be subject to project-specific environmental review. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to agricultural resources.

Mitigation/Conclusion. No significant impacts to agricultural resources are expected to occur from any of the projects identified in Table 1. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to agricultural resources and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to agricultural resources.

[AG-1] When construction of new or expanded roadways would result in direct conflicts with agricultural uses or operations (due to division of agricultural land, access, or proximity of roadways to active agricultural uses resulting in potential dust, pollution, security issues, etc.), measures shall be employed to minimize impacts consistent with the County’s Right to Farm Ordinance. Such measures may include the use of land use buffers (physical separation between roadways and active operations), k fencing (as feasible and coordinated with land owners), and maintaining adequate access. Such measures shall be incorporated into the design of the specific roadway project to reduce possible conflicts from adjacent agricultural uses.

[AG-2] When new roadway extensions are planned, the County shall consider alternative alignments that reduce or avoid impacts to agricultural lands, such as avoiding alignments that would bisect agricultural lands or result in conflicts with agricultural operations.

[AG-3] Rural roadway alignments shall follow property lines to the extent feasible to minimize impacts to farmlands, lands under agricultural production, and Agriculture-zoned lands. Farmers shall be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as well as costs associated with relocating associated agricultural infrastructure and physical improvements, as a function of the total amount of production on the property.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to agricultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

3. AIR QUALITY

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. AIR QUALITY

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in a cumulatively considerable net increase of any criteria pollutant either considered in non-attainment under applicable state or federal ambient air quality standards that are due to increased energy use or traffic generation, or intensified land use change?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GREENHOUSE GASES				
f) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Air Pollution Control District (APCD) has developed and updated their [CEQA Air Quality Handbook \(2012\)](#) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

Greenhouse Gas (GHG) Emissions are said to result in an increase in the earth's average surface temperature. This is commonly referred to as global warming. The rise in global temperature is associated with long-term changes in precipitation, temperature, wind patterns, and other elements of the earth's climate system. This is also known as climate change. These changes are now thought to be broadly attributed to GHG emissions, particularly those emissions that result from the human production and use of fossil fuels.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo County Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for residential / commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,
2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,
3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

For most projects the Bright-Line Threshold of 1,150 Metric Tons CO₂/year (MT CO₂e/yr) will be the most applicable threshold. In addition to the residential/commercial threshold options proposed above, a bright-line numerical value threshold of 10,000 MT CO₂e/yr was adopted for stationary source (industrial) projects.

It should be noted that projects that generate less than the above mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" either by CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

Impact. Circulation studies address the need for capacity related transportation improvements and are developed to identify and correct capacity deficiencies related to new development. Improved road circulation reduces vehicle idling time and congestion, theoretically improving air quality; therefore the Circulation Study Road Improvement Fees themselves should have a positive impact on air quality.

The improvement projects funded by the Road Improvement Fees in the South County Circulation Study would involve construction activity that could generate temporary increases in local air pollution. The areas of disturbance would be determined when project designs are prepared. The projects will result in the creation of construction dust, as well as short- and long-term vehicle emissions. During project-specific analysis, Table 1-1 of the CEQA Air Quality Handbook will be used to calculate the amount of air pollutants the project will generate. If the project's pollutant generation levels are below specified thresholds in the Handbook, no mitigation is warranted. On the other hand, if the air pollution levels generated by a project exceed Handbook thresholds, mitigation measures will be required.

No significant air quality impacts are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements such as interchange improvements will be subject to project specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe air quality impacts. Nonetheless, potentially significant air quality impacts may be identified in future analyses. It may be necessary to calculate the project's construction impacts without knowing the exact fleet of construction equipment involved in the project. Table 2-2 of the Handbook contains screening construction emission rates based on the volume of soil moved and the area disturbed. This table should only be used when specific project information is not available.

From an operational standpoint, based on Table 1-1 of the CEQA Air Quality Handbook (2012), the project will not exceed operational thresholds triggering mitigation. The project is consistent with the general level of development anticipated and projected in the Clean Air Plan. No significant air quality impacts are expected to occur.

Construction Phase Greenhouse Gas Impacts and Mitigation

A Greenhouse Gas (GHG) impact evaluation and the implementation of feasible mitigation may be required for larger projects. At the time of project specific design, a subsequent environmental document would evaluate the project's carbon dioxide (CO₂) emissions, as well as other GHG sources converted to carbon dioxide equivalents and would identify feasible mitigation.

Construction Permit Requirements

Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. Operational sources may also require APCD permits.

Hydrocarbon Contaminated Soil

Hydrocarbon contaminated soil could result in adverse air quality impacts when exposed to the atmosphere. Should hydrocarbon contaminated soil be encountered during construction activities, the APCD will be notified as soon as possible after affected material is discovered to determine if an APCD Permit will be required.

Lead During Demolition

Demolition of structures coated with lead based paint can result in the release of lead containing particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. An APCD permit may be required.

Demolition of Asbestos Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). If building(s) are removed or renovated, or utility pipelines are scheduled for removal or relocation, requirements include, but are not limited to: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM.

Developmental Burning

Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.

Construction Phase Idling Limitations

Diesel engine idling is regulated by State law: Section 2485 of Title 13 of the California Code of Regulations (for on-road vehicles) and Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation (for off-road equipment).

Truck Routing

Proposed truck routes should be evaluated and selected to ensure routing patterns have the least impact to residential dwellings and other sensitive receptors, such as schools, parks, day care centers, nursing homes, and hospitals. If the project has significant truck trips where hauling/truck trips are routine activity and operate in close proximity to sensitive receptors, toxic risk needs to be evaluated.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any air quality impacts and describe appropriate mitigation measures. Below is a list of mitigation measures typically used to mitigate impacts to air quality. These or other mitigation measures could potentially be used for these projects, but others may be necessary. Application of standard mitigation measures, if necessary, and in some cases, best available control technologies (BACT) should ensure any air quality impacts are less than significant.

[AQ-1] Projects with grading areas that are less than 4-acres and that are not within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock-pile areas should be sprayed daily as needed;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

Projects with grading areas that are greater than 4-acres or are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock pile areas should be sprayed daily as needed;
- Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;

- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

[AQ-2] The standard mitigation measures for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

If the estimated ozone precursor emissions from the actual fleet for a given construction phase are expected to exceed the APCD threshold of significance after the standard mitigation measures are factored into the estimation, then BACT needs to be implemented to further reduce these impacts. The BACT measures can include:

- Further reducing emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;
- Repowering equipment with the cleanest engines available; and
- Installing California Verified Diesel Emission Control Strategies. These strategies are listed at: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

If the estimated construction emissions from the actual fleet are expected to exceed either of the APCD Quarterly Tier 2 thresholds of significance after the standard and BACT measures are factored into the estimation, then an APCD approved Construction Activity Management Plan (CAMP) (see

Technical Appendix 4.5 for CAMP Guidelines) and offsite mitigation need to be implemented in order to reduce potential air quality impacts to a level of insignificance.

CAMP

The CAMP should be submitted to the APCD for review and approval prior to the start of construction and should include, but not be limited to, the following elements:

- A Dust Control Management Plan that encompasses all, but is not limited to, dust control measures that were listed above in the “dust control measures” section;
- Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation);
- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

Off-Site Mitigation

Examples off-site mitigation strategies include, but are not limited to, the following:

- Fund a program to buy and scrap older heavy-duty diesel vehicles or equipment;
- Replace/repower transit buses;
- Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger or maintenance vehicles);
- Retrofit or repower heavy-duty construction equipment, or on-road vehicles;
- Repower or contribute to funding clean diesel locomotive main or auxiliary engines;
- Purchase VDECs for local school buses, transit buses or construction fleets;
- Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for NG, LPG, conductive and inductive electric vehicle charging, etc.);
- Fund expansion of existing transit services; and,
- Replace/repower marine diesel engines.

[AQ-3] Asbestos / Naturally Occurring Asbestos Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD’s 2009 CEQA Handbook, Technical Appendix 4.4). If the project site is located in a candidate area for Naturally Occurring Asbestos (NOA), the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the APCD. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. If NOA is not present, an exemption request must be filed with the Air District. More information on NOA can be found at <http://www.slocleanair.org/business/asbestos.php>.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to air quality that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

4. BIOLOGICAL RESOURCES

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Result in a loss of unique or special status species* or their habitats?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Reduce the extent, diversity or quality of native or other important vegetation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Impact wetland or riparian habitat?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere with the movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any regional plans or policies to protect sensitive species, or regulations of the California Department of Fish & Wildlife or U.S. Fish & Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* Species – as defined in Section 15380 of the CEQA Guidelines, which includes all plant and wildlife species that fall under the category of rare, threatened or endangered, as described in this section.

Setting. Plant cover types within the capital project areas include: grassland, oak woodland, coastal scrub, riparian woodland, ruderal/weedy vegetation and ornamental landscaping. Oak woodland and riparian woodland are considered sensitive habitats warranting protection. The general biological conditions of the project areas are described in the project description, Table 2.

The California Natural Diversity Database and California Native Plant Society Inventory identified the following special status species potentially existing within USGS Oceano and Nipomo quadrangles:

Special Status Plant Species with Potential to Occur in the Project Area

Name	Listing Status	Habitat Requirements and Elevation Range	Life Form
Hoover's bent grass (<i>Agrostis hooveri</i>)	1B.2	Dry sandy soils, open chaparral, oak woodland; < 600 m	Perennial herb
sand mesa manzanita (<i>Arctostaphylos rudis</i>)	1B.2	Sandy soils, chaparral; < 100 m	Evergreen shrub
Wells' manzanita (<i>Arctostaphylos wellsii</i>)	1B.1	Chaparral, sandstone outcrops, closed-cone conifer forests; < 400 m	Evergreen shrub
Marsh sandwort (<i>Arenaria paludicola</i>)	SE, FE, 1B.1	Wet soil, coastal freshwater marshes, scarce or hidden by larger plants, occasionally in swamps; < 300 m	Perennial herb
Miles' milk-vetch (<i>Astragalus didymocarpus</i> var. <i>milesianus</i>)	1B.2	Grassy areas near coast; < 60 m	Annual herb
surf thistle (<i>Cirsium rhothophilum</i>)	ST, 1B.2	Dunes, bluffs; < 20 m	Biennial or short-lived perennial herb
La Graciosa thistle (<i>Cirsium scariosum</i> var. <i>loncholepis</i>)	FE, ST, 1B.1	Wetlands in dunes; < 50 m	Biennial or short-lived perennial

			herb
Pismo clarkia (<i>Clarkia speciosa</i> ssp. <i>immaculata</i>)	SR, FE, 1B.1	Sandy hills near coast; < 100 m	Annual herb
dune larkspur (<i>Delphinium parryi</i> ssp. <i>blochmaniae</i>)	1B.2	Coastal chaparral, sand; 0 -200 m	Perennial herb
beach spectaclepod (<i>Dithyrea maritima</i>)	ST, 1B.1	Frequent on low sand dunes, coastal perennial with widely spreading rhizomes, seashores, sandy places; < 50 m	Perennial herb (rhizomatous)
Blochman's leafy daisy (<i>Erigeron blochmaniae</i>)	1B.2	Coastal dunes, Santa Barbara Area and San Luis Obispo Counties; < 30 m	Perennial herb (rhizomatous)
Kellogg's horkelia (<i>Horkelia cuneata</i> ssp. <i>sericea</i>)	1B.1	Old dunes, coastal sandhills; generally < 200 m	Perennial herb
San Luis Obispo County lupine (<i>Lupinus ludovicianus</i>)	1B.2	Open, grassy limestone in oak woodland; 50 – 500 m	Shrub
Nipomo Mesa lupine (<i>Lupinus nipomensis</i>)	FE, SE, 1B.1	Stabilized sand dunes; <25 m	Annual herb
crisp monardella (<i>Monardella crista</i>)	1B.2	Unstable coastal dunes; < 100 m	Perennial herb (rhizomatous)
San Luis Obispo monardella (<i>Monardella frutescens</i>)	1B.2	Stabilized dunes, sandy scrub; < 200 m	Perennial herb (rhizomatous)
Gambel's watercress (<i>Nasturtium gambelii</i>)	FE, ST, 1B.1	Marshes, streambanks, lake margins; <1250 m	Perennial herb (rhizomatous)
San Bernardino aster (<i>Symphotrichum defoliatum</i>)	1B.2	Grassland, disturbed places; <1500 m	Perennial herb (rhizomatous)

The information in this table was obtained from Hoover (1970), the California Native Plant Society Electronic Inventory (2011) and CNDDB (2011).

California Department of Fish and Game Listing Codes

ST State Threatened
SE State Endangered
SR State Rare

Federal Listing Codes

FT Federally Threatened
FE Federally Endangered

California Native Plant Society Listing Code

1B Rare, threatened or endangered in California and elsewhere
1B.1 Seriously endangered in California
1B.2 Fairly endangered in California
1B.3 Not very endangered in California

Habitat Associations and State and Federally Listed Wildlife Species with Potential to Occur in the Project Area

Name	Listing Status	Habitat Association
western snowy plover (<i>Charadrius alexandrinus nivosus</i>)	FT	Sandy marine and estuarine shores
tidewater goby (<i>Eucyclogobius newberryi</i>)	FE	Estuary; lower segments of coastal streams
California black rail (<i>Laterallus jamaicensis coturniculus</i>)	ST	Tidal emergent wetlands, brackish marshes or freshwater wetlands
south/central California coast steelhead (<i>Oncorhynchus mykiss irideus</i>)	FT	Coastal streams, open ocean
California red-legged frog (<i>Rana draytonii</i>)	FT	Ponds and quiet areas of coastal streams
California least tern (<i>Sternula antillarum browni</i>)	FE, SE	Sandy marine and estuarine shores

The information in this table was obtained from the CNDDB (2011), Jennings and Hayes (1994), Moyle et al. (1989).

California Department of Fish and Game Listing Codes

Federal Listing Codes

ST State Threatened
SE State Endangered

FT Federally Threatened
FE Federally Endangered

Impact. No significant impacts to biological resources are expected to occur from smaller scale projects such as traffic signals. Larger scale improvements such as road widening will be subject to project-specific environmental analysis. Design of larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to biological resources. Nonetheless, potentially significant impacts to biological resources may be identified in future analyses.

Construction may involve the use of heavy equipment for trenching, boring, and backfilling, as well as multiple truck trips to transport equipment, pipe, and import/export of material. Construction activity could result in adverse impacts to native vegetation and special status species.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to biological resources and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to biological resources.

[BR-1] Construction activities shall be planned to avoid trees and shrubs to the extent practicable. Consideration shall be given to trimming and pruning trees where possible, rather than complete removal. Operation and parking of vehicles and equipment shall not occur within the dripline of trees that will not otherwise be affected.

[BR-2] Prior to project completion, all oak trees removed as a result of the development of the project at a 4:1 ratio, and in addition, shall plant at a 2:1 ratio for each tree impacted (e.g. root or branch pruning) but not removed. Replanting shall be completed as soon as it is feasible (e.g. irrigation water is available, grading done in replant area(s)). Replant areas shall be either in native topsoil or areas where native topsoil has been reapplied. If the latter, top soil shall be carefully removed and stockpiled for spreading over graded areas to be replanted (set aside enough from 6-12" layer). Only designated trees shall be removed. Trees scheduled for removal shall be marked.

These newly planted trees shall be maintained until successfully established. This shall include protection (e.g. tree shelters, caging) from animals (e.g. deer, rodents), regular weeding (minimum of once early Fall and once early Spring) of at least a three foot radius out from the plant and adequate watering (e.g. drip-irrigation system). Watering should be controlled so only enough is used to initially establish the tree, and reducing to zero over a three year period. If possible, planting during the warmest, driest months (June through September) shall be avoided. In addition, standard planting procedures (e.g. planting tablets, initial deep watering) shall be used.

[BR-3] All trees not marked for removal that are within fifty feet of construction or grading activities shall be marked for protection (e.g. flagging) and their root zone fenced prior to any grading. The outer edge of the tree root zone is 1-1/2 times the distance from the trunk to the drip line of the tree. Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas. Care shall be taken to avoid surface roots within the top 18" of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface.

[BR-4] Servicing and fueling of vehicles shall be accomplished with the use of the following best management practices:

- a. Servicing and fueling shall take place as far as practical from waterways. When fueling, tanks shall not be “topped off.”
- b. A secondary containment, such as a drain pan or drain cloth, shall be used when fueling to catch spills or leaks.
- c. Fueling and servicing shall be done only in designated areas.
- d. Employees and subcontractors shall be trained in proper fueling, servicing, and clean-up procedures.
- e. All fluid spills shall be reported immediately.
- f. Storage of hazardous materials shall be as far as practical from waterways.
- g. A contingency plan for possible leaks and spills of hazardous materials into waterways shall be developed and implemented as appropriate.

[BR-5] Upon completion of the project, all temporarily disturbed areas shall be returned to original contours.

[BR-6] Persons who are under County or contractor control shall not have firearms or pets on the job site; nor shall they engage in hunting or fishing while on the site.

[BR-7] The construction zone shall be kept free from litter by providing suitable disposal containers for trash and all construction-generated material wastes. These containers shall be emptied at regular intervals and the contents properly disposed.

[BR-8] The amount of construction-related disturbance shall be limited to the extent practicable. The project limits shall be conspicuously flagged or otherwise marked in the field. Construction activities shall be restricted within the marked areas. Storage, parking, and laydown areas shall be clearly marked. Equipment and vehicles shall be kept out of areas identified as wetlands and waters of the United States.

[BR-9] Prior to construction the County shall conduct a pre-construction survey for special status wildlife, including Coast Range newt. If Coast Range newt or other special status wildlife is encountered during construction, the qualified biologist shall relocate these animals to suitable habitat outside the project impact area.

[BR-10] If construction activities are conducted during the typical nesting bird season (February 15 – September 15) pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and:

- a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young;
- b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence; and,
- c. Active nests shall be documented by a qualified biologist and a letter-report shall be submitted to the County, USFWS and CDFG, documenting project compliance with

the MBTA and applicable project mitigation measures.

[BR-11] If construction activities will result in loss of sensitive habitat that is intact or supports sensitive plant or animal species, replacement at an appropriate ratio will apply.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to biological resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

5. CULTURAL RESOURCES

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb archaeological resources?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historical resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Cause a substantial adverse change to a Tribal Cultural Resource?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project is located in an area historically occupied by the Obispeno Chumash. Historic structures are present and paleontological resources are known to exist in the area. The South County area should be regarded as archaeologically sensitive with the most sensitive areas being lands abutting creeks, hilltops, and natural resource areas such as oak woodlands and rock outcrops.

The historic sites identified in the South County Area Plan are: the Dana Adobe, Dana Home, Los Berros Schoolhouse, Adobe Barn in Los Berros, Pacific Coast Railway Depot Site, and Old St. Joseph's Church.

The geology of the project areas includes areas mapped as Sand Dune Deposits, Younger Alluvium and a limited area of Paso Robles Formation in the vicinity of the Highway 101/Los Berros Road interchange. The Paso Robles formation has potential for yielding significant paleontological resources. Consultation with Native American tribes pursuant to AB 52 was conducted during preparation of the Initial Study; no tribes requested consultation.

Impact. Proposed projects may result in impacts to archaeological resources due to activities such as excavation, soil compaction or soil filling work over sensitive sites. If a site has the potential to be impacted a Phase II survey may be required, which may result in the need for Phase III work depending on the extent of the impacts.

The nature and extent of impacts to archaeological resources are evaluated with respect to potential development. All projects, including the smaller scale projects such as traffic signals, will be evaluated for their potential to affect archaeological resources. Potentially significant impacts to archaeological resources may be identified in future analyses.

Whether significant impacts to paleontological resources occur depends on the extent and depth of excavation required for construction. If extensive excavation is required for a particular project, the geologic formation in that area will be identified and evaluated for its potential to contain fossils.

Mitigation/Conclusion. If an archaeological site is located within a proposed project area and it is feasible to avoid the site, this will be done. If avoidance is infeasible, further evaluation and mitigation



may be required, such as a Phase I, II, or III survey. In general, a Phase I investigation includes a literature search and a surface survey to determine whether archaeological materials are present. Phase II (subsurface testing) involves determining the horizontal and vertical extent of an archaeological site. Phase III (data recovery) consists of intensive and methodical excavation and study of a pre-determined sample of the archaeological site. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to cultural resources and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to cultural resources.

[CR-1] A qualified archaeologist shall monitor initial ground disturbance activities to ensure there is no disturbance of cultural remains in the project impact area. The qualified archaeologist will ensure Environmentally Sensitive Area (ESA) fencing is installed properly at the project’s borders.

[CR-2] During earth moving activities, in the event archaeological resources are unearthed or discovered, construction in the vicinity of the find shall stop, and the Public Works project manager and the Environmental Coordinator shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.

[CR-3] In the event archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the County Coroner and Environmental Coordinator are to be notified so proper disposition may be accomplished.

6. GEOLOGY AND SOILS

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be within a California Geological Survey “Alquist-Priolo” Earthquake Fault Zone”, or other known fault zones*?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Be inconsistent with the goals and policies of the County’s Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* Per Division of Mines and Geology Special Publication #42

Setting. The following relates to the project's geologic aspects or conditions:

Topography: Nearly level to steeply sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to high

Liquefaction Potential: Low to high

Nearby potentially active faults?: Yes Distance? Along Highway 101 (Wilmar Fault)

Area known to contain serpentine or ultramafic rock or soils?: Yes

Shrink/Swell potential of soil: Not applicable

Other notable geologic features? None

Geologic units mapped within the project areas include Sand Dune Deposits, Paso Robles Formation and Younger Alluvium. The topography ranges from nearly level to steeply sloping. The elevation ranges from approximately 15 to 120 feet above sea level. Project areas are not within the Geologic Study Area designation. The Wilmar fault, classified as a "Potentially Active," runs along Highway 101 through the road fee area. The Air Pollution Control District lists the fee area as within an area known to contain serpentine or ultramafic rock and/or soils. Standard mitigation requirements for road construction and maintenance will be applied pursuant to Section 93105 (d)(1)&(2) of the Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations (refer to the Air Quality Section).

DRAINAGE – The following relates to the project's drainage aspects:

Within the 100-year Flood Hazard designation? Partially within

Closest creek? Arroyo Grande Creek, Nipomo Creek Distance? Within road fee area

Soil drainage characteristics: Varies with location

For areas where drainage is identified as a potential issue, a drainage plan to minimize potential drainage impacts shall be prepared. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

SEDIMENTATION AND EROSION – Soil type, amount of disturbance and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types and descriptions are listed in the previous Agriculture section under "Setting". As described in the NRCS Soil Survey, the the project's soil erodibility is as follows:

Soil erodibility: Varies with location

Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

Impact. Some projects will require grading, and may alter the existing drainage patterns slightly, however no significant impacts to geologic and soil resources are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements such as road extensions will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to geologic and soil resources. Nonetheless, potentially significant impacts to geologic and soil resources may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-

specific analysis will identify any impacts to geologic and soil resources and describe appropriate mitigation measures. Below is a list of mitigation measures typically used to mitigate impacts to geologic and soil resources.

[GS-1] Install appropriate erosion control measures (i.e., silt fences, hay bales) along the base of the proposed work area and at the downstream end of the proposed construction zone and maintain erosion control mechanisms on a daily basis.

[GS-2] Check and maintain erosion control measures on a daily basis throughout the duration of work activities. Erosion control measures should be re-installed appropriately as the proposed work area changes.

[GS-3] Restore all previously vegetated areas that are cleared during project activities through revegetation with appropriate indigenous native species.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to geologic or soil resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on, or adjacent to, a site which is included on a list of hazardous material/waste sites compiled pursuant to Gov't Code 65962.5 ("Cortese List"), and result in an adverse public health condition?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Impair implementation or physically interfere with an adopted emergency response or evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) If within the Airport Review designation, or near a private airstrip, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
g) <i>Increase fire hazard risk or expose people or structures to high wildland fire hazard conditions?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Be within a 'very high' fire hazard severity zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Be within an area classified as a 'state responsibility' area as defined by CalFire?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project areas may include areas of hazardous material contamination associated with auto-related services and the like. The project areas are not within an Airport Review area. Construction of projects will require equipment which uses potentially hazardous fuel and fluids. Any transportation improvement projects constructed with road fees would coordinate with emergency services providers. If partial or complete road closures would be required during construction, emergency access would be provided to individual businesses and residences. Emergency response time ranges from approximately 5 to 20 minutes. The project areas are within the high severity risk area for fire.

The project sites on Table 1 are not found on the 'Cortese List' (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project does not present a significant fire safety risk. The project are not expected to conflict with any regional emergency response or evacuation plan.

Impact. Construction of capital improvement projects may require the use of hazardous materials such as fuels and lubricants, and may pose a fire safety risk. The projects may temporarily affect traffic flow during construction, however are not expected to conflict with any regional evacuation plan. Potential impacts could involve mechanical failure of some equipment resulting in fuel or fluid spills. Improper operation of equipment in proximity to dry vegetation could result in an equipment caused fire.

No significant impacts due to hazards or hazardous materials are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts due to hazards or hazardous materials. Nonetheless, potentially significant impacts due to hazards and hazardous materials may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts due to hazards and hazardous materials and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to hazards and hazardous materials.

The water quality mitigation measures will serve to mitigate any potential impact from equipment fueling or failure by including measures to contain and clean up any spill. Standard contract specifications address hazardous materials. Fire hazard and NOA impacts will be reduced to a level of insignificance with the following mitigation measures:

[HZ-1] Any staging or equipment/vehicle parking areas shall be free of combustible vegetation and work crews shall have shovels and a fire extinguisher on site during all construction activities.

[HZ-2] Prior to construction, an evaluation of areas of serpentinite outcrops or serpentine-rich soils shall be made by a qualified professional such as a Certified Industrial Hygienist (CIH) as to whether such conditions represent a threat to human health. If so, a safety program shall be initiated and shall include providing personal protective equipment to workers and a worker education program.

All applicable dust control measures outlined in the following document shall be implemented: 17 CCR Section 93105. Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations.

The Naturally Occurring Asbestos (NOA) ATCM requirements may include but are not limited to: 1) an Asbestos Dust Mitigation Plan which must be approved by the APCD before construction begins, and 2) an Asbestos Health and Safety Program will also be required for some projects (<http://www.slocleanair.org/business/asbestos.asp>).

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to hazards and hazardous materials that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

8. NOISE	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) Expose people to noise levels that exceed the County Noise Element thresholds?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generate permanent increases in the ambient noise levels in the project vicinity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Cause a temporary or periodic increase in ambient noise in the project vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people to severe noise or vibration?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) If located within the Airport Review designation or adjacent to a private airstrip, expose people residing or working in the project area to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The primary transportation noise source in proximity to the project areas is Highway 101. Stationary noise sources include periodic farming operations. Based on the Noise Element's projected future noise generation from known stationary and vehicle-generated noise sources, the project areas are within an acceptable threshold area.

Impact. Future projects are not expected to generate loud noises beyond typical construction noise, which is exempt under the County's noise ordinance. However, projects involving road widening or traffic signals may move roads slightly closer to sensitive noise receptors such as residences or introduce idling noise at an existing intersection.

No significant impacts due to noise are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe noise impacts. Nonetheless, potentially significant impacts due to noise may be identified in future analyses..

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any noise impacts and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate noise impacts.

To minimize short-term construction noise impacts, the project will comply with the Noise Element of the San Luis Obispo County General Plan by limiting construction activities associated with the project to specific hours, as follows:

[N-1] All construction activities associated with the project shall occur between the hours of 7:00 A.M. and 6:00 P.M. Monday through Friday and from 9:00 A.M. and 5:00 P.M. on Saturday. There will be no construction activities on Sundays.

The following additional noise reduction measures may also be appropriate for some projects:

[N-2] Construction of acoustic barriers to shield nearby noise-sensitive land uses. For aesthetic concerns, the use of sound barriers or any other architectural features that could block views from scenic highway or other view corridors shall be discouraged to the extent feasible. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Whenever feasible, a combination of construction elements should be used, including solid fences, walls, and landscaped berms.

[N-3] Site/project redesign and use of buffers to ensure that future development is compatible with transportation facilities.

[N-3] Changes to transportation facility design. Examples include changes in proposed roadway alignment or construction of roadways so that they are depressed below grade of nearby sensitive land uses to create an effective barrier between the roadway and sensitive receptors.

[N-4] Use of low-noise pavements (e.g., rubberized asphalt).

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in noise impacts that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

9. POPULATION/HOUSING

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

9. POPULATION/HOUSING

Will the project:

Potentially Significant

Impact can & will be mitigated

Insignificant Impact

Not Applicable

d) *Other:* _____

Setting The project areas include a mix of housing types on a variety of lot sizes.

Impact. Future capital improvement projects would not displace existing housing. The projects will not result in a need for a significant amount of new housing.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to population/housing and describe appropriate mitigation measures. There is no indication at this time that the projects would result in impacts to population/housing that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

10. PUBLIC SERVICES/UTILITIES

Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:

Potentially Significant

Impact can & will be mitigated

Insignificant Impact

Not Applicable

a) *Fire protection?*

b) *Police protection (e.g., Sheriff, CHP)?*

c) *Schools?*

d) *Roads?*

e) *Solid Wastes?*

f) *Other public facilities?*

g) *Other:* _____

Setting. The project area is served by the following public services/facilities:

Police: County Sheriff

Location: Oceano

Fire: Cal Fire (formerly CDF)

Hazard Severity: Moderate to High

Response Time: 5-20 minutes

Location: Nipomo (Pioneer Avenue) & Arroyo Grande (Willow Road)

School District: Lucia Mar Unified School District.

The projects are limited to the existing roadway and associated work that will improve the safety and efficiency of the road system in the South County area. The South County is served by Cal Fire, contracted with the County of San Luis Obispo, the County Sheriff's Department for police services. The urban areas are served by community water and wastewater systems, while development in the rural area relies on private wells and septic systems for sewer and water services.

Impact. No significant project-specific impacts to utilities or public services are expected. Proposed road improvements are expected to provide beneficial impacts by improving response time for police and fire. These projects, along with others in the area not associated with the Road Improvement Fee

Program, will have a cumulative effect on police and fire protection, and schools. The project's direct and cumulative impacts are within the general assumptions of allowed use for the subject property that was used to estimate the fees in place.

The projects will not result in an increase in the local population and will not construct any facility that requires ongoing public safety services. The project will not increase the capacity of the roadway. Construction will result in minor delays.

No significant impacts to public services/utilities are expected to occur from the capital projects funded through the Road Impact Fee Program, although larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to public services/utilities.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to public services/utilities and describe appropriate mitigation measures. There is no indication at this time that the projects would result in impacts to public services/utilities that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

11. RECREATION

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The South County area has several parks, recreation and natural areas which provide recreational opportunities. The County's Parks and Recreation Element shows several potential trails in the community (*Nipomo Map E*). The capital projects funded by the Road Improvement Fee Program are not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

Impact. The proposed projects involve road improvements, therefore impacts to recreation are not expected. Beneficial impacts include the addition of bike lanes on some projects, as the Road Improvement Fee Program requires any new facilities to be designed to current standards, which include bike lanes. The proposed project will not create a significant need for additional park or recreational resources. Nonetheless, larger projects will be analyzed in future CEQA analyses for their potential impacts to recreation.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to recreation and describe appropriate mitigation measures. There is no indication at this time that the projects would result in impacts to recreational resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

12. TRANSPORTATION/CIRCULATION

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Level of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with an established measure of effectiveness for the performance of the circulation system considering all modes of transportation (e.g. LOS, mass transit, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Conflict with an applicable congestion management program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Other: _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Road Improvement Fee Program was created to identify needs for transportation improvements in the South County area. The fee was established to address and fund these improvements. In general, when the County improves a road, design includes all necessary improvements to accommodate all roadway users. As such the following are referenced in determining the road's final design:

- County General Plan Circulation Element
 - Area and Specific Plans
 - County Sidewalk Ordinance
 - County Bikeways Plan
 - County Public Improvement Standards
 - Coordination with San Luis Obispo Regional Transit Authority
- Therefore, circulation studies provide for the implementation of other County Plans.

Impact. Impacts to transportation will be beneficial. The program was created to impose fees on new development for the purpose of correcting transportation deficiencies created by new development. The capital improvement projects funded by the program will not result in an increase in the local

population. Minor delays should be expected during construction of individual projects.

Mitigation/Conclusion. The Road Improvement Fee Program is itself mitigation for all new development in the Program Area. The fee is designed to fund road improvements that are identified as necessary due to new development in the South County Area.

13. WASTEWATER

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Nipomo Community Services District provides wastewater service to the community of Nipomo. Larger planned community developments, including Cypress Ridge also provide community wastewater collection and treatment. The rural areas surrounding the community use on-site septic systems for wastewater treatment.

Impact. Road work may require temporary impacts to portions of wastewater collection systems during construction, however no significant impacts to wastewater are expected to occur from capital projects funded by Road Impact Fees. Transportation improvement projects will not introduce new generators of wastewater to the project area. If necessary a portable chemical toilet will be on site for use by construction crews.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to wastewater and describe appropriate mitigation measures. There is no indication at this time that the projects would result in impacts to wastewater that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

14. WATER & HYDROLOGY

<i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
QUALITY				
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, sediment, temperature, dissolved oxygen, etc.)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. WATER & HYDROLOGY

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
QUANTITY				
h) <i>Change the quantity or movement of available surface or ground water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Adversely affect community water service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Expose people to a risk of loss, injury or death involving flooding (e.g., dam failure, etc.), or inundation by seiche, tsunami or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The topography of the project areas varies from nearly level to steeply sloping. Arroyo Grande, Los Berros and Nipomo Creeks are the dominant streams in the area, with other smaller tributary streams.

Water Supply

The Nipomo Community Services District (NCSD) provides water service to approximately 25% of the Mesa area's population. The remainder of the area is served by other water providers and individual wells. The entire Nipomo area is dependent on groundwater.

Water for the area is provided by the Santa Maria groundwater basin, which is made up of three interconnected sub areas (Tri-Cities, Nipomo Mesa, Santa Maria). Approximately 30 percent of the basin's area lies north of the Santa Maria river in San Luis Obispo County. The Board of Supervisors, through the Resource Management System determined that the groundwater basin in this area is in overdraft and has adopted policies limiting residential development, requiring water saving landscaping and fixtures, and requiring supplemental water for new subdivisions. In addition there is on-going litigation regarding the status and adjudication of water in the basin.

Water Quality

Construction of capital improvement projects will involve temporary disturbance, partial or full closure of existing roadways, materials storage, and contractor staging areas. Exposed and freshly disturbed soils, heavy equipment utilizing diesel fuel and hydraulics, and road surface materials all pose a threat to water quality during the construction period.

Projects involving more than one acre of disturbance may be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County Ordinance requires that temporary sedimentation and erosion control measures be installed during the rainy season.

Impact. Construction of capital improvement projects will involve temporary disturbance, partial or full closure of existing roadways, materials storage, and contractor staging areas. Exposed and freshly disturbed soils, heavy equipment utilizing diesel fuel and hydraulic fluids, and road surface materials all pose a threat to water quality during the construction period. Soil along existing roadways may be exposed during the construction phase of larger capital improvement projects. Adverse water quality impacts could result from the release of fine sediments into any potential nearby creeks or rivers, and the accidental release of petroleum products from construction equipment. Projects such as road widenings will increase the amount of impervious surfaces, and may result in an incremental increase in flood potential, reduction in groundwater recharge and/or direct discharge of pollutants into waterways.

Water may be required during construction for dust control and to achieve compaction specifications. The water requirements for construction will be short term and are expected to be insignificant. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to water resources. Nonetheless, potentially significant impacts to water resources may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to water resources and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to water.

Construction will follow standard drainage, erosion and sedimentation control measures, minimizing impacts to any water resources. Soils exposed during construction will be hydroseeded and planted. In addition to the above-listed Geology and Soils erosion control mitigation measures in Section 6, the following mitigation measures may reduce the potential impacts:

[WR-1] All project-related spills of hazardous materials shall be cleaned up immediately.

[WR-2] On a daily basis, check and maintain all equipment and vehicles that would be operated within the identified work area to ensure proper operation and avoid potential leaks or spills.

[WR-3] Evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff or increased flood hazards will result from the projects, site-specific measures to control runoff (i.e., the use of detention or retention basins, french drains, vegetated swales and medians, or other techniques designed to delay peak flows) shall be implemented.

[WR-4] Direct runoff into subsurface percolation basins and traps that would allow for the removal of sediment, urban pollutants, fertilizers, pesticides, and other chemicals.

[WR-5] Employ best management practices (BMPs) to control the discharge of materials from the site and into creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, soil stabilizers, and native erosion control grass seed.

[WR-6] Incorporate Low Impact Development (LID) techniques, including best management practices (BMPs) and integrated management practices (IMPs), into the roadway improvements. LID techniques that infiltrate, filter, store, evaporate, and detain runoff shall be encouraged in order to reduce stormwater runoff, improve water quality, and increase recharge of the groundwater basin.

[WR-7] Employ porous pavement materials, where feasible, to allow for groundwater percolation.

[WR-8] Thoroughly evaluate the drainage and groundwater recharge characteristics of the area in which a circulation improvement is proposed prior to the finalization of project design. In those instances where the capacity of the existing or planned stormwater drainage systems may be exceeded, identify appropriate site-specific measures to control surface runoff and to detain surface water runoff on-site, if feasible. Based on the results of the drainage/groundwater recharge evaluation, any proposed improvement project shall be designed to minimize the area of impervious surface and to maintain existing drainage/groundwater recharge patterns to the extent practicable.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to water resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

15. LAND USE

Will the project:

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [County Land Use Element and Ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impact. Surrounding uses vary depending on the location. Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The projects were found to be consistent with these documents (refer also to Exhibit A on reference documents used). None of the improvement projects are within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses.

The projects are limited to roads and associated work. The projects will be consistent with the surrounding land uses and will facilitate efficient and safe movement of people through the area. Portions of projects within the Coastal Zone (the west side of Highway 1 in the Callender area) may require that a Coastal Development Permit (CDP) be processed. The projects at the Highway 101 interchanges are outside of the Coastal Zone, therefore no CDP would be required.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE

Potentially Significant Impact can & will be mitigated Insignificant Impact Not Applicable

Will the project:

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

- b) *Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)*

- c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

For further information on CEQA or the County's environmental review process, please visit the County's web site at "www.sloplanning.org" under "Environmental Information", or the California Environmental Resources Evaluation System at: http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines for information about the California Environmental Quality Act.

Exhibit A - Initial Study References and Agency Contacts

The County Planning Department has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ☒) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	Proponent
<input type="checkbox"/>	County Environmental Health Services	Not Applicable
<input checked="" type="checkbox"/>	County Agricultural Commissioner's Office	No Concerns
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	Not Applicable
<input type="checkbox"/>	County Sheriff's Department	No Response
<input type="checkbox"/>	Regional Water Quality Control Board	Not Applicable
<input type="checkbox"/>	CA Coastal Commission	Not Applicable
<input checked="" type="checkbox"/>	CA Department of Fish and Wildlife	No Response
<input checked="" type="checkbox"/>	CA Department of Forestry (Cal Fire)	No Concerns
<input checked="" type="checkbox"/>	CA Department of Transportation	No Response
<input type="checkbox"/>	Community Services District	Not Applicable
<input type="checkbox"/>	Other _____	Not Applicable
<input type="checkbox"/>	Other _____	Not Applicable

** "No comment" or "No concerns"-type responses are usually not attached

The following checked ("☒") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input type="checkbox"/> Design Plan
<u>County documents</u>	<input type="checkbox"/> Specific Plan
<input checked="" type="checkbox"/> Coastal Plan Policies	<input checked="" type="checkbox"/> Annual Resource Summary Report
<input checked="" type="checkbox"/> Framework for Planning (Coastal/Inland)	<input checked="" type="checkbox"/> South County Circulation Study
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:	<u>Other documents</u>
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook
<input checked="" type="checkbox"/> Conservation & Open Space Element	<input checked="" type="checkbox"/> Regional Transportation Plan
<input type="checkbox"/> Economic Element	<input checked="" type="checkbox"/> Uniform Fire Code
<input checked="" type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input checked="" type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Archaeological Resources Map
<input type="checkbox"/> Parks & Recreation Element/Project List	<input checked="" type="checkbox"/> Area of Critical Concerns Map
<input checked="" type="checkbox"/> Safety Element	<input checked="" type="checkbox"/> Special Biological Importance Map
<input checked="" type="checkbox"/> Land Use Ordinance (Inland/Coastal)	<input checked="" type="checkbox"/> CA Natural Species Diversity Database
<input type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input checked="" type="checkbox"/> Public Facilities Fee Ordinance	<input checked="" type="checkbox"/> Flood Hazard Maps
<input type="checkbox"/> Real Property Division Ordinance	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input checked="" type="checkbox"/> Affordable Housing Fund	<input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)
<input type="checkbox"/> Airport Land Use Plan	<input type="checkbox"/> Other
<input type="checkbox"/> Energy Wise Plan	
<input checked="" type="checkbox"/> South County Area Plan/South County sub area and Update EIR	

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

2015 South County Circulation Study and Traffic Impact Fee Update. Omni-Means, Ltd.

Mitigation Monitoring Plan

The purpose of a Mitigation Monitoring Plan is to provide a program to examine, document and record compliance with the environmental plans and specifications pertinent to the proposed project, in order to comply with Section 21081.6 of the California Environmental Quality Act (CEQA). This plan provides the standards and methods necessary to ensure and document the implementation of the environmental mitigation measures which have been included in the project description as well as with the conditions of approval placed on project permits. Responsibility for ensuring successful implementation of the Mitigation Monitoring Plan lies with the County of San Luis Obispo, as the project proponent and Lead Agency for the project under CEQA.

If the recommended mitigation measures and monitoring plan are implemented successfully, the potential significant adverse effects stemming from project construction will be reduced to a level of insignificance.

Mitigation monitoring will be carried out by the Environmental Programs Division of the County's Department of Public Works. The Environmental Programs Division provides environmental services to the Department of Public Works, including mitigation compliance and monitoring, with CEQA oversight by the County's Environmental Coordinator.

Upon approval of the CEQA document, and issuance of all required permits, the Environmental Programs Division will assign internal responsibility for compliance with each mitigation measure to one or more members of the project team. Responsible parties include the Environmental Programs Division, the Project Manager (PM), the Resident Engineer (RE), and/or on-site monitors.

Mitigation measures are organized into project design, pre-construction, construction, and post construction tasks. Compliance with mitigation measures is documented in the project file through written reports, accompanied by project photos where necessary. Post construction monitoring of revegetation and other project components is documented by yearly reports, on a schedule typically determined by one or more of the project permits. Depending on the complexity of the post construction mitigation effort, tasks will be carried out by county staff or technical experts under contract to the County. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

Where necessary, construction personnel will be required to attend a crew orientation meeting. The meeting will be conducted by the RE and will be used to acquaint the construction crews with the environmental sensitivities of the project site. The orientation meeting shall place an emphasis on the need for adherence to the mitigation measures and permit conditions as well as the need for cooperation and communication among all parties concerned (i.e., RE, Environmental Programs Division, Environmental Coordinator, construction personnel) in working together to solve problems and arrive at solutions in the field.

Exhibit B - Mitigation Summary Table

Per Public Resources Code Section 21081.6, the following measures also constitute the mitigation monitoring and/or reporting program that will reduce potentially significant impacts to less than significant levels. These measures will become conditions of approval (COAs) should the project be approved. The Lead Agency (County) or other Responsible Agencies, as specified in the following measures, are responsible to verify compliance with these COAs.

Aesthetics

- [VR1] Design to allow the inclusion of applicable streetscape features outlined in the County Design Guidelines.
- [VR2] Revegetate all disturbed areas with landscaping or native-type vegetation, as appropriate.
- [VR3] Where cut and fill slopes exceed five feet, apply landform grading techniques where the toe and top of cut are rounded to resemble natural slopes.
- [VR4] Retaining walls shall be faced with natural appearing rock surfaces when visible to the public.

Agricultural Resources

- [AG-1] When construction of new or expanded roadways would result in direct conflicts with agricultural uses or operations (due to division of agricultural land, access, or proximity of roadways to active agricultural uses resulting in potential dust, pollution, security issues, etc.), measures shall be employed to minimize impacts consistent with the County's Right to Farm Ordinance. Such measures may include the use of land use buffers (physical separation between roadways and active operations), k fencing (as feasible and coordinated with land owners), and maintaining adequate access. Such measures shall be incorporated into the design of the specific roadway project to reduce possible conflicts from adjacent agricultural uses.
- [AG-2] When new roadway extensions are planned, the County shall consider alternative alignments that reduce or avoid impacts to agricultural lands, such as avoiding alignments that would bisect agricultural lands or result in conflicts with agricultural operations.
- [AG-3] Rural roadway alignments shall follow property lines to the extent feasible to minimize impacts to farmlands, lands under agricultural production, and Agriculture-zoned lands. Farmers shall be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as well as costs associated with relocating associated agricultural infrastructure and physical improvements, as a function of the total amount of production on the property.

Air Quality

- [AQ-1] Projects with grading areas that are less than 4-acres and that are not within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:
 - Reduce the amount of the disturbed area where possible;
 - Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
 - All dirt stock-pile areas should be sprayed daily as needed;
 - All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

Projects with grading areas that are greater than 4-acres or are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock pile areas should be sprayed daily as needed;
- Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

[AQ-2] The standard mitigation measures for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;

- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

If the estimated ozone precursor emissions from the actual fleet for a given construction phase are expected to exceed the APCD threshold of significance after the standard mitigation measures are factored into the estimation, then BACT needs to be implemented to further reduce these impacts. The BACT measures can include:

- Further reducing emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;
- Repowering equipment with the cleanest engines available; and
- Installing California Verified Diesel Emission Control Strategies. These strategies are listed at: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

If the estimated construction emissions from the actual fleet are expected to exceed either of the APCD Quarterly Tier 2 thresholds of significance after the standard and BACT measures are factored into the estimation, then an APCD approved Construction Activity Management Plan (CAMP) (see Technical Appendix 4.5 for CAMP Guidelines) and offsite mitigation need to be implemented in order to reduce potential air quality impacts to a level of insignificance.

CAMP

The CAMP should be submitted to the APCD for review and approval prior to the start of construction and should include, but not be limited to, the following elements:

- A Dust Control Management Plan that encompasses all, but is not limited to, dust control measures that were listed above in the “dust control measures” section;
- Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation);
- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

Off-Site Mitigation

Examples off-site mitigation strategies include, but are not limited to, the following:

- Fund a program to buy and scrap older heavy-duty diesel vehicles or equipment;
- Replace/repower transit buses;

- Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger or maintenance vehicles);
- Retrofit or repower heavy-duty construction equipment, or on-road vehicles;
- Repower or contribute to funding clean diesel locomotive main or auxiliary engines;
- Purchase VDECs for local school buses, transit buses or construction fleets;
- Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for NG, LPG, conductive and inductive electric vehicle charging, etc.);
- Fund expansion of existing transit services; and,
- Replace/repower marine diesel engines.

[AQ-3] Asbestos / Naturally Occurring Asbestos Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD's 2009 CEQA Handbook, Technical Appendix 4.4). If the project site is located in a candidate area for Naturally Occurring Asbestos (NOA), the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the APCD. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. If NOA is not present, an exemption request must be filed with the Air District. More information on NOA can be found at <http://www.slocleanair.org/business/asbestos.php>.

Biological Resources

[BR-1] Construction activities shall be planned to avoid trees and shrubs to the extent practicable. Consideration shall be given to trimming and pruning trees where possible, rather than complete removal. Operation and parking of vehicles and equipment shall not occur within the dripline of trees that will not otherwise be affected.

[BR-2] Prior to project completion, all oak trees removed as a result of the development of the project at a 4:1 ratio, and in addition, shall plant at a 2:1 ratio for each tree impacted (e.g. root or branch pruning) but not removed. Replanting shall be completed as soon as it is feasible (e.g. irrigation water is available, grading done in replant area(s)). Replant areas shall be either in native topsoil or areas where native topsoil has been reapplied. If the latter, top soil shall be carefully removed and stockpiled for spreading over graded areas to be replanted (set aside enough from 6-12" layer). Only designated trees shall be removed. Trees scheduled for removal shall be marked.

These newly planted trees shall be maintained until successfully established. This shall include protection (e.g. tree shelters, caging) from animals (e.g. deer, rodents), regular weeding (minimum of once early Fall and once early Spring) of at least a three foot radius out from the plant and adequate watering (e.g. drip-irrigation system). Watering should be controlled so only enough is used to initially establish the tree, and reducing to zero over a three year period. If possible, planting during the warmest, driest months (June through September) shall be avoided. In addition, standard planting procedures (e.g. planting tablets, initial deep watering) shall be used.

- [BR-3] All trees not marked for removal that are within fifty feet of construction or grading activities shall be marked for protection (e.g. flagging) and their root zone fenced prior to any grading. The outer edge of the tree root zone is 1-1/2 times the distance from the trunk to the drip line of the tree. Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas. Care shall be taken to avoid surface roots within the top 18" of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface.
- [BR-4] Servicing and fueling of vehicles shall be accomplished with the use of the following best management practices:
- a. Servicing and fueling shall take place as far as practical from waterways. When fueling, tanks shall not be "topped off."
 - b. A secondary containment, such as a drain pan or drain cloth, shall be used when fueling to catch spills or leaks.
 - c. Fueling and servicing shall be done only in designated areas.
 - d. Employees and subcontractors shall be trained in proper fueling, servicing, and clean-up procedures.
 - e. All fluid spills shall be reported immediately.
 - f. Storage of hazardous materials shall be as far as practical from waterways.
 - g. A contingency plan for possible leaks and spills of hazardous materials into waterways shall be developed and implemented as appropriate.
- [BR-5] Upon completion of the project, all temporarily disturbed areas shall be returned to original contours.
- [BR-6] Persons who are under County or contractor control shall not have firearms or pets on the job site; nor shall they engage in hunting or fishing while on the site.
- [BR-7] The construction zone shall be kept free from litter by providing suitable disposal containers for trash and all construction-generated material wastes. These containers shall be emptied at regular intervals and the contents properly disposed.
- [BR-8] The amount of construction-related disturbance shall be limited to the extent practicable. The project limits shall be conspicuously flagged or otherwise marked in the field. Construction activities shall be restricted within the marked areas. Storage, parking, and laydown areas shall be clearly marked. Equipment and vehicles shall be kept out of areas identified as wetlands and waters of the United States.
- [BR-9] Prior to construction the County shall conduct a pre-construction survey for special status wildlife, including Coast Range newt. If Coast Range newt or other special status wildlife is encountered during construction, the qualified biologist shall relocate these animals to suitable habitat outside the project impact area.
- [BR-10] If construction activities are conducted during the typical nesting bird season (February 15 – September 15) pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and:
- a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified

and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young;

- b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence; and,
- c. Active nests shall be documented by a qualified biologist and a letter-report shall be submitted to the County, USFWS and CDFG, documenting project compliance with the MBTA and applicable project mitigation measures.

[BR-11] If construction activities will result in loss of sensitive habitat that is intact or supports sensitive plant or animal species, replacement at an appropriate ratio will apply.

Cultural Resources

[CR-1] A qualified archaeologist shall monitor initial ground disturbance activities to ensure there is no disturbance of cultural remains in the project impact area. The qualified archaeologist will ensure Environmentally Sensitive Area (ESA) fencing is installed properly at the project's borders.

[CR-2] During earth moving activities, in the event archaeological resources are unearthed or discovered, construction in the vicinity of the find shall stop, and the Public Works project manager and the Environmental Coordinator shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.

[CR-3] In the event archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the County Coroner and Environmental Coordinator are to be notified so proper disposition may be accomplished.

Geology and Soils

[GS-1] Install appropriate erosion control measures (i.e., silt fences, hay bales) along the base of the proposed work area and at the downstream end of the proposed construction zone and maintain erosion control mechanisms on a daily basis.

[GS-2] Check and maintain erosion control measures on a daily basis throughout the duration of work activities. Erosion control measures should be re-installed appropriately as the proposed work area changes.

[GS-3] Restore all previously vegetated areas that are cleared during project activities through revegetation with appropriate indigenous native species.

Hazardous Materials

[HZ-1] Any staging or equipment/vehicle parking areas shall be free of combustible vegetation and work crews shall have shovels and a fire extinguisher on site during all construction activities.

[HZ-2] Prior to construction, an evaluation of areas of serpentinite outcrops or serpentine-rich soils shall be made by a qualified professional such as a Certified Industrial Hygienist (CIH) as to whether such conditions represent a threat to human health. If so, a safety program shall be initiated and shall include providing personal protective equipment to workers and a worker education program.

All applicable dust control measures outlined in the following document shall be implemented: 17 CCR Section 93105. Asbestos Airborne Toxic Control Measure (ATCM)

for Construction, Grading, Quarrying, and Surface Mining Operations.

The Naturally Occurring Asbestos (NOA) ATCM requirements may include but are not limited to: 1) an Asbestos Dust Mitigation Plan which must be approved by the APCD before construction begins, and 2) an Asbestos Health and Safety Program will also be required for some projects (<http://www.slocleanair.org/business/asbestos.asp>).

Noise

[N-1] All construction activities associated with the project shall occur between the hours of 7:00 A.M. and 6:00 P.M. Monday through Friday and from 9:00 A.M. and 5:00 P.M. on Saturday. There will be no construction activities on Sundays.

The following additional noise reduction measures may also be appropriate for some projects:

[N-2] Construction of acoustic barriers to shield nearby noise-sensitive land uses. For aesthetic concerns, the use of sound barriers or any other architectural features that could block views from scenic highway or other view corridors shall be discouraged to the extent feasible. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Whenever feasible, a combination of construction elements should be used, including solid fences, walls, and landscaped berms.

[N-3] Site/project redesign and use of buffers to ensure that future development is compatible with transportation facilities.

[N-3] Changes to transportation facility design. Examples include changes in proposed roadway alignment or construction of roadways so that they are depressed below grade of nearby sensitive land uses to create an effective barrier between the roadway and sensitive receptors.

[N-4] Use of low-noise pavements (e.g., rubberized asphalt).

Water and Hydrology

[WR-1] All project-related spills of hazardous materials shall be cleaned up immediately.

[WR-2] On a daily basis, check and maintain all equipment and vehicles that would be operated within the identified work area to ensure proper operation and avoid potential leaks or spills.

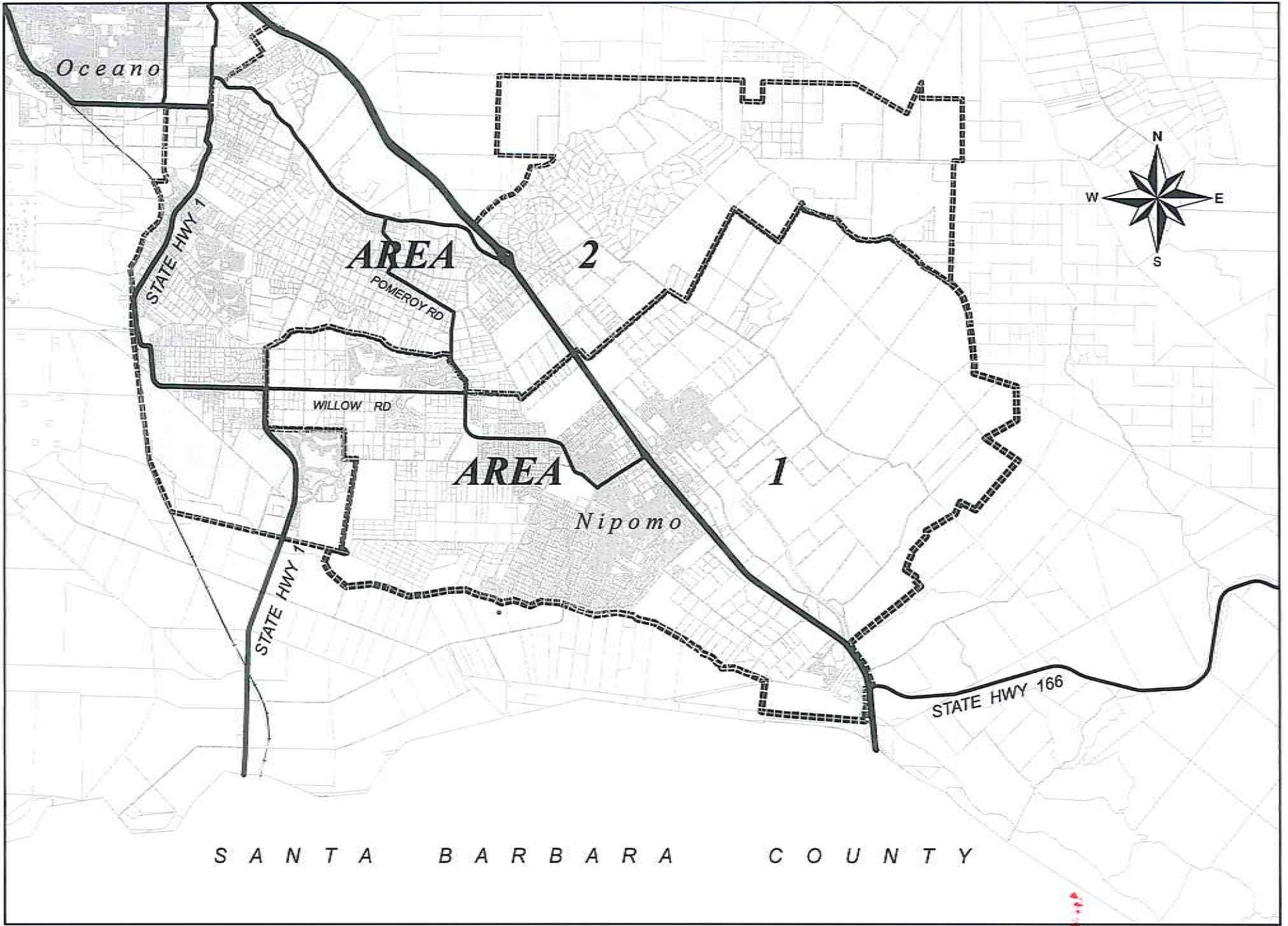
[WR-3] Evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff or increased flood hazards will result from the projects, site-specific measures to control runoff (i.e., the use of detention or retention basins, french drains, vegetated swales and medians, or other techniques designed to delay peak flows) shall be implemented.

[WR-4] Direct runoff into subsurface percolation basins and traps that would allow for the removal of sediment, urban pollutants, fertilizers, pesticides, and other chemicals.

[WR-5] Employ best management practices (BMPs) to control the discharge of materials from the site and into creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, soil stabilizers, and native erosion control grass seed.

[WR-6] Incorporate Low Impact Development (LID) techniques, including best management practices (BMPs) and integrated management practices (IMPs), into the roadway improvements. LID techniques that infiltrate, filter, store, evaporate, and detain runoff shall be encouraged in order to reduce stormwater runoff, improve water quality, and increase recharge of the groundwater basin.

- [WR-7] Employ porous pavement materials, where feasible, to allow for groundwater percolation.
- [WR-8] Thoroughly evaluate the drainage and groundwater recharge characteristics of the area in which a circulation improvement is proposed prior to the finalization of project design. In those instances where the capacity of the existing or planned stormwater drainage systems may be exceeded, identify appropriate site-specific measures to control surface runoff and to detain surface water runoff on-site, if feasible. Based on the results of the drainage/groundwater recharge evaluation, any proposed improvement project shall be designed to minimize the area of impervious surface and to maintain existing drainage/groundwater recharge patterns to the extent practicable.



SOUTH COUNTY ROAD FEE AREAS