NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION
Pursuant to the California Environmental Quality Act (CEQA)

Who: County of San Luis Obispo

What: An Initial Study, Mitigated Negative Declaration has been prepared and issued for the Avila Circulation Study 2017 update. 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 to defray all or a portion of the cost of public facilities related to the development project. The Avila Road Fee area is centered in the community of Avila Beach, but also includes the Diablo Canyon Nuclear Power Plant, most of the See Canyon area and Port San Luis, as well as the Squire Canyon and Baron Canyon areas on the east side of Highway 101. The Avila Road Fee area is in the San Luis Bay (Coastal and Inland) planning area.

Where: Copies of the proposed Mitigated Negative Declaration and the associated referenced documents are available for review at the County of San Luis Obispo Department of Public Works, 976 Osos Street, County Government Center, Room 206, San Luis Obispo, CA 93408, or online at: http://www.slocounty.ca.gov/Departments/Public-Works/Current-Public-Works-Projects/Avila-Beach-Drive-Capacity,-Parking,-and-Circulati.aspx.

Comments: The 20-day review and comment period for the proposed Mitigated Negative Declaration begins on Monday, August 19, 2019 and ends on September 9, 2019. Written comments must be received by 5:00 p.m. on the last day of the review period and should be addressed to: Monica Stillman, Environmental Resource Specialist, 976 Osos Street, County Government Center, Room 206, San Luis Obispo, CA 93408.

Public Hearing: The County of San Luis Obispo Board of Supervisors will hold a public hearing to consider the adoption of the Mitigated Negative Declaration. The hearing is tentatively scheduled for October 1, 2019 but interested persons can access the Board of Supervisor's agenda at http://www.slocounty.ca.gov/bos/BOSagenda.htm to locate the date of the public hearing for this project.

Avila Circulation Study 2017 Update Project
ED16-256/245R12C115

MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING & BUILDING

PLN-2039
04/2019

Initial Study – Environmental Checklist

Project Title & No. Avila Circulation Study Update ED16-256 (245R12C115)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for 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.

☒ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☒ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☒ Hydrology & Water Quality	☐ Transportation
☒ Biological Resources	☐ Land Use & Planning	☐ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☐ Energy	☒ Noise	☐ Wildfire
☒ Geology & Soils	☐ Population & Housing	☐ Mandatory Findings of Significance

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.

Monica Stillman (mjstillman@co.slo.ca.us)	Monica Stillman	8/12/19
Prepared by (Print)	Signature	Date
Keith Miller (klmiller@co.slo.ca.us)		8/12/19
Reviewed by (Print)	Signature	Date

Initial Study – Environmental Checklist

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: Request by the Department of Public Works to update the Avila 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 to defray all or a portion of the cost of public facilities related to the development project. The Avila Road Fee Area is centered on the community of Avila Beach, but also includes Diablo Canyon Nuclear Power Plant, most of the See Canyon area, and Port San Luis, as well as the Squire Canyon and Baron Canyon areas on the east side of Highway 101. The Avila Road Fee Area is in the San Luis Bay (Coastal and Inland) planning area.

Background

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. The County adopts capital improvement plans in these communities, 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.

In 2011, a Mitigated Negative Declaration was prepared for the Avila Circulation Study Update. Due to the time lapse between the 2011 MND and the current update, and because during the last update the Avila Beach Drive road widening was not considered, the Department of Public Works determined that a new Initial Study should be prepared – although it was expected that much of the information from the 2011 analysis would still be relevant.

This environmental document addresses environmental effects of the identified capital projects 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.

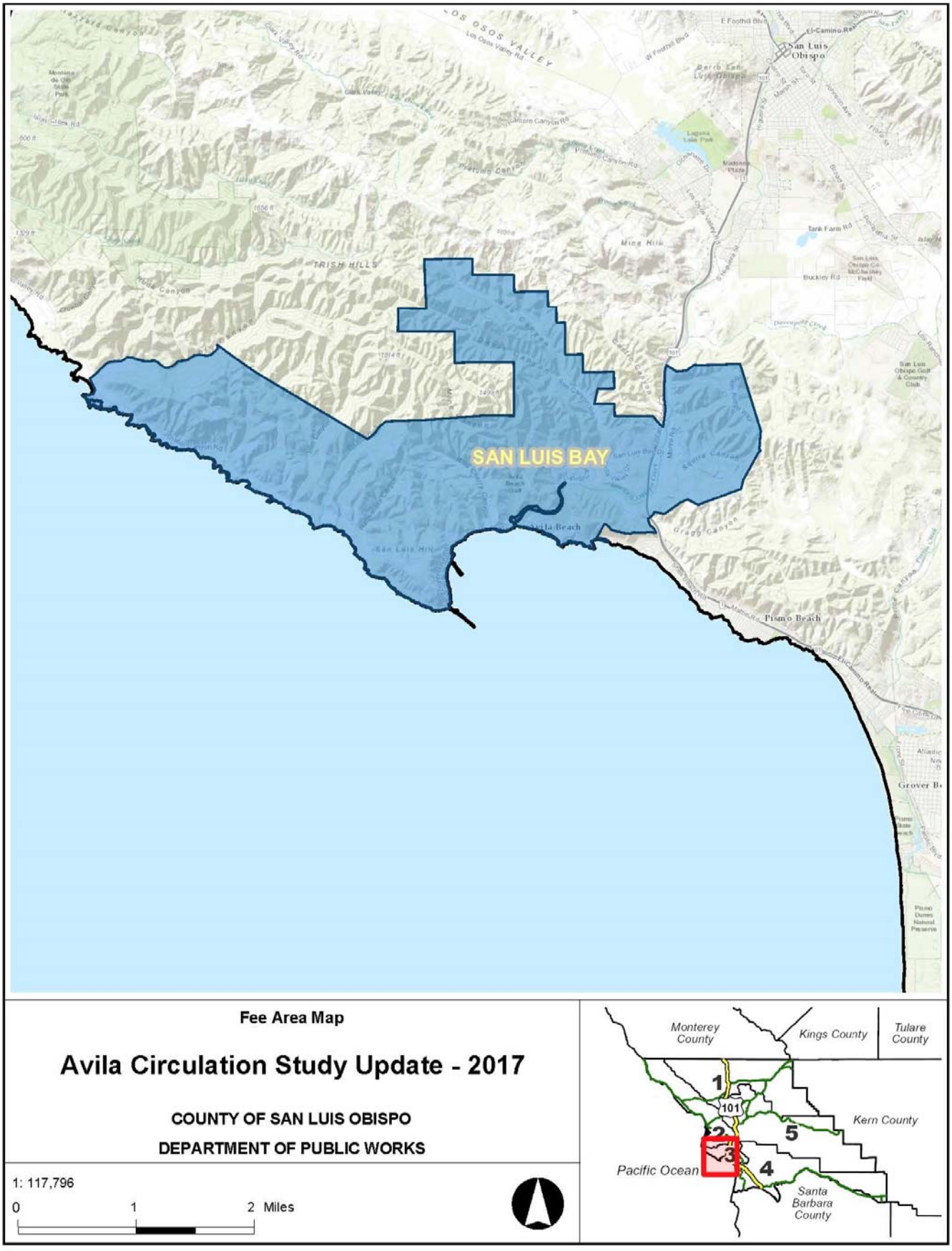
The circulation study does not commit the County to building a specific project identified in the circulation study. At the time sufficient funds are available, the County could determine that a project not listed in the circulation study would be a more appropriate use of road impact fees. In this scenario,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

The first Avila Circulation Study was approved by the Board of Supervisors (BOS) on November 14, 1989. The most recent update was adopted by the BOS in 2011. The 2017 update of the Avila Circulation Study identifies capital improvement projects that would use road impact fees (Table 1).

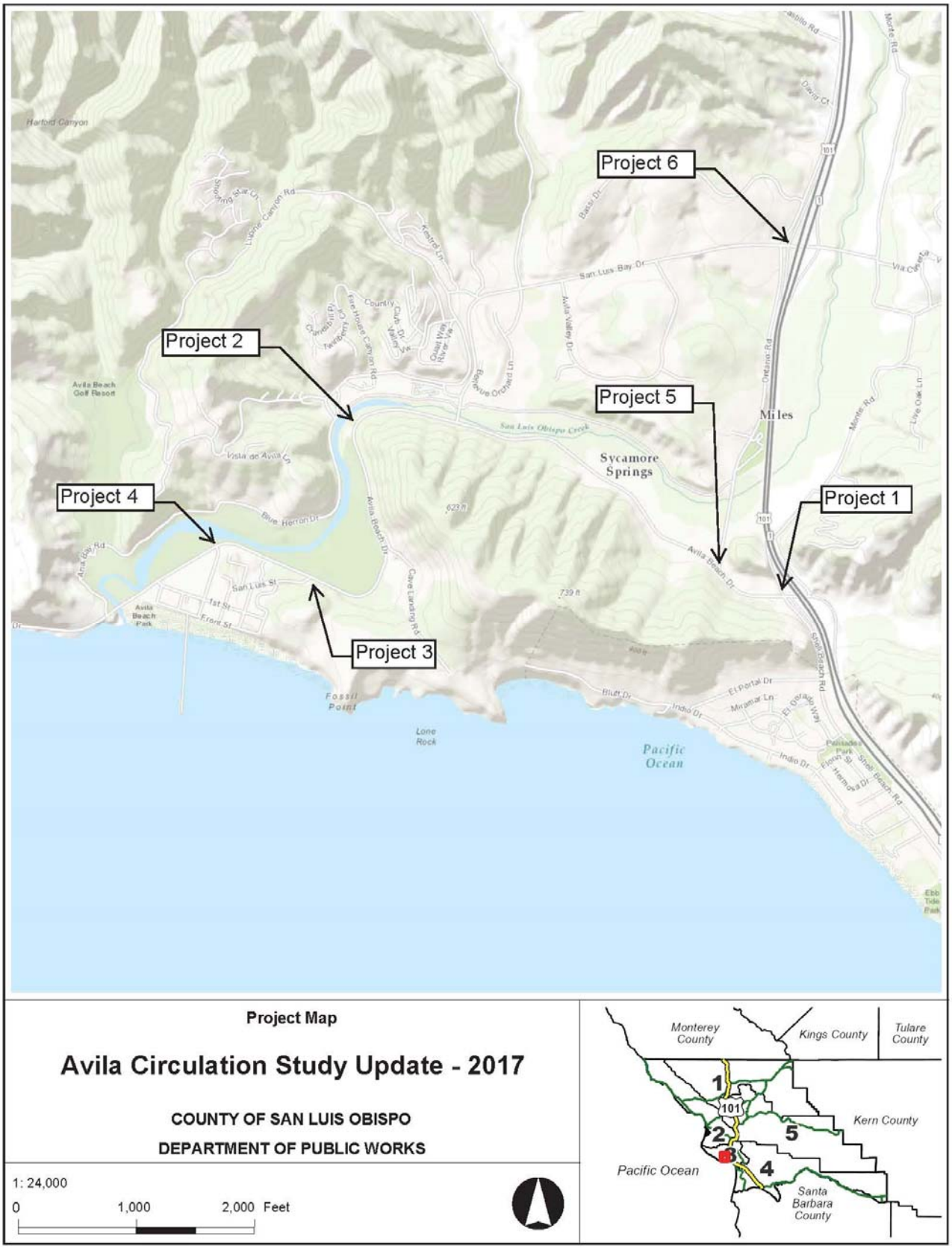
Table 1. Summary of Environmental Setting at Capital Improvement Project Sites

Site Map Reference Number	Project	Summary Environmental Setting
1	Intersection improvements on Avila Beach Dr between Shell Beach Rd and Monte Rd	Heavily disturbed from highway construction; ruderal, chaparral, oak woodland and ornamental vegetation; neighboring commercial development
2	Road widening on Avila Beach Dr from San Luis St to San Luis Bay Dr to allow 3 lanes, turn lanes and bicycle lanes	Steep slopes with dense oak woodland or chaparral on the southern side; San Luis Obispo Creek, floodplain, golf course and oak woodland on the northern side
3	Signalization and intersection improvements Avila Beach Dr at San Luis St	Heavily disturbed from roadway construction; ruderal vegetation with dense oak forest
4	Signalization and intersection improvements Avila Beach Dr at San Miguel St	Heavily disturbed from roadway construction; ruderal vegetation with scattered ornamental and native trees; neighboring wastewater treatment plant and urban development; potential for cultural resources
5	Signalization and intersection improvements Avila Beach Dr at Ontario Rd	Heavily disturbed from road construction; commercial use to the northeast, agricultural use and creek floodplain to the northwest, steep slopes with sycamore, eucalyptus and dense oak forest along the southern edge
6	San Luis Bay Drive Interchange Improvements	Heavily disturbed from highway construction; ruderal, scrub, sycamore, willow and ornamental vegetation; neighboring grazing land and floodplain with orchards and farmland

Initial Study – Environmental Checklist



Initial Study – Environmental Checklist



Initial Study – Environmental Checklist

ASSESSOR PARCEL NUMBER(S): Not applicable

Latitude: Not applicable **Longitude:** Not applicable **SUPERVISORIAL DISTRICT #** 1

B. Existing Setting

Plan Area: San Luis Bay (inland coastal) **Sub:** None **Comm:** NA

Land Use Category: Multiple

Combining Designation: Archaeologically Sensitive Flood Hazard Geologic Study

Parcel Size: Not applicable

Topography: Nearly level to steeply sloping

Vegetation: Varied

Existing Uses: Undeveloped Varied

Surrounding Land Use Categories and Uses:

North: Varied; ***East:*** Varied;

South: Varied; ***West:*** Varied;

C. Environmental Analysis

The Initital Study Checklist provides detailed information about the environmental impacts of the proposed project and mitigation measures to lessen the impacts.

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.

Initial Study – Environmental Checklist

I. AESTHETICS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
(a)	Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
(c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Setting

The projects identified in the project description consist of traffic signals and major work at the Highway 101 interchanges at Avila Beach Drive and San Luis Bay Drive. Project #2 would require substantial improvements along Avila Beach Drive. These improvements will be implemented as finances permit. The projects will be on and visible from major public roadways. The Avila Beach area is generally considered to have a high-quality visual environment which includes views of the ocean, undeveloped hillsides, oak woodlands, and the San Luis Obispo Creek riparian corridor. There are no designated state scenic highways within the circulation study area. Residents and visitors generally have a high sensitivity to changes in the visual environment.

Discussion

(a) Have a substantial adverse effect on a scenic vista?

The projects would introduce construction-related aesthetic impacts that would be temporary and would not have a substantial adverse effect. The proposed new traffic signals would be visible from some of the downtown area of Avila Beach; however, the signals are compatible with the urbanized areas, so no substantial adverse effects on scenic vistas are expected to occur. The projects on the Highway 101

interchanges would also be compatible with viewer expectations along this transportation corridor as they would be located at existing interchanges and are not expected to result in substantial individual or cumulative adverse effects. Aesthetic impacts associated with the widening of Avila Beach Drive could impact the viewshed, although improvements would likely be located primarily within the existing road right-of-way. Nevertheless, potentially significant aesthetic impacts may be identified in future analyses.

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

Smaller scale projects such as signal installations will not result in significant earthwork, grading, or tree removal. Larger scale improvements such as road widenings or interchanges, Projects #1 and #2 for example, have greater potential for significant effects on scenic resources such as rock outcroppings and trees. Design of the projects has not been initiated; therefore, details are insufficient to identify and describe impacts to scenic resources. Nonetheless, potentially significant impacts to scenic resources may be identified in future analyses. The projects will not be located within a designated state scenic highway, and therefore there would be no impacts to state scenic highway features, specifically.

(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

See response to (a) above. The project improvements would likely be located primarily within the road right-of-way and therefore would not conflict with zoning.

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

The projects are not expected to create new sources of substantial light or glare. However, the projects would include new traffic lights and the potential for adverse effects on day or nighttime views may be identified in future analyses.

Conclusion/Mitigation

The projects are not expected to result in significant visual impacts. No mitigation measures are needed now; however, future project-specific analysis will identify any aesthetic impacts and describe appropriate mitigation measures if impacts are identified when more project details are available. Exhibit B includes mitigation measures typically used to mitigate aesthetic impacts. These include, for example, facing rock walls with natural appearing surfaces where visible to the public and revegetating disturbed areas with native landscaping.

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 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.

Sources

See Exhibit A.

II. AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☒	☐	☐
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☒	☐	☐
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☒	☐	☐

Setting

The following area-specific elements relate to the property's importance for agricultural production, forest land, and timberland:

Land Use Category: Various, although projects will be located primarily in the road right-of way. The San Luis Bay Drive and Highway 101 interchange is adjacent to, but not within, the Agriculture land use category.

State Classification: Various soil types exist within the vicinity of each project location, although the project sites are primarily on land that is in the County right-of-way or has been previously developed for County infrastructure between Highway 101 and San Luis Harbor.

Historic/Existing Commercial Crops: The area is developed with scattered residences and recreational land uses. Apple orchards, small vineyards and some cattle grazing exist within the fee area.

In Agricultural Preserve? No

Under Williamson Act contract? Parcels near the San Luis Bay Drive and Highway 101 interchange.

In forest land or timberland? Projects #1, #2, #3, and #5 are adjacent to forest land mapped as coastal oak woodland, and all of the projects have the potential to affect ornamental and native trees to some extent. None of the projects are in areas where timber production is feasible. The Avila Beach Specific Plan identifies several areas with significant natural vegetation that should be protected along Avila Beach Drive. These include the wooded hillsides along the south side of Avila Beach Drive west of San Luis Street, which could potentially be impacted by the proposed road widening associated with Project #2.

Discussion

(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

A referral was sent to the County Agricultural Commissioner addressing an update to the Avila Circulation Study. Resulting comments from the County Agricultural Commissioner state that, "subsequent environmental review for specific projects should address potential impacts to agricultural resources." (Auchinachie; February 15, 2017)

These projects are generally not within or adjacent to any agricultural lands, or lands with a high potential to be used for agricultural purposes in the future, so no significant agricultural impacts are expected to occur. Smaller projects will generally be located completely within the road right-of-way. Larger projects such as intersection improvements and new turning lanes have the potential to affect nearby agricultural uses.

Proposed improvements could convert small portions of the existing orchard or vineyard at San Luis Bay Drive and Highway 101, although it is not known at this time. Project-specific analysis, which would include consultation with the County Agriculture Commissioner, may identify agricultural lands to be converted to non-agricultural use.

(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Project-specific analysis, which would include consultation with the County Agriculture Commissioner, may identify conflicts with existing zoning for agricultural use or a Williamson Act contract.

(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The projects are not within or adjacent to lands zoned for forest land, timberland, or timberland production. Project-specific analysis may identify conflicts with existing zoning for forest or timberland, but conflicts are highly unlikely given the scale and location of the proposed projects.

(d) Result in the loss of forest land or conversion of forest land to non-forest use?

The projects may affect ornamental and native trees. Projects #1, #2, #3, and #5 are in or adjacent to land mapped as coastal oak woodland. Project #2 may be located along wooded hillsides along Avila Beach Drive identified for protection in the Avila Beach Specific Plan. Impacts to forest land would be considered in the design of the projects; project-specific analysis will identify any impacts and describe appropriate mitigation measures for unavoidable impacts.

(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Construction and operation of some transportation system improvements could lead to conflicts with agricultural use, operations, or agriculture zoning; however, no significant impacts to agricultural resources are expected to occur from these projects. Project-specific analysis, which would include consultation with the County Agriculture Commissioner, may identify the potential for conversion of agricultural land from other changes to the existing environment from the projects.

The projects are not expected to involve other changes that could result in conversion of forest land to non-forest use.

Conclusion/Mitigation

The projects are not expected to result in significant impacts on agriculture and forestry resources. No mitigation measures are needed at this time; however, future project-specific analysis will identify any impacts to agricultural, forest, or timberland resources and describe appropriate mitigation measures if impacts are identified when more project details are available. Exhibit B lists mitigation measures typically used to mitigate impacts to these resources. These include, for example, measures such as maintaining adequate buffers between and access to adjacent agricultural operations, avoiding or reducing impacts to adjacent agricultural lands, avoiding tree removal to the extent practicable, marking trees to remain undisturbed prior to construction, and replacing removed trees.

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, forest, or timberland resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

Sources

See Exhibit A.

III. AIR QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☒	☐	☐

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).

Discussion

(a) Conflict with or obstruct implementation of the applicable air quality plan?

The Clean Air Plan identifies motor vehicle traffic flow improvements as a control measure that can reduce overall vehicle emissions. (Clean Air Plan App. D, T-6)

Circulation studies address the need for capacity related transportation improvements and are developed to identify and correct capacity deficiencies related to new development that has been previously approved and underwent a CEQA review. Improved road circulation reduces vehicle idling time and congestion, theoretically improving air quality; therefore, the Circulation Study Road Improvement Fee projects should have a positive impact on air quality. Specific improvements identified in the Plan that would be part of the projects include traffic signal improvements and channelization (i.e., adding turning lanes).

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

San Luis Obispo County is in non-attainment status for ozone and particulate matter (PM) 10 under the California standards. (APCD)

The improvement projects funded by the Road Improvement Fees in the Avila Circulation Study would involve construction activity that could generate temporary increases in local air pollution and that have the potential to increase ozone and PM 10 emissions. The areas of disturbance would be determined when project designs are prepared. The projects will result in short-term construction equipment exhaust and fugitive dust emissions as well as emissions from construction commutes. During project-specific analysis, recommendations in the CEQA Air Quality Handbook will be used to calculate construction and operational phase emissions. If the project's pollutant generation levels are below specified thresholds in the Handbook, no mitigation is warranted. 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 road widening improvements and 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.

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, CARB) or an APCD permit. Operational sources may also require APCD permits.

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 CARB's In-Use Off-Road Diesel regulation (for off-road equipment).

(c) Expose sensitive receptors to substantial pollutant concentrations?

The projects would require construction activity and truck traffic that have the potential to adversely affect residential dwellings and other sensitive receptors, such as schools, parks, day care centers, nursing homes, and hospitals. Proposed truck routes would be evaluated and selected to ensure routing patterns have the least impact to these receptors. If a project requires significant truck trips where hauling/truck trips are a routine activity and operate in close proximity to sensitive receptors, toxic risk may need to be evaluated.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Hydrocarbon contaminated soil could result in adverse air quality impacts when exposed to the atmosphere. If hydrocarbon contaminated soil is 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.

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 to prevent the release of lead from the site. If the proposed projects require demolition or sandblasting of structures coated with lead-based paint, an APCD permit may be required.

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). The projects are not expected to require building removal or renovation, or utility pipelines removal or relocation; if these activities are required, the project requirements may 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.

Conclusion/Mitigation

The projects are not expected to result in significant air quality effects. Exhibit B includes a list of mitigation measures typically used to mitigate impacts to air quality resulting from road construction projects. These include, for example, measures to reduce fugitive dust emissions during construction and measures to reduce emissions from construction equipment.

These or other comparable mitigation measures would potentially be used for these projects. Application of standard mitigation measures, and in some cases, best available control technologies (BACT) should ensure any air quality impacts are less than significant. However, future project-specific analysis will be conducted at the time more detail is available for any of the proposed improvements. The analysis at that time will identify any air quality impacts and describe appropriate mitigation measures.

Sources

See Exhibit A.

IV. BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

Setting

The project locations listed in Table 1 have the following plant cover types: grassland, oak woodland, coastal scrub, riparian woodland, ruderal/weedy vegetation and ornamental landscaping. The general biological conditions of the project areas are considered heavily disturbed from roadway construction (Table 1).

An inventory of special status species potentially existing within the project areas was compiled based on review of the California Natural Diversity Database (USGS Port San Luis and Pismo quadrangles) and the California Native Plant Society Inventory within the USGS Pismo Beach quadrangle, and an assessment of the project areas conducted by the Department of Public Works Environmental Division. Protected species potentially existing within the vicinity of the projects are listed in Tables 2 and 3.

Table 2. Special Status Plants with Potential to Occur in the Project Areas

Name	Listing Status	Habitat Requirements and Elevation Range	Life Form
Hoover's bent grass (Agrostis hooveri)	1B.2	Dry sandy soils, open chaparral, oak woodland; < 600 m	Perennial herb
Arroyo de la Cruz manzanita (Arctostaphylos cruzensis)	1B.2	Northern Coastal Scrub; infrequent on coastal hills; < 150 m	Shrub
Morro manzanita (Arctostaphylos morroensis)	FT, 1B.1	Coastal sand-plains, stabilized dunes; chaparral; < 200 m	Shrub
Pecho manzanita (Arctostaphylos pechoensis)	1B.2	Closed-cone coniferous forests, chaparral, coastal scrub, siliceous shale; < 850 m	Shrub
Santa Margarita manzanita (Arctostaphylos pilosula)	1B.2	Shale outcrops, slopes, chaparral; 300-1100 m	Shrub
Wells' manzanita (Arctostaphylos wellsii)	1B.1	Chaparral, sandstone outcrops, closed-cone conifer forests; < 400 m	Shrub
Marsh sandwort (Arenaria paludicola)	SE, FE, 1B.1	Wet soil, coastal freshwater marshes, scarce or hidden by larger plants, occasionally in swamps; < 300 m	Perennial herb
Coulter's saltbush (Atriplex coulteri)	1B.2	Alkaline or clay soils; <50 m	Shrub
La Panza mariposa-lily (Calochortus obispoensis)	1B.2	Heavy soil on ocean bluff; 100-500 m	Perennial herb (bulb)
San Luis Obispo mariposa-lily (Calochortus simulans)	1B.3	Sand (often granitic), grassland to yellow-pine forest; <1100 m	Perennial herb (bulb)
San Luis Obispo owl's-clover (Castilleja densiflora ssp. obispoensis)	1B.2	Coastal grassland; < 100 m	Annual herb
Congdon's tarplant (Centromadia parryi ssp. congdonii)	1B.2	Grassland; < 100 m	Annual herb
Brewer's spineflower (Chorizanthe breweri)	1B.3	Areas of serpentine rock, dry rocky areas, chaparral, foothill woodlands; closed cone pine forest; < 800 m	Annual herb
Chorro Creek bog thistle (Cirsium fontinale var. obispoense)	SE, FE, 1B.2	Seep areas underlain by or near serpentine; < 300 m	Perennial herb
surf thistle (Cirsium rhothophilum)	ST, 1B.2	Dunes, bluffs; < 20 m	Biennial or short-lived perennial herb
Pismo clarkia (Clarkia speciosa ssp. immaculata)	SR, FE, 1B.1	Sandy hills near coast; < 100 m	Annual herb
Beach spectaclepod (Dithyrea maritima)	ST, 1B.1	Frequent on low sand dunes, coastal perennial with widely spreading rhizomes, seashores, sandy places; < 50 m	Perennial herb (rhizomatous)
Mouse-gray dudleya (Dudleya abramsii ssp. murina)	1B.3	Serpentine outcrops; 120-300 m	Perennial herb
Blochman's dudleya (Dudleya blochmaniae ssp. blochmaniae)	1B.1	Coastal bluff scrub, valley and foothill grasslands, rocky slopes, often found in clay and serpentinite; < 450 m	Perennial herb

Blochman's leafy daisy (Erigeron blochmaniae)	1B.2	Coastal dunes, Santa Barbara Area and San Luis Obispo Counties; < 30 m	Perennial herb (rhizomatous)
Indian Knob mountainbalm (Eriodictyon altissimum)	SE, FE, 1B.1	Disturbed areas in chaparral dominated by chamise and toyon; about 250 m	Shrub
Hoover's button-celery (Eryngium aristulatum var. hooveri)	1B.1	Vernal pools, lagunas	Annual or perennial herb
Mesa horkelia (Horkelia cuneata ssp. puberula)	1B.1	Dry, sandy, coastal chaparral; generally 70 – 700 m	Perennial herb
Jones' layia (Layia jonesii)	1B.2	Pastures and grassy slopes; sea level to 150 m	Annual herb
San Luis Obispo County lupine (Lupinus ludovicianus)	1B.2	Open, grassy limestone in oak woodland; 50 – 500 m	Shrub
San Luis Obispo monardella (Monardella frutescens)	1B.2	Stabilized dunes, sandy scrub; < 200 m	Perennial herb (rhizomatous)
Woodland woollythreads (Monolopia gracilens)	1B.2	Serpentine grassland, open chaparral, oak woodland; 100 – 1200 m	Annual herb
Diablo Canyon blue grass (Poa diaboli)	1B.2	Chaparral, cismontane woodland, coastal scrub, coniferous forest; on shale, sometimes burned areas; 120-400 m	Perennial herb (rhizomatous)
Black-flowered figwort (Scrophularia atrata)	1B.2	Calcareous (sometimes diatomaceous) soils; < 500 m	Perennial herb
Most beautiful jewel-flower (Streptanthus albidus ssp. peramoenus)	1B.2	Open, grassy or nearly barren slopes, often serpentine; about 150-800 m	Annual herb

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

Table 3. Habitat Associations and State and Federally Listed Wildlife Species with Potential to Occur in the Project Areas

Name	Listing Status	Habitat Association
western snowy plover (Charadrius alexandrinus nivosus)	FT	Sandy marine and estuarine shores
tidewater goby (Eucyclogobius newberryi)	FE	Estuary; lower segments of coastal streams
south/central California coast steelhead (Oncorhynchus mykiss irideus)	FT	Coastal streams, open ocean
California red-legged frog (Rana draytonii)	FT	Ponds and quiet areas of coastal streams

Pacific pond turtle (A*ctinemys marmorata*)	CSC	Pools, ponds, streams, marshes with muddy or rocky bottoms

California Department of Fish and Game Listing Codes
CSC California Special Concern Species
ST State Threatened
SE State Endangered

Federal Listing Codes
FT Federally Threatened
FE Federally Endangered
FSC Federal Species of Concern

Discussion

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

(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

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

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

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

In regard to (a) through (f) above, 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, interchange improvements and road extensions have a greater chance to result in significant impacts. 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, which would consider the potential for impacts to protected species, riparian habitats or sensitive natural communities, wetlands, migratory wildlife and/or wildlife corridors, local policies and ordinances protecting biological resources, and any applicable habitat or conservation plans.

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. Projects #2 and #6 for example, may require new creek crossings, and therefore have a higher potential to impact riparian or wetland habitats that are regulated by state and/or Federal agencies. Projects #1 through #5 are located within the coastal zone, and therefore impacts to Environmentally Sensitive Habitat Areas will need to be considered.

As described in the Transportation section, projects implemented under the Road Improvement Fee Program are designed with consideration of relevant local plans, standards, and ordinances. None of the improvement projects are within or adjacent to a Habitat Conservation Plan area. As such, the projects are not expected to conflict with any local policies or ordinances protecting biological resources, or any habitat or conservation plans. As discussed in the Agriculture and Forest Resources section, the projects will be evaluated for adverse effects on forest lands identified for preservation in the Avila Beach Specific Plan.

Conclusion/Mitigation

The projects are not expected to result in significant effects on biological resources. 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 if impacts are identified when more project details are available. Exhibit B includes mitigation measures typically used to mitigate impacts to biological resources. These measures include such things as conducting pre-construction nesting bird surveys, delineating work areas to protect sensitive biological resources, revegetating disturbed areas using native species, and coordinating with resource agencies to obtain the appropriate permits, for example.

These or other similar mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication now 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.

Sources

See Exhibit A.

V. CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☒	☐	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Setting

The project is located within the territory historically occupied by the Obispeño Chumash. Archaeological

evidence has revealed that the ancestors of the Obispeño settled in SLO County over 10,000 years ago. Following an annual cycle of hunting, fishing, fowling, and harvesting, the Chumash peoples adapted to changing environmental and social conditions and grew into a large complex society which persists today. Sites have been recorded in the Avila area spanning over 5,000 years and vary from large permanent villages to very small seasonal camp sites.

Based on this extensive prehistoric use of the area, most of the Avila Beach area and the vicinity of the intersection of Highway 101 and Avila Beach Drive are mapped and considered to be archaeologically sensitive areas. Archaeological reports have been completed for past projects at or in the vicinity of each of the project areas. Many of these investigations resulted in significant archaeological finds.

Discussion

(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

All projects will be evaluated for their potential to affect historical resources, including historic structures and buildings and archaeological sites. Any identified sites will be avoided if feasible. If avoidance is infeasible, further evaluation and mitigation may be required, such as a more intensive surface survey or subsurface exploration. In the event that significant adverse effects to historical resources are identified, mitigation measures will be adopted to avoid or mitigate significant adverse effects.

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

All projects that involve ground disturbance in areas considered to be archaeologically sensitive, or in the vicinity of significant archaeological resources, will be evaluated for potential effects on archaeological resources as described in (a) above.

(c) Disturb any human remains, including those interred outside of dedicated cemeteries?

The projects will be evaluated for their potential to disturb human remains. If the probable likelihood of the existence of Native American human remains is identified within any project area, the County will work with the appropriate tribe(s) to develop agreement(s) regarding the treatment of any such remains in the project area. In the event of accidental discovery or recognition of any human remains at any of the project areas, the appropriate response and notifications in CEQA Guidelines section 15064.5(d) would be followed.

Conclusion/Mitigation

The projects are not expected to result in significant effects to cultural resources. 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 if impacts are identified when more project details are available. Typical measures to mitigate impacts to cultural resources are included in Exhibit B.

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 cultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

In order to meet AB52 Cultural Resources requirements, outreach to seven Native American contacts has been conducted. No requests for further consultation were received.

Sources

See Exhibit A.

VI. ENERGY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Setting

The focus of the Circulation Study is to identify and correct capacity deficiencies resulting from new development, as they are the only projects that road impact fee monies can be applied to (per Government Code Section 66000).

Discussion

(a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Project energy requirements and energy use efficiencies include construction-generated vehicle and equipment emissions, and changes in traffic emissions from improved road circulation as a result of the completed projects. Construction vehicle emissions will be evaluated for each project as part of the evaluation described in the Air Quality section, and would be designed and managed to avoid wasteful or unnecessary consumption of fuel that would contribute to air emissions. From an operational perspective, improved road circulation is expected to reduce vehicle idling time and congestion, and is therefore not expected to contribute to wasteful, inefficient, or unnecessary consumption of fossil fuels.

(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

There are no applicable state or local plans for renewable energy relevant to these smaller scale transportation improvement projects.

Conclusion/Mitigation

The projects are not expected to result in significant effects on energy resources. The air quality impact assessment for each project, described in the Air Quality section above, will address construction-related

consumption of fossil fuels and recommend project-specific mitigation measures that may avoid wasteful or unnecessary fuel consumption.

No additional energy resource-related mitigation measures are needed at this time. Future project-specific analyses will identify any impacts to energy resources and describe mitigation measures if impacts are identified. There is no indication at this time that the projects would result in impacts to energy resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

Sources

See Exhibit A.

VII. GEOLOGY AND SOILS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
	(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
	(ii) Strong seismic ground shaking?	☐	☒	☐	☐
	(iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
	(iv) Landslides?	☐	☒	☐	☐
(b)	Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☐
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Setting

Geologic units mapped within the capital projects area are diverse, including Edna member and Monterey formation. The topography ranges from nearly level to steeply sloping. The elevation ranges from approximately 15 to 120 feet above sea level. Portions of the road fee area are within the Geologic Study Area designation. The San Miguelito fault and the Olson trace, classified as a "Potentially Active Faults," run 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).

Some of the projects may be located in the 100-year floodplain of San Luis Obispo Creek. For areas where drainage is identified as a potential issue, a drainage plan to minimize potential drainage impacts will 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.

Soil type, amount of disturbance and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project's soil types are varied, and each project has the potential to affect several different mapped soil units. Accordingly, soil erodibility and expansion indices in the project areas may range from low to high. Projects may be in or adjacent to areas with moderate liquefaction risk. (GeoWorks NRCS Soils and Liquefaction Risk)

When highly erosive conditions exist, sedimentation and erosion control plans will be prepared to minimize these impacts. When required, the plan will be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre require 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 that monitors this program.

Discussion

(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

(a-i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

(a-ii) Strong seismic ground shaking?

(a-iii) Seismic-related ground failure, including liquefaction?

(a-iv) Landslides?

(b) Result in substantial soil erosion or the loss of topsoil?

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

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

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Not applicable.

(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

In regard to (a) through (d) and (f) above, smaller scale projects such as signal installations will not result in significant earthwork, grading, or changes in hydrology. Larger scale improvements such as road widenings or interchanges, Projects #1 and #2 for example, have greater potential for significant effects in these categories. Design of the 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.

Whether there is potential for significant impacts to paleontological resources for any project will depend 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 paleontological resources that could be impacted.

Conclusion/Mitigation

The projects are not expected to result in significant effects on geological and soil resources. 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 if impacts are identified when more project details are available. Exhibit B includes measures typically used to mitigate impacts to geologic and soil resources. These include a number of measures to limit disturbed areas during construction, employ appropriate sedimentation and erosion control devices, and stabilize disturbed areas when completed, for example.

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.

Sources

See Exhibit A.

VIII. GREENHOUSE GAS EMISSIONS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Setting

Greenhouse Gas (GHG) Emissions are broadly recognized as contributing to an increase in the earth's average surface temperature and long-term changes in climate.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the GHG 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 GHG 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 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.

Projects that generate less than the above-mentioned thresholds will also participate in emission reductions under the purview of CARB (or other regulatory agencies) such as new vehicle fuel economy standards, appliance emissions standards, and replacement of fossil fuel-based energy with renewable energy.

Discussion

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The improvement projects funded by the Road Improvement Fees in the Avila Circulation Study would involve construction activity that could generate temporary increases in local air pollution. As discussed under Air Quality above, the projects will result in short-term construction equipment exhaust emissions as well as emissions from construction commutes, which result in contributions of GHG emissions. During project-specific analysis, recommendations in the CEQA Air Quality Handbook will be used to determine if the Bright-Line Threshold of 1,150 MT CO2e/yr will be exceeded and if mitigation is warranted, but based on experiences with projects of similar scale, impacts are unlikely.

(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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 should have a positive impact by reducing GHG emissions associated with vehicular traffic on the affected roads.

Conclusion/Mitigation

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.

A GHG impact evaluation and the implementation of feasible mitigation may be required for larger projects. The subsequent project specific CEQA analysis would evaluate the project's carbon dioxide (CO_2) emissions, as well as other GHG sources converted to carbon dioxide equivalents and would identify feasible mitigation.

As described under the Air Quality section above, Exhibit B includes a list of mitigation measures typically used to mitigate impacts to air quality because of road construction projects. These or other comparable mitigation measures would potentially be used for these projects to reduce GHG emissions to less than significant levels.

Sources

See Exhibit A.

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Setting

The project areas may include areas of hazardous material contamination associated with auto-related services and related activities. The project areas are not within an Airport Review area. Construction of projects will require vehicles and equipment that use potentially hazardous fuel and fluids. Any transportation improvement projects constructed with road fees would be coordinated 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 for the project areas is 0 to 5 minutes. The project areas are within the high severity risk area for fire.

Based on a review of the state's Envirostor database, no large-scale hazardous materials issues exist within the fee area; however, the project areas may include areas of hazardous material contamination associated with the railroad, auto-related services, gas stations, and related activities. The project areas are not within one quarter mile of any schools. Diablo Canyon Nuclear Power Plant is located west of the community of Avila Beach.

Discussion

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

Construction of capital improvement projects may require the use of hazardous materials such as fuels and lubricants. Potential impacts could involve mechanical failure of some equipment resulting in fuel or fluid spills.

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

The projects will involve routine transportation improvement projects primarily within existing rights-of-way. Routine use of hazardous materials for these types of projects is described in (a) above, and the projects are not expected to otherwise pose any reasonably foreseeable upset and accident conditions involving the release of hazardous materials.

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

Acutely hazardous wastes are wastes that would cause death, disabling personal injury, or serious illness. These wastes are more hazardous than ordinary hazardous wastes. The projects are not expected to encounter acutely hazardous materials. The closest school to the project areas the Bellevue-Santa Fe Charter School at 1401 San Luis Bay Drive, which is located more than one quarter mile from the project areas.

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

Based on a review of the state's Envirostor database, no large-scale hazardous materials issues exist within the fee area. Future detailed design of the projects will include analyses to identify whether any listed sites are at or near the project sites. The list includes hazardous waste facilities and properties, public water supply wells, underground storage tanks, and similar facilities for which there has been an unauthorized release of hazardous materials.

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

The project is not within an airport land use plan area or within two miles of a public airport. Not applicable.

(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The projects may temporarily affect traffic flow during construction; however, they are not expected to conflict with any regional emergency response or evacuation plans.

(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Construction of the projects may require the use of hazardous materials such as fuels and lubricants that may pose a fire safety risk. Improper operation of equipment in proximity to dry vegetation could result in an equipment caused fire.

Conclusion/Mitigation

The projects are not expected to result in significant effects pertaining to hazards or hazardous materials. 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 if impacts

are identified when more project details are available. Mitigation measures typically used to mitigate impacts to hazards and hazardous materials are included in Exhibit B. These include, for example, measures to avoid fuel and hazardous materials leaks and spills during construction.

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 related to hazards and hazardous materials that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

Sources

See Exhibit A.

X. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☒	☐	☐
	(i) Result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
	(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☒	☐	☐
(iv)	Impede or redirect flood flows?	☐	☒	☐	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☒	☐	☐
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

Setting

The topography of the project areas varies from nearly level to steeply sloping. San Luis Obispo Creek is the dominant stream in the area, with other smaller tributary streams. Avila Beach's water source is treated surface water from Lopez Lake, supplied by the Avila Beach Community Services District (CSD). This water supply is stable. The rural areas around the community rely on on-site wells.

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.

The projects have the potential to directly or indirectly affect the 100-year floodplain of San Luis Obispo Creek, particularly Projects #2, #4, and #6, which are in the vicinity of the floodplain. Projects #2 and #6 may require new creek crossings, and therefore have a higher potential to alter existing drainage patterns and affect surface water quality through sedimentation and erosion. Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. The County Ordinance requires that temporary sedimentation and erosion control measures be installed for construction during the rainy season.

Discussion

(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Not applicable; the projects will not use or alter groundwater supplies or substantially interfere with recharge.

(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(c-i) Result in substantial erosion or siltation on- or off-site?

(c-ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(c-iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

(c-iv) Impede or redirect flood flows?

(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

In regard to (a), and (c) through (e) above, construction of the 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 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.

Conclusion/Mitigation

The projects are not expected to result in significant effects on hydrology and water quality. 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 Geology and Soils erosion control mitigation measures in Section 7, the "WQ" measures in Exhibit B would reduce the potential impacts. These include, for example, project design measures and construction practices to control stormwater runoff for water quality benefits.

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 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.

Sources

See Exhibit A.

XI. LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Physically divide an established community?	☐	☐	☐	☒
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐

Setting

Surrounding land uses vary depending on the location. Referrals were sent to outside agencies to review for policy consistencies. 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 projects are consistent or compatible with the surrounding uses.

Discussion

(a) Physically divide an established community?

Not applicable. The proposed projects are located within existing transportation corridors.

(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The projects are limited to the road rights-of-way and associated work and will facilitate efficient and safe

movement of people through the area in a manner that is consistent with existing land use.

Conclusion/Mitigation

The projects are not expected to result in significant effects pertaining to land use and planning. No inconsistencies in existing policies and plans have been identified and therefore no additional mitigation measures beyond what will already be required from consideration of the other resource sections have been determined to be necessary.

Sources

See Exhibit A.

XII. MINERAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(b)	Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Setting

The project areas are not in the vicinity of any mapped mining or resource extraction areas.

Discussion

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

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

In regard to (a) and (b) above, the project areas are not in the vicinity of any mapped mining or resource extraction areas for which access or availability would be adversely affected by the projects. Smaller scale projects such as signal installations will not result in significant earthwork or grading, and would be located within existing rights-of-way. Larger scale improvements such as road widenings or interchanges, Projects #1 and #2 for example, may require earthwork or grading outside of existing rights-of-way, but are not expected to be in locations that would adversely affect the availability of valuable mineral resources.

Design of these larger scale projects has not been initiated; therefore, details are insufficient to identify and describe impacts to mineral resources. Nonetheless, potentially significant impacts to geologic and soil resources may be identified in future analyses.

Conclusion/Mitigation

The projects are not expected to result in significant effects on mineral resources.

Sources

See Exhibit A.

XIII. NOISE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
(c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Setting

The primary transportation noise sources in the project areas are Highway 101, San Luis Bay Drive, and Avila Beach Drive. Stationary noise sources include periodic farming operations. Based on the County General Plan Noise Element's projected future noise generation from known stationary and vehicle-generated noise sources, the project areas are within an acceptable threshold area. The projects are not in an airport land use plan area or within two miles of a public airport.

Discussion

(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The 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.

(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The proposed projects would not likely result in excessive groundborne vibration which could result from things such as blasting or pile-driving, for example.

(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project is not within an airport land use plan area or within two miles of a public airport. Not applicable.

Conclusion/Mitigation

The projects are not expected to have significant adverse effects attributable to project-generated noise. Future projects are not expected to generate loud noises beyond typical construction noise, which is exempt under the County's noise ordinance. Projects involving road widening or traffic signals may move roads slightly closer to sensitive noise receptors such as residences or increase the existing vehicle idling noise at an existing intersection.

Exhibit B includes measures typically used to mitigate noise impacts, including, for example, use of acoustic barriers and 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 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.

Sources

See Exhibit A.

XIV. POPULATION AND HOUSING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Setting

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

Discussion

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

These projects are proposed to address potential deficiencies that would result from developments that have already been approved. They are not proposed to accommodate unplanned growth.

(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Based on the project scale and location no residences or residents would be displaced. Not applicable.

Conclusion/Mitigation

No mitigation measures are needed at this time. If future project-specific analysis identifies any impacts to population/housing, appropriate mitigation measures will be determined. 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.

Sources

See Exhibit A.

XV. PUBLIC SERVICES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

Setting

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

Police: County Sheriff Location: San Luis Obispo

Fire: Cal Fire (formerly CDF) Hazard Severity: Moderate to Very High Response Time: 0-5 minutes

School District: Lucia Mar Unified School District

Discussion

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

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

The projects are limited to the existing roadway and associated work that will improve the safety and efficiency of the road system in the Avila Beach area. The projects will not result in changes to the existing fire or police protection services, school services, public parks or other public facilities. Construction activities could require partial or complete road closures, but emergency access would be provided to individual businesses and residences as required.

Conclusion/Mitigation

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

Sources

See Exhibit A.

XVI. RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Setting

The Avila Beach 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 (*Avila Beach Map A*). The projects are not proposed in a location that will affect recreational use of any trail, park, coastal access, or natural area.

Discussion

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

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 generally include bike lanes. The proposed projects 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.

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

The projects do not include recreational facilities other than that they accommodate bike lanes.

Conclusion/Mitigation

The projects are not expected to result in significant effects on recreation. 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.

Sources

See Exhibit A.

XVII. TRANSPORTATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
(b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
(c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
(d)	Result in inadequate emergency access?	☐	☐	☒	☐

Setting

The Road Improvement Fee Program was created to identify needs for transportation improvements in the Avila 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.

Discussion

(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The projects will comply with the plans listed above.

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Under § 15064.3(b)(2), transportation projects that will reduce, or have no impact on, vehicle miles traveled are presumed to cause less than significant transportation impacts. The projects are not roadway capacity projects and should have no impact on vehicle miles traveled; therefore, the projects are presumed to cause less than significant impacts on transportation under this section.

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

Impacts to transportation hazards would likely be beneficial. The program was created to impose fees on new development for the purpose of correcting transportation deficiencies created by new development. The projects will not introduce new incompatible uses, and they will not create new road geometries or new intersections that could constitute hazards. The proposed roadway and intersection improvements have the potential to decrease hazards due to existing road and intersection design.

(d) Result in inadequate emergency access?

The projects will not affect existing emergency access. In some cases, the projects may enhance emergency access through the addition of turning lanes or similar improvements.

Conclusion/Mitigation

The projects are not expected to result in significant adverse effects on transportation. Project impacts on 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.

Sources

See Exhibit A.

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
	(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
	(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Setting

The projects are located in an area historically occupied by the Obispeno Chumash. Please refer to the Cultural Resources section for more information.

Discussion

(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(a-i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

(a-ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

In order to meet AB52 Cultural Resources requirements, outreach to seven Native American contacts has been conducted. No requests for further consultation were received from those contacts. A review of the California Register of Historical Resources (conducted July 26, 2019) did not identify any listed resources in Avila Beach.

All projects that involve ground disturbance outside of existing rights-of-way will be evaluated for potential effects on archaeological resources as described in the Cultural Resources section, above.

Conclusion/Mitigation

The projects are not expected to result in significant effects on tribal resources. If a tribal resource is located within a proposed project area, it will be avoided if feasible. If avoidance is infeasible, further evaluation and mitigation may be required, as described in the Cultural Resources Section above. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to tribal resources and describe appropriate mitigation measures. Typical measures to mitigate impacts to cultural resources are included in Exhibit B, and would apply to tribal cultural resources. These include work-stop and notification procedures that would apply in the event any human remains are unearthed during construction.

Sources

See Exhibit A.

XIX. UTILITIES AND SERVICE SYSTEMS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
(d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Setting

The projects are limited to the existing roadway and associated work that will improve the safety and efficiency of the road system in the Avila Beach area. The urban areas of Avila Beach 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. The Avila Beach Community Services District provides wastewater service to the community of Avila Beach. The rural areas surrounding the community use on-site septic systems for wastewater treatment.

Discussion

(a) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The projects will not require construction of new water or wastewater treatment facilities. Existing water and wastewater lines may be located along roads to be impacted by the projects. Future detailed project evaluations will identify any potential need to consider existing water and wastewater lines in project design and construction.

(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The projects may require limited water for dust control during construction. Once constructed, the projects will not require use of water. Therefore, effects on water supplies are expected to be not significant.

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

Not applicable. 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.

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

In regard to (d) and (e) above, the projects will comply with all federal, state, and local management and reduction statues and regulations related to solid waste and will therefore have no impacts.

Conclusion/Mitigation

The projects are not expected to result in significant effects utilities and service systems. Larger scale projects will be subject to project-specific environmental analysis. Design of these projects has not been initiated; therefore, details are insufficient to identify and describe impacts to utilities, including existing water, wastewater, and electric distribution lines.

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

Sources

See Exhibit A.

XX. WILDFIRE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Setting

The project areas are within the high severity risk area for fire. Emergency response time within the project areas is 0 to 5 minutes. The area is in close proximity to the Diablo Canyon Nuclear Power Plant, for which an extensive emergency evacuation plan exists.

Discussion

(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

In regard to (a) through (d) above, the projects are not expected to interfere with emergency response or evacuation plans, increase wildfire risk in the area, or expose people to significant wildfire-related hazards. The projects would be contained within existing roads or would be reconfigurations and expansions of existing intersections and roads. In the event of a wildfire emergency, construction zones would be managed to eliminate any interference with emergency response or evacuation plans. Once construction is completed, the circulation improvements may have beneficial effects on traffic conditions in the event of a wildfire emergency response or evacuation event.

Conclusion/Mitigation

No significant impacts to wildfire conditions 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 wildfire conditions. Nonetheless, potentially significant impacts may be identified in future analyses.

No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to wildfire conditions and describe appropriate mitigation measures if impacts are identified when more project details are available.

Sources

See Exhibit A.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
(b)	Does the project 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)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Setting

All of the immediate project areas have been disturbed from past road construction. Surrounding land development ranges from agricultural land to sparsely developed forest and riparian corridor (Projects #2 and #5), and moderate (Project #3) to dense (Project #4) development that includes residential, commercial, and recreational development. A more robust description of the biological and cultural resources settings can be found in the previous discussions.

Discussion

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

The projects have the potential to substantially degrade the quality of the environment. Future project-specific evaluations will identify mitigation measures based on the examples included in Exhibit B and additional measures as appropriate to ensure that project implementation will not substantially reduce the number of fish and 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 rare or endangered plant or animal species, and/or eliminate important examples of the major periods of California history or pre-history. Therefore, the anticipated project-related impacts are less than significant.

(b) Does the project 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)?

The projects do not propose a new or different uses than the existing uses, and will generally be located within existing rights-of-way. Several of the projects include intersection improvements and road widenings that have the potential for effects outside the existing right-of-way. Construction-related impacts will be temporary and limited by the limited duration and scope of each project. The projects are not expected to have impacts that will be individually limited, but cumulatively considerable. Future project-specific evaluations will include consideration of measures to avoid and minimize project effects on each of the resource categories considered above. Therefore, project impacts, when considered together with past, on-going, and future projects in the vicinity, would not be cumulatively considerable and would not compound or increase other environmental impacts. Therefore, all project-related impacts will be less than significant.

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

The projects will not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. The anticipated effects of the projects would not substantially conflict with any adjacent land uses. Implementation of the projects will improve the traffic circulation and result in net benefits to transportation, air quality and GHG emissions, and public safety; therefore, all impacts are considered less than significant.

Conclusion/Mitigation

With the implementation of the project-specific mitigation measures, including appropriate measures listed in Exhibit B and other appropriate measures identified for each project, the projects will have a less than significant impact on the environment

Sources

See Exhibit A.

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:

Contacted	Agency	Response
☐	County Public Works Department	**Not Applicable**
☐	County Environmental Health Services	**Not Applicable**
☒	County Agricultural Commissioner's Office	**In File****
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☐	Air Pollution Control District	**Not Applicable**
☐	County Sheriff's Department	**Not Applicable**
☒	Regional Water Quality Control Board	**None**
☐	CA Coastal Commission	**Not Applicable**
☐	CA Department of Fish and Wildlife	**Not Applicable**
☐	CA Department of Forestry (Cal Fire)	**Not Applicable**
☒	CA Department of Transportation	**In File****
☐	Community Services District	**Not Applicable**
☒	Other Avila Valley Advisory Council	**None**
☐	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.

- ☒ Project File for the Subject Application

County Documents

- ☐ Coastal Plan Policies
- ☒ Framework for Planning (Coastal/Inland)
- ☒ General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
  - ☒ Agriculture Element
  - ☒ Conservation & Open Space Element
  - ☐ Economic Element
  - ☒ Housing Element
  - ☒ Noise Element
  - ☐ Parks & Recreation Element/Project List
  - ☒ Safety Element
- ☒ Land Use Ordinance (Inland/Coastal)
- ☐ Building and Construction Ordinance
- ☒ Public Facilities Fee Ordinance
- ☐ Real Property Division Ordinance
- ☐ Affordable Housing Fund
- ☐ Airport Land Use Plan
- ☐ Energy Wise Plan
- ☒ San Luis Bay Coastal Area Plan and Update EIR
- ☐ Design Plan
- ☒ Avila Specific Plan
- ☐ Annual Resource Summary Report
- ☐ Circulation Study

Other Documents

- ☒ Clean Air Plan/APCD Handbook
- ☒ Regional Transportation Plan
- ☒ Uniform Fire Code
- ☒ Water Quality Control Plan (Central Coast Basin – Region 3)
- ☒ Archaeological Resources Map
- ☐ Area of Critical Concerns Map
- ☒ Special Biological Importance Map
- ☒ CA Natural Species Diversity Database
- ☒ Fire Hazard Severity Map
- ☒ Flood Hazard Maps
- ☒ Natural Resources Conservation Service Soil Survey for SLO County
- ☒ GIS mapping layers (e.g., habitat, streams, contours, etc.)
- ☐ Other

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

County of San Luis Obispo, Department of Public Works; *Avila Circulation Study Mitigated Negative Declaration*. 2011.

Exhibit B - Mitigation Summary

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.

[VR-1] Comply with applicable standards contained in the Avila Beach Community Plan.

[VR-2] Revegetate all disturbed areas with landscaping or native-type vegetation, as appropriate.

[VR-3] Where cut and fill slopes exceed heights not commonly seen in the area (say, more than 5 feet) apply landform grading techniques where the toe and top of cut are rounded to resemble natural slopes.

[VR-4] Retaining walls shall be faced with natural appearing rock surfaces when visible to the public.

[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.

[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) 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.

[AQ-2] The standard mitigation measures for reducing nitrogen oxides (NOx), 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 CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting CARB'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 CARB'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 that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx 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 CARB 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.

[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. 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 to remain on-site 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; nor shall they engage in hunting or fishing.

[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.

[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 CDFW 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 CDFW, documenting project compliance with the MBTA and applicable project mitigation measures.

[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 Programs Division 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 Programs Division are to be notified so proper disposition may be accomplished.

[CR-4] During construction, in the event paleontologic resources are unearthed or discovered, construction activities in the immediate area shall cease and the Public Works Environmental Programs Division shall be notified so that the extent and location of discovered materials may be evaluated by a qualified paleontologist.

[CR-5] Projects located within geologic formations known to yield paleontologic resources, which

could disturb areas greater than 1 acre, and/or involve grading deeper than 3 feet will be monitored by a qualified paleontologist.

[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.

[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*).

[N-1] 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-2] 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).

[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.

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 Planning and Building Department.

Upon approval of the subsequent CEQA document for each project identified in this update, 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, regulatory agencies, construction personnel) in working together to solve problems and arrive at solutions in the field.