COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS

Initial Study – Environmental Checklist

PLN-2039
04/2019

Project Title & No. Los Berros Road Widening Project- ED19-122 (300602)

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.

Blaize Uva	Blaize Uva		12/13/19
Prepared by (Print)	Signature	Blaize Uva Environmental Specialist	Date
Keith Miller			12/13/19
Reviewed by (Print)	Signature	Keith Miller, Environmental Division Manager	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 uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

A. Project

DESCRIPTION: Request by the Department of Public Works for a road widening project to allow for the incorporation of 6-foot Class II bike lanes along the east- and west-bound lanes of Los Berros Road, between approximately Avis Street and Quailwood Lane. The purpose of the proposed project is to improve the safety of cyclists by widening Los Berros Road to incorporate 6-foot Class II bike lanes. Los Berros Road is used by cyclists and is a top priority in the County Bikeways Plan. Los Berros Road is currently 26 to 30 feet wide with 0 to 1.5-foot shoulders. The project is located approximately 3 miles east of the community of Arroyo Grande in the South County planning area (South County Inland sub area), Supervisorial District 4.

Work for the project will take place on both sides of an approximately 1-mile stretch of Los Berros Road. It is expected that ground disturbance within the right-of-way could extend up to 15-feet from the edge of the existing pavement. The project includes removal of some existing asphalt, grading to level the area, re-compaction, resurfacing, and striping. A retaining wall will be constructed on the north side of Los Berros Road, to the west of the Quailwood Lane staging area. The wall could reach approximately four feet in height and will run parallel to Los Berros road for approximately 250 feet.

The project site is developed as a two-lane County road, with a paved traveled way and relatively narrow graveled or earthen shoulders sloping down from the roadbed. Overhead and underground utilities, such as natural gas, water, petroleum, electric and communications, are present beneath and along the sides of the road at various locations along the project alignment.

Initial Study – Environmental Checklist

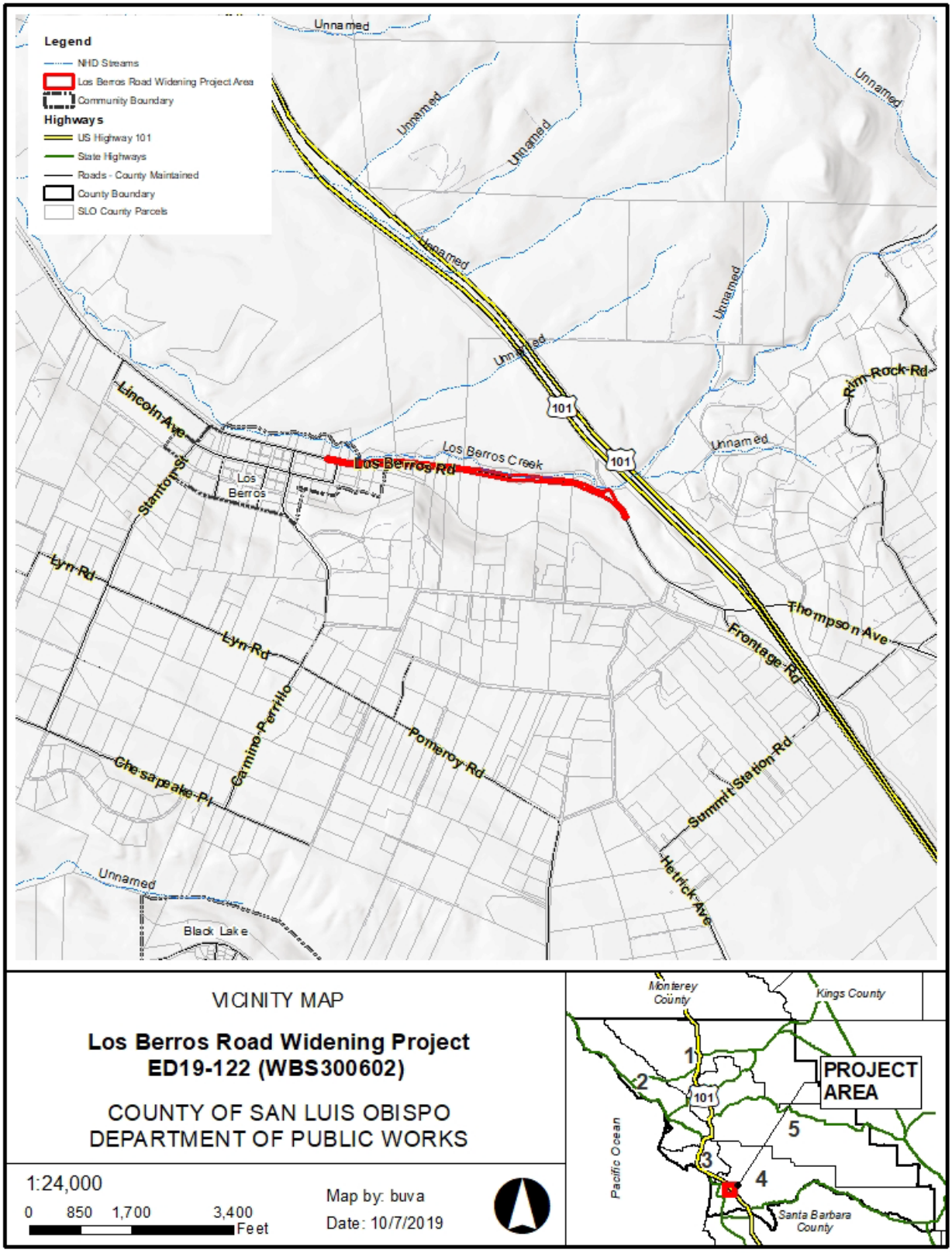

Figure 1: Project Vicinity Map- Los Berros Road Widening Project

Initial Study – Environmental Checklist

ASSESSOR PARCEL NUMBER(S): County Right-of-Way

Latitude: 35° 4' 41" N **Longitude:** 120° 32' 24" W **SUPERVISORIAL DISTRICT #** 4

B. Existing Setting

Plan Area: South County **Sub:** South County Inland **Comm:** Los Berros

Land Use Category: Residential Suburban; Residential Rural; Agriculture

Combining Designation: Flood Hazard

Parcel Size: Not applicable

Topography: Nearly level

Vegetation: Urban-built up; Grasses; Riparian

Existing Uses: Agricultural uses; residential

Surrounding Land Use Categories and Uses:

North: Agriculture;blue line creek ; residential ***East:*** Residential Rural;state highway ; agricultural uses

South: Residential Rural ; agricultural uses ***West:*** Residential Suburban;

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.

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 Los Berros Road corridor in the vicinity of the project is located approximately three miles south-east of the community of Arroyo Grande and is partially within the Los Berros Village Reserve Line. The visual setting generally includes a mix of agriculture, rural residences, and residential suburban uses. The Los Berros Creek exists along the north side of Los Berros Road and includes riparian vegetation. From Los Berros Road views of the Nipomo mesa exist to the south of the project area.

The road is relatively undeveloped with low density, scattered residential, and agricultural uses. The northern boundary of the project is bordered by residences and Los Berros Creek. The southern boundary is primarily bordered by agricultural fields, undeveloped lands, and residences. The road includes signage typical of the County road system as well as utility poles, signs and boxes, which are visible on both sides of Los Berros Road.

Discussion

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

A scenic vista is generally defined as the view of an area that is visually or aesthetically pleasing. No designated scenic vistas exist within the project area. The proposed road widening will not have a

substantial adverse effect on a scenic vista as none exist in the project area, and therefore will have no impact.

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

The proposed road widening is not located on a state scenic highway. Several oak trees may be trimmed, and some minor vegetation trimming will occur so that branches will not impact bicyclists or construction equipment. The project area will not substantially damage scenic resources such as trees, rock outcroppings, and historic buildings within a designated state scenic highway, and therefore will have no impact.

(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?*

Los Berros Road is an existing County road, and the addition of six-foot bike lanes and one retaining wall may cause minor visual changes, however it will not substantially degrade the existing visual character in a non-urbanized area, and therefore will have a less than significant impact.

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

No lighting, or materials that may create a glare, is proposed for the project. The proposed project will not create a new source of light or glare which could affect day or nighttime views and therefore will have no impact.

Conclusion

The proposed improvements are consistent with the existing level of development within the Los Berros Road corridor. The improvements would also be compatible with viewer expectations along this transportation corridor and are not expected to result in significant individual or cumulative aesthetic impacts. The widening of Los Berros Road is not expected to significantly impact the aesthetic quality of the currently undeveloped road shoulders.

The addition of retaining wall located on the north side of Los Berros Road, to the west of the Quailwood Lane staging area, would be the most high-profile visual impediment to the area, although the wall will not exceed four feet in height, and will generally be lower than the road, and therefore generally not visible to motorists or cyclists.

Proposed pavement improvements are very low profile and would not substantially degrade the existing visual character or quality of the project site or its surroundings. The project will not construct any facilities that would silhouette against any ridgelines as viewed from public roadways. The project is not be located on a ridgetop, will not block views of rock outcrops or significant vegetation, or otherwise affect a scenic backdrop. No significant visual impacts would result from the project.

Mitigation

No significant impacts were identified, and no aesthetic related mitigation measures are needed for implementation of the project.

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 project is located within the existing County road right-of-way within a semi-rural area. Agricultural fields along portions of the southern boundary of the project area contain row crops that have encroached into the County right-of-way. Portions of the project area are designated Agricultural land use and contain row crops. The project is underlain by five soil types: Xerorthents (escarpment), Still gravelly sandy clay loam

(0-2% slopes), Chamise channery loam (9-15% slopes, MLRA 15), Chamise shaly sandy clay loam (5-9% slopes), and Oceano sand (9-30% slopes) (NCRS, 1984). The project site does not contain any parcels currently under a Williamson Act contract. The Agricultural Commissioner's Office did not respond with any comments/concerns to a New Project Referral that was sent to their office as part of the project.

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?*

The project is bordered by the Nipomo Mesa Agricultural Preserve Area to the south, and the Arroyo Grande Valley Agricultural Preserve to the North. Several rows of irrigated row crops (associated with APN 019-053-041) have encroached into the County's right-of-way and will be converted to non-agricultural use. The area to be converted is approximately 1.5 acres. Unless there are special circumstances, a conversion of a small quantity of prime soils in the existing public right-of-way is not considered a significant impact

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

The project site does not contain any parcels currently under a Williamson Act contract and does not conflict with existing zoning for agricultural use, and therefore will have no impact.

(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 proposed project will not conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production as there are no designated forestlands or timberlands within the project area, and therefore will have no impact.

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

The proposed project will not result in the loss of forest land or conversion of forest land to non-forest use as there are no designated forest lands within or adjacent to the project area, and therefore will have no impact.

(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?*

The project will not 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. The impacts to Farmland exist within a County road right-of-way, areas within the road right-of-way are considered dedicated to developed/urban use (which includes roadway development and use). There are no designated forest lands within the project area that will be converted to non-forest use by the inclusion of new bike lanes along the existing road. The project's impact to Farmland and forest land will be less than significant.

Conclusion

The project is located in a predominantly rural, low intensity agricultural area consisting primarily of row crops. The site is not located in an area designated as forest land or timberland, or under a Williamson Act

contract. As a result, project development would not convert any farmland outside of the existing right-of-way to non-agricultural use, or forest land to non-forest use, or conflict with existing agricultural, or timberland zoning or Williamson Act contracts. Therefore, implementation of the proposed project would not result in significant impacts to agricultural or forestry resources.

Mitigation

No mitigation measures are needed for implementation of the project as no impacts to agricultural resources outside of the right-of-way will occur.

Sources

National Cooperative Soil Survey (NCRS), 1984. *Soil Survey of San Luis Obispo County, California: Coastal Part*. Prepared by US Department of Agriculture & Soil Conservation Service. Prepared for County of San Luis Obispo.

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 San Luis Obispo County Air Pollution Control District (APCD) has developed 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, the APCD prepared a Clean Air Plan.

Generally, construction projects may exceed the APCD thresholds of significance if the project results in more than 4 acres of disturbance at one time and/or more than 1,200 cubic yards of material (approximately 120 truckloads) are moved per day. The APCD also regulates diesel particulate matter, the generation of dust, the release of other hazardous air contaminants, and odors.

Discussion

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

The proposed project is not expected to conflict with or obstruct implementation of the applicable air quality plan. The APCD was contacted in April of 2019 about the proposed project. They determined that the construction phase impacts would likely be less than the APCD's significance threshold identified in the CEQA Air Quality Handbook (April 2012). The project is consistent with implementation of applicable air quality plans and therefore will have no impact.

(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?

Air quality impacts can result from the construction and operation of the proposed project. Construction emissions are finite and include fugitive dust, equipment exhaust, and indirect mobile source emissions associated with construction workers commuting, material hauling, and deliveries. The proposed project will not 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 and will therefore have a less than significant impact.

(c) Expose sensitive receptors to substantial pollutant concentrations?

The proposed project may temporarily expose sensitive receptors to temporary, construction-related pollutant concentrations. This project is greater than 4 acres and is within 1,000 feet of residences (sensitive receptors). Construction activities may generate fugitive dust, which could be a nuisance to residents and businesses in close proximity to the proposed construction site. Sensitive receptors would only be exposed to construction related emissions during the construction phase of the project. Upon project completion, sensitive receptors would not continue to be exposed to substantial pollutant concentrations, therefore the project will have a less than significant impact.

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

Project-related construction will result in construction dust, as well as short-term construction vehicle emissions within the immediate project area. The surrounding area may be exposed to higher than typical diesel emissions related to construction vehicles. Diesel engine idling is regulated by State law: Section 2485 of Title 13 of the California Code of Regulations (for on-road vehicles) and Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation (for off-road equipment). These impacts are temporary and will occur only during project construction and therefore would have a less than significant impact.

Conclusion

Construction related air impacts are considered less than significant and will cease upon completion of the project. Project construction is expected to last several weeks to six months, at maximum. The new bike lanes may encourage drivers to depend more on emission-free modes of transportation. 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.

Mitigation

Application of standard mitigation measures ensure any air quality impacts are less than significant. The following measures were developed in part by the APCD and will be implemented as part of the project:

AIR-1 Projects with grading areas that are greater than 4-acres or are within 1,000 feet of any sensitive receptor (residences) shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402).

a. Reduce the amount of the disturbed area where possible;

a. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link from the San Joaquin Valley Air District for a list of potential dust suppressants: Products Available for Controlling Dust;

b. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;

c. 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;

d. 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;

e. 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;

f. 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;

g. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

h. 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 California Vehicle Code (CVC) Section 23114;

i. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;

j. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

k. All PM10 mitigation measures required should be shown on grading and building plans; and,

m. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD prior to the start of any grading, earthwork or demolition.

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?	☐	☒	☐	☐
(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 following is based on information from the Natural Environment Study- Minimal Impacts (2019) that was prepared for the proposed project:

Numerous special-status species have been documented in the vicinity of the project area. None of these species were observed during wildlife and appropriately timed botanical surveys. Marginally suitable upland habitat for California red-legged frog occurs within the Biological Study Area (BSA); however, the isolation of the BSA from riparian or aquatic habitat by busy roadways and residences makes it extremely unlikely for this species to occur within the BSA.

The BSA does contain suitable habitat for a variety of more common nesting bird species that are afforded protection under the California Fish and Game Code and the Migratory Bird Treaty Act (MBTA). The Los Berros Creek was realigned between 1952 and 1965 according to the Initial Site Assessment (2019).

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?*

California Red-Legged Frog (CRLF)

The BSA is not located within designated critical habitat for California red-legged frog (*Rana draytonii*). Four California Natural Diversity Database (CNDDB) records of California red-legged frogs occur within 2 miles of the BSA, and those occurrences are associated with the riparian and aquatic habitats of Los Berros Creek and unnamed tributaries. No riparian or aquatic habitat occurs within the proposed project area, and the habitats within the BSA (coastal scrub and coast live oak woodland) would only be considered marginal upland habitat for California red-legged frog. These areas are considered marginal primarily because they are isolated from the riparian and aquatic habitat by steep fill slopes, existing busy roadways, and no aquatic habitat beyond the creek corridor. It is extremely unlikely that California red-legged frog would or could successfully move through the BSA. Implementation of mitigation measures listed below and the measures from Caltrans' Programmatic Biological Opinion for Projects Funded or Approved under the Federal Highway Administration's Federal Aid Program (8-8-10-F-58) will be sufficient to ensure California red-legged frog is not adversely affected by the proposed action.

Nesting Birds

In San Luis Obispo County, the typical nesting bird period is February 1 through September 1 each year and this period is expected to overlap with the anticipated construction schedule to some extent. If nesting birds are present on-site during construction, direct impacts may occur via injury or death during vegetation removal or other ground-disturbing activities. Indirect impacts to nesting bird species may result from construction noise or other general disturbance, which may cause premature fledging of young, nest abandonment, starvation, and/or reduced health of nestlings.

Vegetation removal and ground disturbance could directly destroy active nests or indirectly contribute to nest failure by exposing active nests to the elements and/or predators. Human activity close to an active nest could attract potential nest predators and/or disrupt the normal nesting activities of adult birds and contribute to nest failure.

Special Status Plant Species

Vegetation will be removed as a result of this proposed action. However, special-status plants were not observed within the BSA during appropriately timed focused botanical surveys. Therefore, no special-status plants are expected to occur within the BSA and no adverse effects to special-status plants will occur.

Special Status Animal Species

Twenty-four special-status animal species have been documented in the vicinity of the BSA, one of which (CRLF) was determined to have marginal habitat conditions in the BSA. The remaining species were determined to be absent because they are marine or aquatic species, the BSA is outside of the species' range, or the BSA does not support the appropriate vegetation, soil, or elevation requirements.

(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?*

Six Natural Communities of Concern (NCC) are mapped within five miles of the BSA: Central Dune Scrub, Central Foredunes, Central Maritime Chaparral, Coastal & Valley Freshwater Marsh, Southern Vernal Pool, and Valley Needlegrass. However, these vegetation communities, or any other NCC, do not occur within the BSA. No federally designated critical habitat or Essential Fish Habitat (EFH) occurs within the BSA. None of the habitat types found within the BSA qualify as Environmentally Sensitive Habitat Area.

The project will not have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CA Department of Fish and Wildlife (CDFW), or US Fish and Wildlife Service (USFWS) and therefore will have a less than significant levels.

(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?*

This proposed action will not require a Section 404 Permit or a Section 401 Water Quality Certification pursuant to the Clean Water Act, or a Section 1600 Streambed Alteration Agreement because no wetlands or waters are present within the project impact area and no work associated with the proposed action will be conducted within the bed or bank of a waterway or its associated riparian habitat. The project is not within the Coastal Zone. Implementation of the project will not impact any federal or state jurisdictional waters, wetlands, or other waters as the project has been designed to avoid jurisdictional waterways, and therefore will have no impact.

(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?*

The BSA is not in or adjacent to California Essential Habitat Connectivity, mapped Natural Landscape Block, or Essential Connectivity Area. The BSA and its associated land cover types do not provide an important wildlife movement corridor for local and regional terrestrial or aquatic animals. The disturbed nature of the BSA and its proximity to busy roadways makes it unlikely that wildlife would access this area for local or long-distance movements.

The USFWS and NMFS official species lists and CNDDB indicate special-status animal species have been documented within the area. Species were eliminated from consideration as having potential to occur within the BSA due to lack of suitable habitat or current known distribution.

Project implementation will not substantially interfere with the movement of 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 and, therefore will be a less than significant impact.

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

The project is consistent with local policies and ordinances that protect biological resources, and therefore will have no impact.

(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?

There are no Habitat Conservation Plans, Natural Community Conservation plan, or other approved local, regional or state habitat conservation plans associated with the project area. The nearest adopted plan, the Arroyo Grande Creek Habitat Conservation Plan (2004), is located outside of the project area, and therefore will have no impact.

Conclusion

The BSA only includes marginal upland habitat (just north of Los Berros Road) for California red-legged frog. There is no suitable habitat for other state or federally listed plant or animal species, and they are not expected to occur. Critical habitat will not be adversely affected as a result of this proposed action. Portions of the BSA have the potential to support nesting birds.

Disturbance of the active nests during the nesting season (February 1 to September 1) could result in "take", which is prohibited under the MBTA. Due to the potential for nesting birds to occur within or adjacent to the BSA, avoidance and minimization measures discussed above will be implemented.

Suitable mitigation has been recommended to reduce any potential direct or indirect impacts to less than significant levels. These measures are listed in Exhibit B.

Mitigation

Many biological mitigation measures are required as part of the project, including but not limited to special species surveys, biological briefing, invasive species protection, implementation of erosion control devices, revegetation efforts, and work activity timeframes. Please view Exhibit B for a full list of measures.

Sources

County of San Luis Obispo Department of Public Works. 2019. *Natural Environment Study (Minimal Impacts) Los Berros Road Widening Project San Luis Obispo County, CA. Los Berros Road HSIPL-5949(170).* Prepared for State of California Department of Transportation.

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 following information was taken from the Archaeological Survey Report- Los Berros Road Widening Project (Collison, 2019) that was prepared for the proposed project:

Current land cover for unpaved portions of the project area consists primarily of agriculture, as well as blue oak woodland and annual grassland, and is adjacent to the Los Berros Creek corridor. Los Berros literally translates from Spanish to the watercress, the plant that was reported as growing along the creek by historian Father Juan Crespí in 1769. Los Berros Creek is shown on historical maps of Rancho Nipomo dating to 1850, and the village of Los Berros was founded and named in 1891.

The following inventories were examined for cultural resources: National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, California Points of Historical Interest, California Historic Resources Inventory. A records search of the Central Coast Information Center (CCIC) was conducted on March 3, 2019. The records search covered a one-quarter mile radius around the project area and included archaeological and historical resources, locations and citations for previous cultural resources studies, as well as a review of the State Office of Historic Preservation's historic properties directory. Thirty-five previously conducted cultural resource surveys were identified with a 1/4-mile buffer of the project area, though none were conducted within the project area. Cultural resources were identified with a 1/4-mile buffer of the project area though none were identified within the project area. Historic topographic maps and aerial photographs were also reviewed to assess the potential for historic structural resources and historical archaeological resources.

No historic or archaeological resources were identified within the project area as a result of searching the inventories. The area was surveyed for cultural resources in March of 2019 with negative findings for within the project area. The Pacific Coast Railway (PCR) operated a narrow-gauge passenger and freight railroad from 1846 until the early 1940's in the western portion of the project area, and crossed Los Berros Road just east of Avis Street and continued south of, yet outside of the project area (Earth Systems, 2019). Remnants of the PCR are not currently visible within the project area and exploratory potholing within the former PCR right-of-way only exposed buried active petroleum pipelines- as noted in the Hazards Section.

Discussion

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

No historical resources exist within the project area. The proposed project will not cause a substantial adverse change in the significance of a historical resource, and therefore will have no impact.

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

No previously identified or demarcated archaeological resources are located within the project area. The proposed project will not cause a substantial adverse change in the significance of an existing archaeological resource and, therefore will have no impact.

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

No human remains were identified within the project area. If human remains are inadvertently exposed, the County will follow appropriate standard protocol. The proposed project is not expected to disturb any human remains, including those interred outside of dedicated cemeteries and therefore will have a less than significant impact.

Conclusion

No archaeological resources were encountered or identified in the project area as a result of the record search, background research, and field survey. However, the project area and the areas between Los Berros Creek and the hills to the south of the project area have never been previously studied for cultural resources.

Based on this information, and given the location of the project area near a water source that was likely utilized prehistorically, and the lack of previous cultural resource studies in the area between Los Berros Creek and the hills to the south of the project area, the potential to encounter buried unknown archaeological resources during ground-disturbing activities is moderate. Therefore, an archaeological monitoring program would be implemented during project construction to reduce potentially significant impacts to unknown cultural resources to less than significant levels.

There could be impacts to unknown cultural resources from ground-disturbing activities during project construction (an “inadvertent discovery”), which would be a potentially significant impact under CEQA. Therefore, with the implementation of Mitigation Measures noted below, potentially significant impacts to inadvertently discovered tribal cultural resources would be reduced to less than significant impacts.

Mitigation

CR-1 Inadvertent Discovery

If previously unidentified cultural materials are unearthed during construction, work shall be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.

CR-2 Pre-construction Archaeological Briefing

An archaeologist shall provide a pre-construction archaeological briefing to all construction crews prior to initiating ground disturbing activities. The briefing shall provide guidance on historical and

archaeological resources and appropriate procedures to follow if such finds are inadvertently exposed during the project.

CR-3 Archaeological Monitoring

Periodic cultural resource mitigation monitoring shall be conducted in sensitive areas within the project site to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during construction of the proposed project. The monitoring shall consist of periodic spot-checking by a qualified archaeologist and a Native American representative (from a local tribe who has expressed interest in the project) during initial ground disturbance such as clearing, grubbing, tree removal, digging, subsurface utility trenching or grading etc in areas considered to be culturally sensitive.

Sources

Collison, Kerri

2019 *Archaeological Survey Report- Los Berros Road Widening Project*. Prepared for San Luis Obispo County. Prepared by LSA Associates in San Luis Obispo, California.

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

Overall, the construction of this proposed project would not require the creation of a new source of energy construction and will not impact existing energy sources.

Discussion

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

During construction there may be a temporary consumption of energy resources required for the movement of equipment and materials; however, the duration is limited due to the phasing of construction, and the area of construction is minimal. Compliance with local, State, and federal regulations (e.g., limit engine idling times, require the recycling of construction debris, etc.) would reduce short-term energy demand during the project's construction to the extent feasible. The project would not result in a potentially significant environmental impact due to wasteful, inefficient or unnecessary construction of energy resources during project construction or operation and therefore will a less than significant impact.

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

State and local agencies regulate the use and consumption of energy through various methods and programs. The proposed project would not conflict with or obstruct State or local plans for renewable energy or energy efficiency and therefore will have no impact.

Conclusion

The proposed project includes improving bicycle access along Los Berros Road and may have a beneficial impact to energy consumption. The project will have less than significant impacts related to consumption of energy resources, or conflict with a local or state energy plan during project construction or operation.

Mitigation

No energy related mitigation is required

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?	☐	☐	☒	☐
(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?	☐	☐	☐	☒

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Setting

The following is taken from the Los Berros Road Widening Initial Site Assessment (Earth Systems, 2018):

Regionally, the project site is located in the Coast Ranges geomorphic province of California, which extends from the Oregon-California border to the Santa Ynez Mountains. The province is bordered on the west by the Pacific Ocean, on the south by the Transverse Ranges geomorphic province, and on the east by the Great Valley geomorphic province. Northwest-trending ridges and valleys characterize the terrain of the Coast Ranges. Soils beneath the site consist of gravelly sandy clay loam assigned to the Still series by the U.S. Department of Agriculture (USDA). Bedrock in beneath the site consists of Plio-Pleistocene and Miocene-age rocks of the Paso Robles and Obispo Formations.

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.

The purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to mitigate the hazard of surface faulting by preventing the construction of buildings used for human occupancy over an area with known faults.

The project site does not contain, nor is it adjacent to an Alquist-Priolo Special Study Zone Area. The nearest Alquist-Priolo Earthquake Fault Zone is located approximately 16.5 miles north west of the project area and is the Los Osos Alquist-Priolo Earthquake Fault Zone. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low and therefore would have no impact.

(a-ii) Strong seismic ground shaking?

While the site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards, the potential for seismic events is still possible. The nearest potential active (inferred) fault is located approximately 0.25-mile east of the project area. The impacts of seismic ground shaking would have little impact on the proposed bike lanes, however there is the potential for the pavement to crack or buckle during an event, and therefore would have a less than significant impact.

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

Soil liquefaction is a secondary effect associated with seismic loading. It can occur when saturated, loose to semi-compact, granular soils, or specifically defined cohesive soils, are subjected to ground shaking sufficient to increase pore pressure to trigger liquefaction. In general, liquefaction hazard is most severe within the upper 50 feet of the ground surface (Seed, 1979).

The project is located in a mapped area that has moderate potential for liquefaction risk. The project area is bound to the north by low potential liquefaction risk. Compliance with standard road construction techniques will mitigate any potential risk for liquefaction below the bike lanes. Impacts would be less than significant.

(a-iv) Landslides?

The project is located in a mapped area of low landside risk potential as the topography is generally flat, and therefore will have a less than significant impact.

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

Grading, vegetation removal, excavation, and placement of fill/pavement materials required for the project could result in temporary soil erosion, sedimentation, and/or stormwater runoff. No substantial changes in the existing site topography will occur and all disturbed areas will be restored to pre-project conditions, to the extent feasible, upon completion of construction activities. When construction is completed, the project site would be restored and revegetated. A proposed retaining wall will ensure that soil erosion does not occur in the vicinity of Los Berros Creek. Standard Best Management Practices will be implemented during the construction phase of the project to prevent loss of topsoil and erosion. The project will not require excessive grading and is not going to result in significant impacts related to erosion or displacement/loss of topsoil, and will therefore result in a less than significant 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?

The project area is located within the Latest Pleistocene to Holocene alluvium, undifferentiated, geologic unit. This Geological unit has moderate liquefaction potential, and low landslide potential. It's unlikely that this geologic unit would become unstable as a result of the project and potentially result in landslide, lateral spreading, subsidence, liquefaction or collapse, therefore would have a less than significant impact.

(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?

The project area does not contain soils with high shrink-swell characteristics (expansive soils) and therefore there is no potential for impact.

(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?

The use of septic tanks or alternative waste water disposal systems are not proposed for the project and therefore there is no potential impact.

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

The probability of discovering paleontological resources depends on the geologic formation being excavated, and the depth and volume of the excavation. Sedimentary rocks, such as those sometimes found in coastal areas, usually contain fossils. Granitic rocks usually will not contain fossils. The project is primarily located in the mapped Latest Pleistocene to Holocene alluvium, undifferentiated (Qa), geologic formation. A portion of the project, near Quailwood Lane is located within Nonmarine sandstone, siltstone, and conglomerate (Qnm) geologic formation.

No unique paleontological resources or unique geologic features were identified within the project location, and none are known to exist in the area, and therefore the potential impact is less than significant.

Conclusion

Development of the project is required to meet or exceed the most current requirements of the American Association of State Highway and Transportation Officials (AASHTO) standards, which have been developed to establish the minimum requirements necessary for road design to safeguard the public health, safety and general welfare through structural strength, stability, access, and other standards.

Compliance with AASHTO, Caltrans, and other applicable standards typically indicates that risks to people and structures, including those related to unstable soil conditions, were properly safeguarded against. Through compliance with these current standards, the proposed project will be designed to withstand anticipated seismic and geologic stresses according to current established engineering practices. Therefore, potential impacts related to unstable soil conditions are considered less than significant.

Mitigation

No geology and soils mitigation measures are required.

Sources

Earth Systems Pacific, 2019. *Initial Site Assessment Los Berros Road Widening Project- Los Berros Road, Between Quailwood Lane and Avis Street San Luis Obispo County, California.* Prepared for LSA Associates, Inc. in San Luis Obispo.

Seed, H.B. 1979. *Soil Liquefaction and Cyclic Mobility Evaluation for Level Ground During Earthquakes*. Journal of Geotechnical Engineering Division, ASCE 105(GT2): 201-255.

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

The passage of Assembly Bill 32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

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

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

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

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

Discussion

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

Using the GHG threshold information, the project is expected to generate less than the Bright-Line Threshold of 1,150 metric tons of GHG emissions. Therefore, the project's potential direct and cumulative GHG emissions are found to be less significant and less than a cumulatively considerable contribution to GHG emissions per Section 15064(h)(2) of the CEQA Guidelines. If it is shown that an incremental contribution to a cumulative impact, such as global climate change, is not 'cumulatively considerable', no mitigation is required. Because this project's emissions fall under the threshold, no mitigation is required and will have no impact.

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

The project is consistent with the general level of development anticipated and projected in the Clean Air Plan. Through a project referral, the APCD commended the County for improving bicycle infrastructure and noted that when bicycles are utilized, traffic is reduced and the potential for mass transit use increases, which is consistent with the APCD's goals and policies in the Clean Air Plan. Additionally, promotion of bicycle transportation helps meet the SB 32 and BS 375 emission reduction targets set by CA legislation and the CA Air Resources Board.

Based on the APCD's CEQA Air Quality Handbook, the project will not exceed operational thresholds triggering mitigation. The proposed project would not generate any greenhouse gases beyond those typically associated with construction activities, which will be short term and are considered to have no impact.

Conclusion

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts 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. The proposed project will not generate significant, permanent greenhouse gasses, and is consistent with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gas emissions and, therefore has a less than significant impact.

Mitigation

No greenhouse gas emission specific mitigation measures are required.

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?	☐	☐	☐	☒
(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 following analysis is based on the Initial Site Assessment (ISA) study prepared for this project (Earth Systems, 2019).

The ISA helped identify potential or known hazardous materials/waste, and/or contamination (recognized environmental conditions) at the project site. The project site was not identified in any of the environmental database records or governmental websites reviewed such as the State Water Resources ControlBoard's GeoTracker database, California Department of Toxic Substances Control's EnviroStor database, or California Environmental Protection Agency's Cortese List (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). The project is not located in an area of known or mapped hazardous material contamination.

A field visit of the project area yielded no evidence of underground or aboveground storage tanks, drug lab materials or wastes, staining of the ground or other evidence of substantial spills, or other indicators of the presence of hazardous materials. There was no evidence of mining activity. Serpentine was not observed in outcrops or on the road, nor was fibrous material observed, which could indicate the presence of naturally occurring asbestos, though the County Air Pollution Control District (APCD) identified that the project is located within an area that potentially contains Naturally Occurring Asbestos. Vegetation visible from the corridor appeared to be seasonally healthy; unusually stressed or absent vegetation was not observed.

A portion of the project site is bound by property that appears to have been historically and currently used for irrigated and non-irrigated agricultural purposes, and where pesticide application has occurred. Guidance from the Department of Toxic Substances Control (DTSC) states that Agricultural properties are lands where pesticides were uniformly applied for agricultural purposes consistent with normal application practices. Given the history of agricultural land use in the project area, the potential for presence of pesticides exists in a portion of the project area.

Discussion

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

The project does not propose the use of hazardous materials and is not expected to generate hazardous waste during the road widening process.

(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 APCD identified that the project is located within an area that potentially contains Naturally Occurring Asbestos- serpentine or fibrous material that could contain asbestos was not identified during the ISA survey. Conoco Phillips and the Southern California Gas Company maintain pipelines in the project area- the lines will be relocated prior to initiation of the project. The Conoco Philips line exists within the former Pacific Coast Railway right-of-way. The presence of the former Pacific Coast Railway right-of-way and pipelines in the westernmost project area has the potential for surficial soil contamination.

No direct or indirect evidence of spills or releases of oil or fuel within the project area. Two petroleum pipelines were identified in the project site vicinity and relocation will be required. Oils, gasoline, lubricants, fuels, and other potentially hazardous substances may be used and stored on-

site during construction activities. Should a spill or leak of these materials occur during construction activities, sensitive resources within the project vicinity could be adversely affected (e.g., riparian habitat, agricultural areas, Los Berros Creek). The presence of agricultural fields with permitted pesticide use within a portion of project area increases the potential for pesticide contamination in the soil.

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

No schools exist, or are proposed, within one-quarter mile of the proposed project, and therefore will have no impact related to emitting hazardous emissions, materials substances or waste within one-quarter mile of a 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?*

The proposed project is not found on a site that is listed on the 'Cortese List' (which is a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5), and therefore will have 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?*

The proposed project is not located within an airport land use plan, or within two miles of a public airport or public use airport. The project would not result in a permanent safety hazard or excessive noise for people residing or working in the project area, and therefore will have no impact.

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

The project is not expected to conflict with any regional emergency response or evacuation plan, and therefore will have no impact.

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

The project area is located within 'moderate' and 'high' fire risk areas, and the emergency response time in this location is approximately 5-10 minutes. The project would not change the existing land use. Construction of the bike lanes does not present a significant risk of loss, injury or death involving wildland fires, and therefore will have a less than significant impact.

Conclusion

The proposed project is not expected to create, emit, use, transport, dispose of, or release hazardous materials that could cause significant health hazards. No schools, airports, or hazardous material sites exist within or adjacent to the project area. The project will not interfere with emergency response plans or cause a significant risk involving wild land fires. The APCD identified that the project is located within an area that potentially has Naturally Occurring Asbestos, however the Initial Site Assessment report did not indicate the presence of asbestos in the project area.

Consistent with recommendations in the ISA, the County shall conduct soil sampling prior to project construction to determine the presence of hazardous materials in the project area. Based on the results of this testing, the County would take appropriate measures (such as special soil handing procedures) to reduce potentially hazardous emissions. In the unlikely event that hazardous materials are inadvertently identified, work shall halt work in that area and the County shall oversee investigation of the cause or source. With the implementation of soil sampling the project will have a less than significant impact.

Mitigation

HAZ-1: Prior to project construction, the County shall conduct soil sampling to determine the potential for hazardous materials to occur within the project area. The sampling will test for the presence of hazardous materials (such as organochlorinated pesticides, petroleum hydrocarbons, volatile organic compounds, metals and polynuclear aromatic hydrocarbons). The results of the analysis shall assist in determining if the County must oversee and implement appropriate measures (such as dust control, soil removal or special soil handing procedures) to reduce potentially hazardous emissions. The testing shall also identify appropriate disposal requirements for any hazardous materials identified by the project. Implementation of this measure will mitigate any potential hazardous material impacts to less than significant levels.

Sources

See Exhibit A.

Initial Study – Environmental Checklist

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;	☐	☐	☒	☐
	(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

Excerpt taken from the Los Berros Road Widening Initial Site Assessment (Earth Systems, 2018):

The regional groundwater flow direction is inferred to be to the northwest, in the general direction of flow of Los Berros Creek, and then westerly towards the Pacific Ocean. Depth to groundwater beneath the site is estimated to be 20 to 25 feet below ground surface, based on well data from nearby sites.

The Los Berros Creek was listed on the Central Coast Region's Clean Water Act Section 303(d) list for nitrate impairment (RWQCB, 2012). Discharges of nitrate from irrigated agriculture, urban lands, grazing lands, and natural sources are contributing loads of nitrate to receiving waters.

Discussion

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

The proposed project does not violate any water quality standards or waste discharge requirements as the riparian area of Los Berros Creek will not be impacted as part of the project. The project will not add to the nitrate load in Los Berros Creek. The proposed project is not expected to substantially impact surface or ground water quality as the road expansion will be sloped or crowned appropriately, and asphalt dikes will direct stormwater to the appropriate discharge locations.

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

The project is located within the mapped Santa Maria groundwater basin, and the Nipomo Mesa Water Conservation Area. The proposed implementation of bicycle lanes will not draw upon, decrease, or substantially interfere with groundwater recharge and will therefore have no impact.

(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?*

Erosion is when fast moving waters remove sediments from creek embankment, or other sources, and places these sediments into the water. Siltation is when water becomes dirty as a result of fine mineral particulates in the water. Standard Best Management Practices will be implemented during the construction phase of the project to prevent erosion. The proposed implementation of a permanent retaining wall adjacent to Los Berros Creek has been designed to avoid any potential erosion that may occur from the addition of impervious surfaces and therefore will have a less than significant impact.

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

The project includes the addition of bike lanes and is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The construction of road dikes will help to control the direction and flow of impervious surface runoff to prevent flooding.

(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?

A portion of the project site is located within the Los Berros State Municipal Separate Storm Sewer Systems (MS4) coverage area. Since the proposed widening is specific to the addition of bike lanes only, the project is exempt from meeting the stormwater performance requirements of the County's Post Construction Requirements Handbook. This project will result in over one acre or more of disturbance and will be subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation, runoff and erosion. The project will not 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 and therefore the project will have a less than significant impact.

(c-iv) Impede or redirect flood flows?

The proposed project will not conduct work within the Los Berros Creek and will not impede or redirect flows and therefore will have no impact.

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

The project is located adjacent to the Los Berros Creek, regulatory floodway, with portions falling within the 100-year floodplain, and the 500-year floodplain. Project implementation is not expected to result in significant impacts associated with development in the 100-year Flood Hazard designation because the project is designed in accordance with Caltrans AASHTO standards, and the other applicable standards. Therefore, compliance with the current applicable design standards provides assurance that the project was designed to withstand general risks associated with development within the 100-year Flood Hazard designation. The development footprint within the flood zone is relatively small and potential impacts to the floodplain are considered less than significant.

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

The proposed project is consistent with the Nipomo Mesa Water Conservation Area Resource Capacity Study, the TMDL and Implementation Plan for Nitrate for the Los Berros Creek Sub-watershed, and the Water Quality Control Plan for the Central Coast Basin and therefore will have no impacts.

Conclusion

Use of the mitigation measures included in the Biological Resources will avoid and reduce the potential project-related impacts to water resources and hydrology to less than significant levels. Similarly, compliance with AASHTO, Caltrans, and the other applicable standards and specifications will provide assurances that surface and groundwater resources are protected. Preparation and compliance with the SWPPP, which is required for project, will also ensure that potential water quality impacts from sedimentation and erosion are avoided and minimized. As specified above for water quality, existing regulations and/or required plans will adequately address surface water quality impacts during construction and permanent use of the project. No significant impacts from water use are anticipated.

Mitigation

No hydrology and water quality specific mitigation measures are required.

Sources

Regional Water Quality Control Board. 2012. *Staff Report for Regular Meeting of May 3, 2012- Adopting a Total Maximum Daily Load for Nitrate for the Los Berros Creek Subwatershed.* Prepared by the State of California Regional Water Quality Control Board Central Coast Meeting. https://www.waterboards.ca.gov/centralcoast/water_issues/programs/tmdl/docs/los_berros/losberros_tmdl_nitrate_staffrpt.pdf. Accessed August 1, 2019.

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

The proposed project was reviewed for consistency with policy and/or regulatory documents related to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). New land uses are not proposed for the project and project implementation will not modify any existing land uses within the project limits and vicinity.

Discussion

(a) Physically divide an established community?

The project location is located in a rural area with a low population. The proposed project will not physically divide an established community and therefore will have no impact.

(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 project is not within or adjacent to any Habitat Conservation Plan or Natural Community Conservation Plan areas. The project is considered consistent and compatible with the existing Residential Suburban, Residential Rural, and Agricultural land uses on-site and in the immediate surrounding areas. The project was found to be consistent with the pertinent plans and policy documents reviewed. The project will not 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, and will have no impact.

Conclusion

No land use inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

Mitigation

No land use specific mitigation measures are required.

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 area is located within a semi-rural portion of Los Berros at the base of the Nipomo Mesa, along Los Berros Creek. The project area is generally flat and is situated on the terraces of Jack Creek.

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?

No known mineral resources that would be of value to the region and residents of the site exist in the project area, and therefore will have no impact.

(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?

There are no important mineral resource recovery sites located within or adjacent to the project area. The project will not result in the loss of availability of a locally important miner resource recovery site delineated on a local general plan, specific plan or other land use plan and therefore will have no impact.

Conclusion

The project area does not contain any known valuable mineral resource, or mineral resource recovery sites, therefore no mitigation measures are required, and no mineral resources will be impacted.

Mitigation

No mineral resource specific mitigation measures are required.

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 existing ambient noise environment is characterized by intermittent vehicle noise from Los Berros Road and various agricultural activities surrounding the project site. The eastern side of the project area, near Quailwood Lane, sustains roadway noise from the Highway 101. Approximately 1,400 feet west of Quailwood Lane, the Highway is audible at 60db - this is the only mapped noise source within the project area. According to the San Luis Obispo County Noise Contour Map, community equivalent noise levels at the project site are below 60 decibels.

Noise-sensitive land uses typically include residences, schools and parks. Surrounding residences are considered sensitive noise receptors. Approximately 54 sensitive noise receptors (residences) are within the project's surrounding vicinity. This information was derived by selecting address points within 1,000 feet of the project area.

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?

Project generated truck traffic noise associated with the construction phase of the project may be of concern for the surrounding residential developments, as equipment and materials shipments, including worker trips, will be made to and from the project site. Existing residences in the immediate area would be subject to short-term, temporary increases in noise associated with

project construction. The project site is within 1,000-feet of 54 residential dwelling- which are considered sensitive receptors. The project is not expected to generate permanent, or long-term loud noises, nor introduce sensitive noise receptors in known noisy areas and therefore will have a less than significant impact with the implementation of the mitigation measure listed below.

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

Heavy equipment would generate some ground borne noise and vibration, but these activities would be limited in duration and consistent with other standard construction activities. Impacts related to exposure of persons or generation of excessive ground-borne vibration or ground-borne noise levels would be less than significant.

(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 proposed project is not located within the vicinity of a private airstrip or an airport land use plan, or within two miles of a public airport or public use airport, therefore there will be no impact.

Conclusion

Impacts related to exceedance of local noise standards would be less than significant. No impacts related to generation of a permanent increase in ambient noise levels are expected. Implementation of the proposed project would result in a less-than-significant construction vibration impact to the surrounding sensitive receptors. No adverse noise impacts are anticipated from project implementation because construction noise would be short-term and intermittent in nature. Compliance with measure NOI-1 below would ensure the construction noise impacts would be less than significant.

Mitigation

NOI-1 The following measures shall be shown implemented during construction: construction activities involving heavy equipment or heavy-duty truck traffic shall be limited from 7:00 a.m. to 9:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No work shall occur on Sundays. No construction shall occur on state holidays (e.g., Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Construction activities that do not generate substantial noise levels are not subject to these restrictions.

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

Los Berros Road is a semi-rural area and contains parcels that are typically one acre or more in size. According to the 2010 census, the village reserve of Los Berros sustains a population of 641 people. A review of historical aerial imagery has shown that the Los Berros area has undergone relatively little change or development over time.

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)?

The project is in an area that is considered semi-rural and sparsely populated. The project will not induce substantial unplanned population growth, either directly or indirectly, and will therefore have no impact.

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

The proposed project will not displace substantial numbers of existing people or housing and will not necessitate the construction of replacement housing elsewhere, and therefore will have no impact.

Conclusion

No population and housing impacts are anticipated as part of the proposed project.

Mitigation

No population and housing specific mitigation measures are required.

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 semi-rural and located within the sparsely populated village of Los Berros. No public service facilities exist within the project area.

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?

No fire protection service facilities exist with the project area. The project area is served by CalFire who has a 5-10-minute response time to the project area. The nearest fire station or facility is located approximately 3.5 miles to the southeast in the community of Nipomo (CalFire/SLO County Fire), and 3.7 miles southwest in the village reserve of Callender-Garrett (SLO County Fire). The proposed project will maintain acceptable service ratios, response times or performance objectives for fire protection services, and therefore will have no impact.

Police protection?
No police stations or substations exist within the project area. The nearest police station, or substations are located approximately 4.3 miles to the northwest (Arroyo Grande Police Department), and 4.86 miles to the north west (SLO County Sheriff- South Patrol). The proposed bike lanes will have no impact.

Schools?
No schools exist within the project area. The project area is served by the Lucia Mar School District, and the San Luis Obispo Joint Community College District. The nearest school is located approximately 2.97 miles southeast in the community of Nipomo, and 2.65 miles west in the community of Palo Mesa.

Parks?
No parks exist, or are proposed, in the project area and therefore will have no impact.

Other public facilities?
No other public facilities exist within the project area. The proposed road widening project will maintain acceptable service ratios, response times or performance objectives for other public facilities, and therefore will have no impact.

Conclusion

The project will not result in any adverse physical, or cumulative, impacts associated with the provision of 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.

Mitigation

No public service specific mitigation measures are required.

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?	☐	☐	☐	☒
(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

No officially designated parks or trails exist within the project limits. The County's Parks and Recreation Element does not show any potential/proposed trails within the project area. The project is not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or recreational use area. The project is proposed primarily to improve bicycle safety along Los Berros Road and therefore may also result in greater use of the corridor for recreational cycling.

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?*

No regional parks or recreational facilities exist within or adjacent to the project area. The project is not expected to increase the use of existing parks or other recreational facilities, and therefore will have 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?*

The proposed project does not include the use, creation, or expansion or of recreational facilities that might have an adverse physical effect on the environment, and therefore will have no impact.

Conclusion

No recreational facilities exist or are proposed in the project area. No impacts to recreational facilities are anticipated.

Mitigation

No recreation specific mitigation measures are required.

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

Los Berros Road is a two-lane minor arterial road. The road currently has zero to 1.5-foot wide paved shoulders with zero to 1-foot gravel shoulders within the project limits. This project aims to improve safety for bicyclists along Los Berros Road by installing 6-foot Class II bike lanes. A bicycle fatality occurred in the eastbound direction of the road, east of Avis Street. The roadway has non-standard shoulders providing little or no recovery room along the corridor.

Discussion

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

Installation of Class II bike lanes along Los Berros Road is included in the County Bikeways Plan as a high priority project. The project does not conflict with any congestion management program or any plans or programs regarding public transit, bicyclist, or pedestrian facilities and therefore will have no impact.

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

CEQA Guidelines section 15064.3(b)- Criteria for Analyzing Transportation Impacts relate to vehicle miles traveled (VMT) for land use projects, transportation projects, qualitative analysis, and associated methodology utilized to evaluate VMT. This project aims to reduce VMT by providing infrastructure for bicyclists as an alternative to utilizing a motor vehicle. This transportation project is consistent with CEQA Guidelines section 15064.3(b)(2) and therefore will have no impact.

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

The project will construct bike lanes along the current road alignment and is not proposing any alignment changes such as sharp curves, or dangerous intersections. The road is currently not compatible with bicycle use, as evidenced by a bicycle fatality, and the construction of Class II bike lanes will ensure that the road is compatible and safe for bicycle use. Based on the existing road's speed and configuration (vertical and horizontal road curves), this project will not substantially increase hazards due to a geometric design feature or incompatible use, and therefore will have no impact.

(d) *Result in inadequate emergency access?*

The proposed road widening would not result in inadequate emergency access, and therefore will have no impact.

Conclusion

Implementation of the project will not result in any permanent traffic impacts. The project will improve the safety of bicycles and provide alternative options to regular vehicle use- in hopes of reducing VMT. The project does not conflict with any adopted traffic policies, plans or other transportation programs. No transportation related impacts are anticipated, and no mitigation measures are necessary.

Mitigation

No transportation specific mitigation measures are required.

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 following is based on an Archaeological Survey Report (Collison, 2019):

The project is located in an area historically occupied by the Northern (Obispeño) Chumash. The Obispeño Chumash are a subdivision within the larger Chumash cultural family and are named after their historical attachment to Mission San Luis Obispo de Tolosa, which was founded in 1772. Early accounts of the Obispeño Chumash imply a hunter-gatherer lifestyle, but other aspects of accounts indicate that there was also a high-level sociopolitical complexity. For San Luis Obispo, the six periods of cultural chronology are as follows: Late (A.D. 1250 to 1769); Middle/Late Transition (A.D. 1000 to 1250); Middle (600 B.C. to A.D. 1000); Early (3500 to 600 B.C.); Millingstone/Early Archaic (8000 to 3500 B.C.); and Paleo-Indian (pre-8000 B.C.).

The Native American Heritage Commission (NAHC) was contacted on March 11, 2019 to request a search of its Sacred Lands File- the results were positive. The NAHC provided a list of twelve Native American

tribes/tribal members who may also have knowledge of cultural resources in the project area. These contacts were subsequently contacted on March 19, 2019 for additional information related to the project area. Six tribal members responded, and two tribal members expressed concerns related to buried sites/resources, as well as the sensitive nature of the project area.

In order to meet California Assembly Bill (AB) 52 Cultural Resources requirements, outreach to seven Native American tribes/groups was conducted. The consulted groups/individuals include: the Salinan Tribe of San Luis Obispo & Monterey Counties, the Xolon Salinan Tribe, the *yak tiẗu tiẗu yak tiłhini* - Northern Chumash Tribe, the Barbaraeño/Ventureño Band of Mission Indians, the Coastal Band of the Chumash Nation, the Santa Ynez Band of Chumash Indians, and the Northern Chumash Tribal Council.

Comments were received from four tribal groups/individuals. At the request of three tribal members/ individuals, the Archaeological Survey Report and copies of the records search were provided on June 11, 2019. Tribal members did note that the general proximity of the project was archaeologically sensitive, however no tribal cultural resources were identified within the project area.

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)?

An archaeological survey, Native American Heritage Commission Sacred Lands file search, records search and Native American outreach did not identify tribal cultural resources within the project area. No tribal cultural resources, exist within the project area, and therefore will have no impact

(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.

No resources determined to be significant pursuant to the Public Resources Code Section 5024.1(c) or a California Native American tribe exist within the project area and therefore will have no impact.

Conclusion

Ground-disturbing activities necessary for the project will predominately be limited to previously disturbed areas within the existing road corridor, and within the County right-of-way. Standard mitigation measures are included for the project to ensure that resources inadvertently encountered during project development will be avoided and minimized. Therefore, potential impacts associated with archeological resources would be less than significant with mitigation.

Mitigation

Refer to the mitigation measures listed in the Cultural Resources Section.

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

On August 10, 2017 the County contacted several agencies and requested by to provide maps of utility locations within or surrounding the project area. AT&T, Conoco Phillips, So Cal Gas, and PG&E have facilities within the project limits. Atlas maps of these facilities have been obtained, and potholing will likely be necessary. AT&T has provided maps demarcating buried underground utility lines, that run parallel to, the north and south sides of Los Berros Road within the project area. Conoco Phillips maintains a focus pipeline in the western portion of the project area, near Avis St. Southern California Gas Company maintains a gas line that follows Los Berros Road for entirety of the project area- these utilities will be relocated prior to initiation of the project. Pacific Gas & Electric (PG&E) maintains facilities that bisect the project area near Avis St. No long-term interruption of

these utility service lines is expected to occur. No wastewater treatment plants are within or proposed as part of the project

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 proposed project will not 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, and therefore will have no impact.

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

Water may be used during the course of construction and will be provided for via a water truck. The proposed project will not require the utilization of water supplies from a service system and therefore will have no impact.

(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?*

Implementation of the project will not generate wastewater or adversely affect any wastewater facilities. No on-site disposal systems, leach lines, or wastewater systems are proposed as part of this project, and wastewater impacts are considered not applicable and therefore will have no impact.

(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?*

The project will not generate a significant amount of solid waste, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and therefore will have a less than significant impact.

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

The proposed project will comply with all federal, state, and local management and reduction statues and regulations related to solid waste and will therefore have no impact.

Conclusion

Preliminary research suggests there will not be any major utility conflicts as utilities will be protected in place or relocated. If utility relocation is required, utility relocation notifications and procedures will follow standard County procedure and Caltrans Local Assistance Procedures Manual, Chapter 14, "Utility Relocation", and therefore will have a less than significant impact.

Mitigation

No utilities and service system specific mitigation measures are required.

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 area is located within a mapped moderate fire hazard severity zone. No fire protection service facilities exist with the project area. The project area is served by CalFire who has a 5-10-minute response time to the project area. The nearest fire station or facility is located approximately 3.5 miles to the southeast in the community of Nipomo (CalFire/SLO County Fire), and 3.7 miles southwest in the village reserve of Callender-Garrett (SLO County Fire).

Discussion

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

The proposed road widening project will not substantially impair an adopted emergency response plan or emergency evacuation plan, and therefore will have no impact.

(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?*

The project does not present a significant fire safety risk, though it is located within 'moderate' and 'high' severity risk areas for fire. The addition of 6-foot bicycle lanes are not expected to exacerbate wildfire risks and therefore will have a less than significant impact.

(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?*

While the proposed project will require the installation of new infrastructure that will require standard maintenance (such as pavement sealing, crack repair etc.), these activities are not expected to exacerbate fire risk that may result in temporary or ongoing impacts to the environment and therefore will result in a less than significant impact.

(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?*

The project is located within a mapped 100-year flood zone as Los Berros Creek exists immediately adjacent to the project area. The project will not divert or dewater any part of Los Berros Creek. The project is located within a mapped 'low potential' landslide risk area. The proposed project is not expected to 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 and therefore will result in a less than significant impact.

Conclusion

The project is not expected to have any significant impacts to wildfire risk and no mitigation measures are proposed.

Mitigation

No wildfire specific mitigation measures are required.

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

The proposed project is located on Los Berros Road in the village reserve of Los Berros. This project proposes to add six-foot Class II bike lanes to Los Berros Road in each direction between Avis Street and Quailwood Lane. The purpose of this project is to improve safety for bicyclist along Los Berros Road. Los Berros Road is a two-lane minor arterial road that currently has 0-1.5-foot wide or gravel shoulders within the project limits. The roadway has non-standard shoulders providing little or no recovery room for bicyclists along the corridor- this project will provide adequate recovery room, and standard shoulders for bicyclists. Several driveways along Los Berros Road will also require reconstruction as part of the project.

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 proposed project has the potential to substantially degrade the quality of the environment. Compliance with all mitigation measures identified in Exhibit B will 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, or reduce the number or restrict the range of rare or endangered plant or animal species. The project will not contribute significantly to greenhouse gas emissions or increase energy consumption. Implementation of the project mitigation measures will not eliminate important examples of the major periods of California history or pre-history. Therefore, the anticipated project-related impacts are less than significant with incorporation of the mitigation measures listed in Exhibit B.

(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)?

Because the project does not propose a new or different use than the existing, and because the project site will continue to be used as a road, albeit with the addition of bike lanes, it is consistent with existing land use and current operations, and the anticipated impacts of the project are considered minimal. Short-term construction related impacts will be temporary by the limited duration and scope of the project. The proposed project will not have impacts that will be individually limited, but cumulatively considerable. Aside from the proposed construction of a left turn lane near Dale Avenue, to the southeast of the project area along Los Berros Road, there are no additional proposed or planned projects known for the area. The SLO Council of Governments has identified two possible locations along Los Berros Road, near the intersection of Highway 101 as potential Park and Ride lots. When considered together with the anticipated impacts of this project, are still not cumulatively considerable and would not compound or increase any 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 proposed project will not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. The anticipated effects of the project will be limited in duration and would not substantially conflict with any adjacent land uses. Implementation of the project will improve the existing infrastructure and result in a net benefit to public safety; therefore, all impacts are considered less than significant.

Conclusion

With the implementation of the mitigation measures listed in Exhibit B, the proposed project will have a less than significant impact on the environment.

Mitigation

See Exhibit B.

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	**In File****
☒	County Agricultural Commissioner's Office	**In File****
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☒	Air Pollution Control District	**Attached**
☐	County Sheriff's Department	**Not Applicable**
☐	Regional Water Quality Control Board	**Not Applicable**
☐	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****
☒	Nipomo Community Services District	**In File****
☐	Other _____	**Not Applicable**
☐	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
☒ South County Area Plan/South County sub area
☐ Countywide Design Plan
☐ Specific Plan
☐ Annual Resource Summary Report
☒ South County 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

Initial Study – Environmental Checklist

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

1. Collison, Kerri, 2019. *Archaeological Survey Report- Los Berros Road Widening Project*. Prepared for San Luis Obispo County. Prepared by LSA Associates in San Luis Obispo, California.

2. Earth Systems Pacific, 2019. *Initial Site Assessment Los Berros Road Widening Project- Los Berros Road, Between Quailwood Lane and Avis Street San Luis Obispo County, California.* Prepared for LSA Associates, Inc. in San Luis Obispo, California.

3. National Cooperative Soil Survey (NCRS), 1984. *Soil Survey of San Luis Obispo County, California: Coastal Part.* Prepared by US Department of Agriculture & Soil Conservation Service. Prepared for County of San Luis Obispo.

4. Regional Water Quality Control Board. 2012. *Staff Report for Regular Meeting of May 3, 2012- Adopting a Total Maximum Daily Load for Nitrate for the Los Berros Creek Sub-watershed.* Prepared by the State of California Regional Water Quality Control Board Central Coast Meeting. https://www.waterboards.ca.gov/centralcoast/water_issues/programs/tmdl/docs/los_berros/losberros_tmdl_nitrate_staffrpt.pdf. Accessed August 1, 2019.

5. SLO County APCD, 2012. *CEQA Air Quality Handbook- A Guide for Assessing the Air Quality Impacts for Projects Subject to CEQA Review.* Prepared by Air Pollution Control District San Luis Obispo County in San Luis Obispo, California.

6. Seed, H.B. 1979. *Soil Liquefaction and Cyclic Mobility Evaluation for Level Ground During Earthquakes*. Journal of Geotechnical Engineering Division, ASCE 105(GT2): 201-255.

Exhibit B - Mitigation Summary

Air Quality

AIR-1 Projects with grading areas that are greater than 4-acres or are within 1,000 feet of any sensitive receptor (residences) shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402).

a) Reduce the amount of the disturbed area where possible;

b) Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control;

c) All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;

d) 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;

e) 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;

f) 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;

g) 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;

h) Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

i) 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 California Vehicle Code (CVC) Section 23114;

j) "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of

intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;

k) Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

l) All PM10 mitigation measures required should be shown on grading and building plans; and,

m) The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD prior to the start of any grading, earthwork or demolition

Biological Resources

BIO-1 Prior to initial ground disturbance construction, all construction personnel will attend an environmental education program delivered by a qualified biologist. At a minimum, the program will include a description of invasive species, potential special-status species, and other protected natural resources, as well as an explanation of the regulatory and legal compliance setting for the proposed project.

BIO-2 All work, including construction access and equipment staging areas, will be confined to the BSA. Immediately prior to construction, the contractor, with assistance from a qualified biologist will identify the "work area" limits with brightly colored flagging or fencing to prevent unnecessary direct impacts. Flagging will be maintained in good repair for the duration of the proposed project.

BIO-3 During construction, soil and vegetation disturbance will be minimized to the minimum area necessary to construct the proposed project.

BIO-4 Invasive plant species that have been identified within the area of potential effect will be removed and transported to an approved disposal facility as trash (not green waste) during construction activities and will not be replanted.

BIO-5 During construction, the proposed action will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing onsite will be used for fill material to the maximum extent practicable. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or other similar substances.

BIO-6 All erosion control materials including straw bales, straw wattles, or mulch used onsite must be free of invasive species seed.

BIO-7 Upon completion of the proposed action, areas that are temporarily affected during construction will be reseeded/replanted with an assemblage of native vegetation appropriate for the area. Exotic

and invasive plant species will be excluded from the landscaping plant palette. These areas will be subjected to general restoration concepts and methods, including using local native plant material, protecting and restoring soil conditions, irrigation as necessary, and controlling aggressive invasive species.

BIO-8 A biologist with experience in the identification of all life stages of the California red-legged frog, and its critical habitat (75 CFR 12816), will survey the project site no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is detected the USFWS will be notified prior to the start of construction. If Caltrans and the USFWS determine that adverse effects to the California red-legged frog or its critical habitat cannot be avoided, the proposed project will not commence until Caltrans completes the appropriate level of consultation with the USFWS.

BIO-9 Work activities will take place during the dry season, between April 1 and November 1, when water levels are typically at their lowest, and California red-legged frogs are likely to be more detectable. Should activities need to be conducted outside of this period. The County may conduct or authorize such activities after obtaining the USFWS's written approval.

BIO-10 Before work begins on any proposed project, a biologist with experience in the ecology of the California red-legged frog, as well as the identification of all its life stages, will conduct a training session for all construction personnel, which will include a description of the California red-legged frog, its critical habitat, and the specific measures that are being implemented to avoid adverse effects to this species during the proposed project.

BIO-11 If any stage of the California red-legged frog is detected in the project area during construction, work will cease immediately and the Resident Engineer, authorized biologist, or biological monitor will notify the Ventura USFWS Office via telephone or electronic mail. If Caltrans and the USFWS determine that adverse effects to California red-legged frogs cannot be avoided, construction activities will remain suspended until Caltrans and the USFWS complete the appropriate level of consultation.

BIO-12 During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.

BIO-13 Prior to the onset of work, the County will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to implement should a spill occur.

BIO-14 All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from aquatic or riparian habitat and not in a location where a spill would drain directly toward aquatic habitat. The monitor will ensure contamination of aquatic or riparian habitat does not occur during such operations by implementing the spill response plan described in the previous measure.

BIO-15 Plants used in revegetation will consist of native riparian, wetland, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. This measure will be implemented in all

areas disturbed by activities associated with the project, unless Caltrans and the USFWS determine that it is not feasible or practical.

BIO-16 Habitat contours will be returned to their original configuration at the end of project activities in all areas that have been temporarily disturbed by activities associated with the project, unless Caltrans and the USFWS determine that it is not feasible or modification of original contours would benefit the California red-legged frog.

BIO-17 The number of access routes, size of staging areas, and the total area of the activities will be limited to the minimum necessary to achieve the project goals. Environmentally Sensitive Areas will be delineated to confine access routes and construction areas to the minimum area necessary to complete construction, and minimize the impact to habitat for the California red-legged frog; this goal included locating access routes and construction areas outside of aquatic habitat and riparian areas to the maximum extent practicable.

BIO-18 To control sedimentation during and after project implementation, the County will implement BMPs outlined in any authorizations or permits, issued under the authorities of the Clean Water Act that it receives for a specific project. If BMPs are ineffective, the County will attempt to remedy the situation immediately, in coordination with the USFWS.

BIO-19 If a work site is to be temporarily dewatered by pumping, the intake will be screened with wire mesh no larger than 0.2 inch to prevent any California red-legged frogs not initially detected from entering the pump system. If California red-legged frogs are detected during dewatering, and adverse effects to California red-legged frogs cannot be avoided, construction activities will remain suspended until Caltrans and the USFWS complete the appropriate level of consultation.

BIO-20 Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the creek bed will be minimized to the maximum extent possible; any imported material will be removed from the stream bed upon completion of the project.

BIO-21 Unless approved by the USFWS, water will not be impounded in a manner that may attract California red-legged frogs.

BIO-22 A qualified biologist will permanently remove any individuals of exotic species, such as bullfrogs, crayfish, and centrarchid fishes from the project area, to the maximum extent possible. The biologist will be responsible for ensuring his or her activities are in compliance with the California Fish and Game Code.

BIO-23 To ensure that diseases are not conveyed between work sites by the USFWS-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.

BIO-24 To the greatest extent feasible, vegetation removal and ground disturbance should be conducted during the non-breeding season for birds (i.e., between September 2 and January 31). This will

discourage birds from nesting in construction areas and will greatly reduce the potential for nesting birds to delay the construction schedule.

BIO-25 If construction activities are proposed during the typical nesting season (February 1 to September 1), a nesting bird survey will be conducted by a qualified biologist no more than one week prior to the start of construction to determine presence/absence of nesting birds within the biological study area and immediate vicinity.

BIO-26 If an active nest is found, a qualified biologist will establish an appropriate avoidance buffer. If necessary, the biologist will consult with USFWS/CDFW to determine an appropriate buffer size. Construction within the buffer will be prohibited until the qualified biologist determines that the nest is no longer active.

Cultural Resources/Tribal Cultural Resources

CR-1 If previously unidentified cultural materials are unearthed during construction, work shall be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.

CR-2 An archaeologist shall provide a pre-construction archaeological briefing to all construction crews prior to initiating ground disturbing activities. The briefing shall provide guidance on historical and archaeological resources and appropriate procedures to follow if such finds are inadvertently exposed during the project.

CR-3 Periodic cultural resource mitigation monitoring shall be conducted in sensitive areas within the project site to provide for the identification, evaluation, treatment, and protection of any cultural resources that are affected by or may be discovered during construction of the proposed project. The monitoring shall consist of periodic spot-checking by a qualified archaeologist and a Native American representative (from a local tribe who has expressed interest in the project) during initial ground disturbance such as clearing, grubbing, tree removal, digging, subsurface utility trenching or grading etc. in areas considered to be culturally sensitive.

Hazards and Hazardous Materials

HAZ-1: Prior to project construction, the County shall conduct soil sampling to determine the potential for hazardous materials to occur within the project area. The sampling will test for the presence of hazardous materials (such as organochlorinated pesticides, petroleum hydrocarbons, volatile organic compounds, metals and polynuclear aromatic hydrocarbons). The results of the analysis shall assist in determining if the County must oversee and implement appropriate measures (such as dust control, soil removal or special soil handing procedures) to reduce potentially hazardous emissions. The testing shall also identify appropriate disposal requirements for any hazardous materials identified by the project. Implementation of this measure will mitigate the potential hazardous material impacts to less than significant levels.

Noise

NOI-1 The following measures shall be shown on applicable plans and implemented during construction: construction activities involving heavy equipment or heavy-duty truck traffic shall be limited from 7:00 a.m. to 9:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No work shall occur on Sundays. No construction shall occur on state holidays (e.g., Thanksgiving, Labor Day).

Construction equipment maintenance shall be limited to the same hours. Construction activities that do not generate substantial noise levels are not subject to these restrictions.

Mitigation Monitoring Plan

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

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

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

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

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

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