State of California - Department of Fish and Wildlife

2020 ENVIRONMENTAL FILING FEE CASH RECEIPT

DFW 753.5a (REV. 12/01/19) Previously DFG 753.5a

RECEIPT NUMBER: 40-12102020-211

STATE CLEARINGHOUSE NUMBER *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEADAGENCY EMAIL	DATE
COUNTY OF SAN LUIS OBISPO	mjstillman@co.slo.ca.us	12/10/2020

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
SAN LUIS OBISPO	

PROJECT TITLE

SAN MIGUEL CIRCULATION STUDY 2019 UPDATE PROJECT

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
COUNTY OF SAN LUIS OBISPO DEPT OF PUBLIC	mjstillman@co.slo.ca.us	(805) 781-5252

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
976 OSOS STREET	SAN LUIS OBISPO	CA	93408

PROJECT APPLICANT *(Check appropriate box)*

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$3,343.25	$
☒ Mitigated/Negative Declaration (MND)(ND)	$2,406.75	$ $2,406.75
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,136.50	$

☐ Exempt from fee

- ☐ Notice of Exemption (attach)
- ☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$
☐ County documentary handling fee		$
☐ Other		$

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☒ Other **TOTAL RECEIVED** $ $2,406.75

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
x Naomi Balseiro	Naomi Balseiro, Deputy County Clerk-Recorder

Filed in County Clerk's Office

Tommy Gong
San Luis Obispo - County Clerk-Recorder

40-12102020-211

12/10/2020
FISH
Pages: 2
Fee: $ 2406.75

By nbalseiro, Deputy

ORIGINAL - PROJECT APPLICANT COPY - CDFW/ASB COPY - LEAD AGENCY COPY - COUNTY CLERK DFW 753.5a (REV. 12/01/19)

Print Form

Notice of Determination

Appendix D

To:

☐ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: San Luis Obispo
Address: 1055 Monterey Street
San Luis Obispo, CA 93408

From:
Public Agency: San Luis Obispo County
Address: Public Works Dept. 976 Osos St.
Room 206, San Luis Obispo, CA 93408
Contact: Monica Stillman
Phone: 805-781-5252; mjstillman@co.slo.ca.us

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): NA

Project Title: San Miguel Circulation Study 2019 Update Project

Project Applicant: County of San Luis Obispo Department of Public Works

Project Location (include county): San Luis Obispo County, San Miguel Road Fee Area

Project Description:

The San Miguel Circulation Study 2019 Update includes review of the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. In accordance with the Mitigation Fee Act (Government Code 66000 et seq.), public agencies may exact fees from development projects to defray all or a portion of the cost of public facilities related to the development project.

This is to advise that the San Luis Obispo County Board of Supervisors has approved the above
(☒ Lead Agency or ☐ Responsible Agency)

described project on 12-8-2020 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:
San Luis Obispo Department of Public Works, 976 Osos St. Rm. 206, San Luis Obispo, CA 93408

Signature (Public Agency): Monica Stillman Title: Environmental Specialist

Date: December 8, 2020 Date Received for filing at OPR: NA

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

San Miguel Circulation Study 2019 Update Project
ED19-198 (245R12C131)

MITIGATED NEGATIVE DECLARATION & INITIAL STUDY

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS
ENVIRONMENTAL PROGRAMS DIVISION

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING & BUILDING

PLN-2039
04/2019

Initial Study – Environmental Checklist

Project Title & No. San Miguel Circulation Study 2019 Update ED19-198 (245R12C131)

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Monica Stillman (mjstillman@co.slo.ca.us)	Monica Stillman	9/24/2019
Prepared by (Print)	Signature	Date
Keith Miller (klmiller@co.slo.ca.us)		9/24/19
Reviewed by (Print)	Signature	Date

Initial Study – Environmental Checklist

Project Environmental Analysis

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

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

A. Project

DESCRIPTION: The County of San Luis Obispo Department of Public Works (County) is proposing an update to the San Miguel Circulation Study. The update includes review of the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. In accordance with the Mitigation Fee Act (Government Code Section 66000 et seq.), public agencies may exact fees from development projects to defray all or a portion of the cost of public facilities related to the development project. The current San Miguel Fee Area is located east of Highway 101, within the northern extent of 20th Street, the southern extent of Magdalena Drive, and almost as far east as Darrellona Avenue, in the community of San Miguel. The 2019 update is proposing an expanded fee area, approximately five miles by five miles in size, bounded by the County line to the north and roughly centered on the existing fee area (Fee Area Map).

The current and proposed San Miguel Road Fee Area are in the Salinas River Subarea of the North County Planning Area, Supervisorial District 1.

Background

In accordance with the Mitigation Fee Act, public agencies may exact fees from development projects for the purpose of defraying all or a portion of the cost of public facilities related to development. The County of San Luis Obispo levies these "road impact fees" in several unincorporated communities. The County adopts capital improvement plans in these communities, which indicate the approximate location, size, time of availability, and cost estimates for all facilities or improvements to be financed with the road impact fees. The currently proposed list of capital improvement projects is provided in Table 1 and shown on the Vicinity Map.

The first San Miguel Circulation Study was adopted by the Board of Supervisors (BOS) on April 25, 2006. The capital improvement plans are adopted and annually updated by a resolution of the BOS. The most recent CEQA update pertaining to the capital improvement projects was adopted by the BOS on January 4, 2011.

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

The improvements paid for by the fees are intended to mitigate for cumulative areawide development. As road impact fee projects are developed the roadways will be developed to the current standard, incorporating bike paths as well as pedestrian paths where they are required by the governing plans. This environmental document addresses only improvements identified in the Circulation Study to be wholly or partially funded by "road impact fees," and not those improvements related to safety, bicycle, pedestrian, public transportation facilities, and existing roadway geometric deficiencies.

The circulation study does not commit the County to building a specific project identified in Table 1. These alternatives were developed based on traffic development models and guidance in the Manual of Uniform Traffic Control Devices on the application of appropriate intersection improvement solutions. At the time that improvement of the intersection is to be implemented, the intersection may be evaluated to determine if a more efficient and appropriate improvement would accomplish the same or better traffic flow. At that time, the County could determine that a modified project or a project not listed in the circulation study would be a more appropriate use of road impact fees. In this scenario, a subsequent CEQA determination could be required.

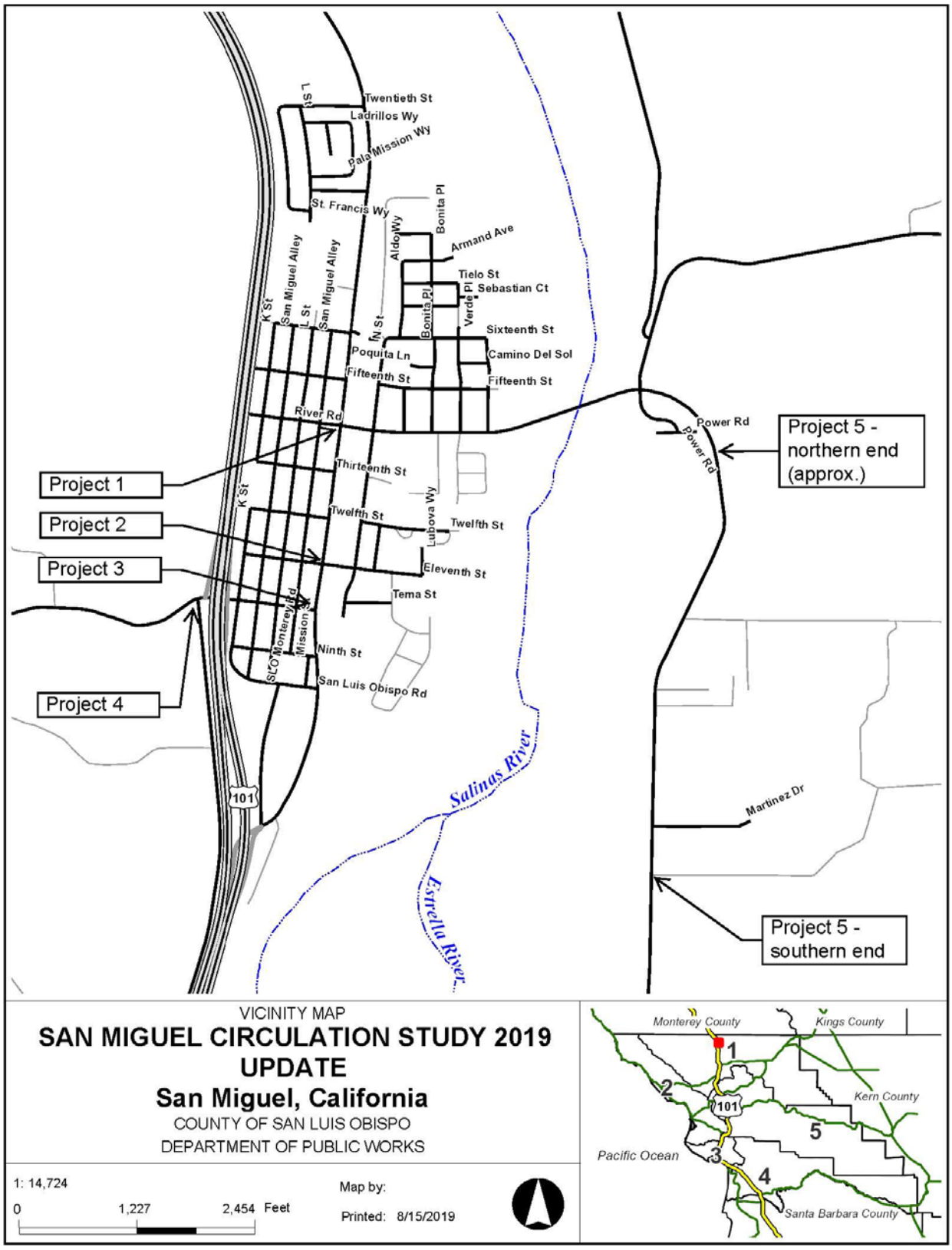
This environmental document addresses environmental effects of the identified capital projects at a level of detail commensurate with the current level of design of these projects. More focused and detailed environmental review of some projects may be required prior to formally making a decision to proceed with the project.

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

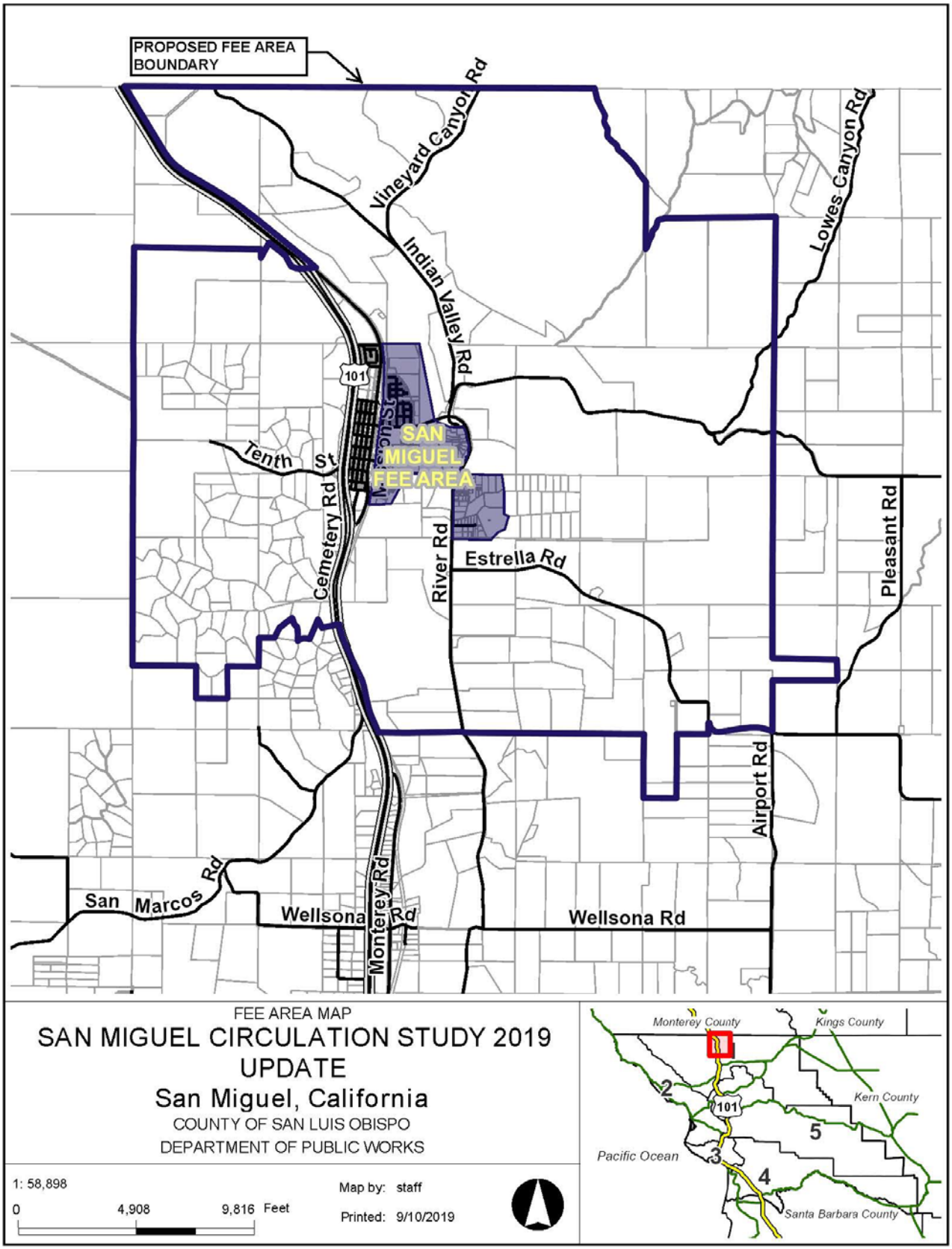
Site Map Reference Number	Project	Summary Environmental Setting
1	Install traffic signal at intersection of Mission Street and 14th Street/River Road, including railroad preemption[1]	Urban development; heavily disturbed from highway construction; ruderal and ornamental vegetation; neighboring commercial development
2	Install traffic signal at intersection of Mission Street and 11th Street/River Road, including railroad preemption	Urban development; heavily disturbed from highway construction; ruderal and ornamental vegetation; neighboring commercial and residential development
3	Install all-way stop control and southbound right-turn lane at intersection of Mission Street and 10th Street	Urban development; heavily disturbed from highway construction; ruderal and ornamental vegetation; neighboring commercial and residential development
4	Relocate intersection of Cemetery Road and 10th Street, and realign northern portion of Cemetery Road to meet with new intersection	Heavily disturbed from roadway construction; ruderal and grassland vegetation; Highway 101 embankment and overpass to the east; grassland hillsides to the west
5	Widen shoulders of River Road from Magdalena Drive to Tract 2647	Heavily disturbed from road construction; agricultural lands generally to the west; urban developed residential land generally to the east; grassland, ruderal and ornamental vegetation

[1] "Preemption" used in Table 1 refers to the requirement to interconnect traffic signal control equipment and railroad signal control equipment for signalized road intersections in close proximity to railroad crossings.

Initial Study – Environmental Checklist



Initial Study – Environmental Checklist



Initial Study – Environmental Checklist

ASSESSOR PARCEL NUMBER(S): County right-of-way, various locations

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

B. Existing Setting

Plan Area: North County **Sub:** Salinas River **Comm:** San Miguel

Land Use Category: Multiple

Combining Designation: Archaeologically Sensitive Biological Resources

Parcel Size: Not applicable

Topography: Nearly level to moderately sloping

Vegetation: Varied

Existing Uses: Retail commercial residential agricultural uses Varied

Surrounding Land Use Categories and Uses:

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

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

C. Environmental Analysis

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

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

Initial Study – Environmental Checklist

I. AESTHETICS

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

Setting

The setting for Projects #1, #2, and #3 (intersection improvements at three locations on Mission Street) consists of residential and commercial development in downtown San Miguel. Views are of residential and commercial developments set close to Mission Street, views across parking lots and grass and ruderal vegetation to the railroad bed approximately 200 feet east of Mission Street, and occasional distant views, where unobstructed by commercial buildings and trees, of undeveloped hills to the north and east.

The setting for Project #4 (realigning the intersection of 10th Street and Cemetery Road) consists of disturbed land associated with roads and rights-of-way between Highway 101 and moderately-sloped, grassy hills just to the west. These nearby hills and the Highway 101 embankment immediately to the east (approximately 140 feet away) create the dominant views at the intersection of 10th Street and Cemetery Road. Distant views of the undeveloped hills to the northeast are partially obscured by Highway 101.

The setting for Project #5 (widening shoulders on River Road from Magdalena Drive to the subdivision access drive on Tract 2647; roughly 0.8 mile) consists of rural residential development on the east side of the road and agricultural land on the west side of the road. Along the southern portion of the project section, the topography is level and travelers headed north or south have distant views of undeveloped hills. To the north, previous land disturbances have left low berms in close proximity to the road that obscure distant

views. Vegetation along River Road consists of ruderal vegetation and grasslands bordering the agricultural lands, and ornamental trees and shrubs bordering residential areas.

Discussion

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

The projects would introduce construction-related aesthetic impacts that would be temporary and would not have a substantial adverse effect on scenic views. The proposed intersection improvements (e.g., stop signs, signalization) proposed for Projects #1, #2, and #3 would be visible from the surrounding downtown area of San Miguel. However, the proposed improvements would be compatible with the existing development, and no substantial adverse effects on scenic vistas are expected to occur.

Similarly, realigning the existing intersection in close proximity to Highway 101 (Project #4) will be compatible with viewer expectations at this location and will not have an adverse effect on a scenic vista.

The River Road shoulder widening project (Project #5) would occur in a developed part of the community. Cut and fill grading activities and vegetation clearing if required are expected to be limited in extent. The project will not add new visual elements along this section of road and will not have an 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?

The projects are not within or near a designated state scenic highway. The projects will be in existing rights-of-way in developed and/or previously disturbed areas. There are no rock outcroppings or other significant scenic features in the project areas. There are no register-listed historic buildings in close proximity to any of the projects (see Cultural Resources section), although some buildings in San Miguel are old enough that they may be considered historic at such time as formal evaluations are required/conducted. Vegetation clearing may be required, but will be limited to ruderal vegetation and possibly ornamental trees in highly developed areas.

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

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

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

The projects are not expected to create new sources of substantial light or glare. Projects #1 and #2 would include new traffic lights, which would create a new source of light but not one that would be considered substantial in the developed downtown center. Traffic signals, if proposed, are not expected to have an adverse effect on day or nighttime views.

Conclusion/Mitigation

The projects are not expected to result in significant visual impacts with the incorporation of standard mitigation measures such as revegetating disturbed areas with native landscaping (potentially applicable to all projects). Project #4 may require more extensive mitigation depending on the final design, for example, facing rock walls with natural appearing surfaces where visible to the public. Future project-specific analysis will identify any aesthetic impacts and describe additional appropriate mitigation measures if needed.

Exhibit B includes mitigation measures typically used to mitigate aesthetic impacts that may be applicable to one or more of the project sites. With the incorporation of these standard measures, any aesthetic impacts of the projects would be reduced to a less than significant level.

Sources

See Exhibit A.

II. AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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))?	☐	☐	☒	☐
(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 San Miguel area is broadly divided into two agricultural preserve areas, the Paso Agricultural Preserve Area (generally to the west of San Miguel) and the Estrella Agricultural Preserve Area (generally east of River Road). The only project that borders agricultural land is Project #5 along River Road. None of the project sites are within or near Williamson Act contract lands.

Projects #1, #2, and #3 are in the San Miguel urban center and are not near agricultural land. These project areas are surrounded by paved streets, sidewalks, driveways, residential landscaping, and commercial buildings and parking lots.

Project #4 is located within parcels that are zoned for commercial use. The nearest agricultural lands lie further west and would not be affected by the project.

Project #5 is along a section of River Road that is bordered by agricultural lands to the west for the southern portion of the project length, and to the east along the northern end.

There are no known or mapped managed forest lands or timberland near any of the project sites. The closest forest land to any of the project sites is blue oak woodland with a typical density of less than 10% in the Salinas River floodplain east of the San Miguel downtown center and west of the section of River Road to be impacted by Project #5. None of the projects are in close proximity to this area.

A referral was sent to the County Agricultural Commissioner for comments on the San Miguel Circulation Study Update. No comments were provided.

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?

Based on the small scale of the projects and the fact that most of the impacts are expected to be within the County right-of-way, none of the projects would convert agricultural land to non-agricultural use. Project #5 is the only project directly bordering agricultural land; as currently proposed the project would be located entirely in the County right-of-way and would have no effect on the adjacent agricultural lands.

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

The projects are not expected to conflict with existing zoning for agricultural use and none of the sites are within or near a Williamson Act contract site. Project #5 is the only project near land zoned for agricultural use. Shoulder-widening for Project #5 would be located in the existing right-of-way and is not expected to conflict with existing zoning for any adjacent agricultural lands.

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

The projects are not within or adjacent to lands zoned or managed for forest land, timberland, or timberland production.

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

The projects have the potential to affect ornamental and native trees through trimming or removal. Based on the scale and location of the projects, substantial tree clearing, impacts to forest land, and impacts to timberlands would not occur.

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

Construction and operation of the proposed projects are not expected to lead to conflicts with agricultural use, operations, or agriculture zoning, and no significant impacts to agricultural resources are expected to occur from these projects. None of the projects are located within or near forest land or timberland.

Conclusion/Mitigation

No significant impacts to agricultural resources, forest land, or timberland are expected to occur from any of the projects and no mitigation is required.

Sources

See Exhibit A.

III. AIR QUALITY

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

Setting

San Luis Obispo County is in non-attainment status for ozone and particulate matter 10 micrometers in size and smaller (PM_{10}) under the California standards.

The Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project-specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. The Handbook provides thresholds for significant air quality effects from short-term construction emissions and long-term operational emissions. If a proposed project may exceed either threshold, APCD review is required. Construction emissions are analyzed with regard to daily and quarterly significance thresholds, including reactive organic gases and oxides of nitrogen (ozone precursors), diesel particulate matter, fugitive dust (contributor to PM_{10}), and greenhouse gas emissions (see Greenhouse Gas Emissions section, below). Best available control technologies and standard mitigation measures may be employed to address threshold exceedances; otherwise off-site mitigation may be required. The Handbook specifies standard idling restrictions for on-road and off-road construction vehicles and equipment, control measures for any grading activities that would disturb naturally occurring asbestos, and control measures for disturbance of hydrocarbon contaminated soils and demolition of asbestos-containing buildings and structures.

In accordance with the APCD Handbook, operational emissions are evaluated under the APCD's Clean Air Plan, APCD emissions thresholds, state and federal health standards if applicable, and special conditions applicable to certain projects (including, for example, projects with potential emissions of toxic or hazardous air pollutants or nuisance odors).

APCD and the San Luis Obispo Council of Governments (SLOCOG) were provided a referral on the update and responded with joint comments. Their comments are addressed in the discussion below.

Discussion

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

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

Circulation studies address the need for capacity-related transportation improvements and are developed to identify and correct capacity deficiencies related to new development that has been previously approved and underwent a CEQA review. Improved road circulation reduces vehicle idling time and congestion, theoretically improving air quality. Additionally, the projects will address existing deficiencies and will not generate new traffic or increase vehicle miles. Therefore, operation of the Circulation Study road improvement fee projects should have a positive impact on air quality.

APCD and SLOCOG recommended that consideration be given to the December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, specifically as it pertains to estimating project effects on vehicle miles traveled (VMT), in conjunction with SB 743 requirements for communities to achieve a 15% reduction in VMT.

The County is familiar with the referenced technical advisory and is in the process of incorporating the required analysis into all applicable CEQA documents. It should be noted that the circulation study capital improvement projects are proposed as mitigation for development projects that have already undergone CEQA review. The kinds of projects described in the circulation study, such as new traffic signals or shoulder widening within the urbanized areas of the community would have no impact on VMT. Further, based on a review of the Technical Advisory guidelines, the projects proposed in the circulation study would not require detailed evaluations of VMT.

(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?

The proposed projects would involve construction activity that could generate temporary increases in local air pollution and that have the potential to increase ozone precursor and PM_{10} emissions.

The projects will result in short-term construction equipment exhaust and fugitive dust emissions as well as emissions from construction commutes. During project-specific analysis, recommendations in the CEQA Air Quality Handbook will be used to estimate construction-phase emissions. The areas of disturbance and estimated emissions quantities would be determined when project designs are prepared, but are generally expected to be small and to not exceed the thresholds in the Handbook. If a project's pollutant generation levels are below the specified thresholds, no mitigation is warranted. If the air pollution levels generated by a project exceed Handbook thresholds, mitigation measures will be required.

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

Diesel engine idling is regulated by State law: Section 2485 of Title 13 of the California Code of Regulations (for on-road vehicles) and Section 2449(d)(2) of the CARB's In-Use Off-Road Diesel regulation (for off-road equipment). These requirements would be incorporated as mitigation measures for all projects.

As discussed in (a) above, the projects will not increase traffic or vehicle miles traveled. Therefore operational effects of the projects on air emissions are not likely to be negative, and may be beneficial as a result of improved traffic circulation.

(c) Expose sensitive receptors to substantial pollutant concentrations?

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

The downtown San Miguel project areas (Projects #1, #2, and #3) have the potential to contain areas of hazardous material contamination associated with the railroad, auto-related services, gas stations, and related activities. The potential for disturbing contaminants that could pose airborne hazards to sensitive receptors will be evaluated when detailed project designs are available. If hydrocarbon-contaminated soil is encountered during construction, the APCD will be notified as soon as possible after the affected material is discovered to determine if an APCD Permit will be required.

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

The projects are not expected to require building removal or renovation, utility pipeline removal or relocation, or sandblasting of existing structures that could potentially result in air emissions of lead or asbestos. If these activities are necessary, project requirements may include mitigation measures such as, for example, APCD notification requirements, completion of an asbestos survey by a Certified Asbestos Inspector, and requirements for proper removal and disposal of asbestos-containing material.

Conclusion/Mitigation

The projects are not expected to result in emissions of priority pollutants that exceed applicable thresholds. Construction activities could expose sensitive receptors to fugitive dust and construction vehicle exhaust, which would be reduced to less than significant levels with the incorporation of standard mitigation measures. Exhibit B includes mitigation measures typically used to mitigate impacts to air quality resulting from road construction projects.

Future project-specific analysis will be conducted at the time more detail is available for any of the proposed improvements. Provided the construction emissions estimates are below the APCD thresholds and appropriate construction mitigation measures are employed, the air quality impacts of the project would not be significant.

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 Wildlife 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 Wildlife 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

Projects #1, #2, and #3 are in the San Miguel urban center with paved streets, sidewalks, driveways, residential landscaping, and commercial buildings and parking lots. Project #4 is in a disturbed area immediately adjacent to the Highway 101 embankment and overpass, although it is bordered to the west by undeveloped grassland hills and agricultural lands further west. Project #5 is along a section of River Road that is bordered by residential development and agricultural lands.

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

The Salinas River, riparian zone, and floodplain encompass a broad area located between downtown San Miguel and River Road. While none are mapped within or near the project sites, tributary drainages to the river may be located in the area.

An assessment of the project areas was conducted by the Department of Public Works Environmental Division. This included review of the California Natural Diversity Database (CNDDB) and the California Native Plant Society Inventory for special status species potentially existing within the project areas.

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 Wildlife or U.S. Fish and Wildlife Service?*

Projects #1, #2, and #3 are in the urbanized center of San Miguel and are not expected to impact special-status plants or wildlife species. Projects #4 and #5 are located more rural settings and therefore have a higher potential to impact protected species or associated habitats. While project details have not been developed yet, construction disturbance associated with Projects #4 and #5, which may include grading, would pose a potential threat to special-status species if present at the sites. Projects would be located in disturbed land within the County right-of-way and in close proximity to Highway 101 (Project #4) and agricultural and residential land use (Project #5). Therefore, occurrence of special-status plant species is considered unlikely, and wildlife species in the project areas is likely to be limited to occasional transient use.

The CNDDB database indicates occasional past occurrences of federal and state protected wildlife species (fairy shrimp, least Bell's vireo) at Camp Roberts (roughly six miles north of the community of San Miguel) or within the Salinas River corridor near Paso Robles or Camp Roberts (Table 3). Based on habitat preferences, scarcity of occurrence, and lack of past observations within the San Miguel urban reserve line, impacts to these species are considered unlikely.

The community of San Miguel is within the range of the San Joaquin kit fox in northern San Luis Obispo County. The most recent regional observation was in 2007 (at Camp Roberts). Kit fox inhabit annual grasslands, grazed grasslands, areas adjacent to agricultural fields, and small parcels of native habitat surrounded by agricultural lands (USFWS, 1998). Although considered unlikely, there is potential for kit fox to be present in grasslands and areas adjacent to agricultural fields in the vicinity of Projects #4 and #5.

A colony of tricolored blackbirds was observed in 2008 adjacent to River Road in the vicinity of proposed Project #5. The tricolored blackbird breeding season is typically from mid-March through early August, but

may extend through November. Standard mitigation measures include pre-construction surveys for nesting birds; the time frame for such surveys for Project #5 would be expanded to November to ensure no breeding tricolored blackbirds are present.

(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?

Projects #1, #2, and #3 are located in the developed urban center of San Miguel and would not have adverse effects on any riparian habitat or sensitive natural communities.

Projects #4 and #5 would be located in more rural settings and therefore have a higher potential to impact sensitive habitats. Project #4 is not within or adjacent to riparian habitat and is not expected to impact sensitive habitats based on proximity to the Highway 101 embankment.

For Project #5, much of River Road within the project limits borders disturbed lands (agricultural fields and residential development) on terraced land between the road and the Salinas River floodplain. One section of the Project #5 area (roughly 1,200 feet in length) lacks such terraced land and consists of a moderate slope down to the floodplain, which is roughly 600 feet from the road. The land between the road and the floodplain is disturbed by a powerline and ATV trails. An evaluation for sensitive natural communities may be required when project details are available.

The San Miguel Community Plan provides San Joaquin kit fox mitigation ratios applicable to the project sites. However, no occurrences have been documented by the CNDDB within the boundaries of the San Miguel Community Plan area or the Urban Reserve Line, and impacts from the projects are considered unlikely.

(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?

Based on the project locations in urban developed areas and primarily within existing rights-of-way, no impacts to wetlands or vernal pools are expected. Based on past project reviews in the vicinity and proximity to the Salinas River corridor, Project #5 has the potential to affect ponded areas along existing roadsides and unmapped tributaries to the river. The project area will be evaluated for any such areas that could be disturbed by the project when more project details are available.

(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 projects will not directly impact the Salinas River corridor. No significant impacts to biological resources, including corridors and nursery sites, are expected to occur from the projects based on their location within urban developed areas and in existing rights-of-way along previously disturbed roads, agricultural fields, and residential areas. Project-specific analysis will be conducted if warranted when more project details are available to ensure no significant effects.

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

The San Miguel Community Plan (2016) policies pertaining to natural resource protection include preserving oak trees and other native and historically significant trees to the maximum extent feasible; this applies to existing trees within the Urban Reserve Line with the exception of those stated in Section 22.56.020.A of the County Land Use Ordinance. The projects are not expected to require removal of any trees that are not within or adjacent to existing rights-of-way. Further, each project will be reviewed once further developed to ensure tree removal in the right-of-way is limited to the minimum amount necessary to facilitate project development and maintain public safety.

(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?

As described in the Transportation section, projects implemented under the Road Improvement Fee Program are designed with consideration of relevant local plans, standards, and ordinances. All of the projects would be located within the San Miguel Urban Reserve Line as defined in the County General Plan. None of the improvement projects are within or adjacent to a Habitat Conservation Plan area.

Conclusion/Mitigation

The projects are not expected to result in significant effects on biological resources. Future project-specific analysis when project details are available will identify any impacts to biological resources and describe appropriate mitigation measures. Exhibit B includes mitigation measures typically used to mitigate impacts to biological resources, including, for example, conducting pre-construction nesting bird surveys, delineating work areas to protect sensitive biological resources, and revegetating disturbed areas using native species. These or other similar mitigation measures would be used for these projects as appropriate to ensure the potential for adverse impacts to biological resources is reduced to a less than significant level.

There is no indication at this time that the projects would result in impacts to biological resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

Sources

U.S. Fish and Wildlife Service. 1998. Recovery Plan for Upland Species of the San Joaquin Valley, California. Region 1, Portland, Oregon. (https://ecos.fws.gov/docs/recovery_plan/980930a.pdf)

Also see Exhibit A.

V. CULTURAL RESOURCES

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

Setting

The projects are located within the territory historically occupied by the Salinan people, whose range can generally be described as a long, narrow strip that paralleled the central California coast and extended inland over the crest of the Coast Ranges to the fringes of the Great Valley. Salinan peoples were bordered to the north-northeast by the Esselen and Ohlone, to the east by the Yokuts, and to the south by the Obispeno Chumash.

The San Miguel Area is regarded as archaeologically sensitive with the most highly sensitive areas being the lands abutting the Salinas River, areas adjacent to drainages, lakes and ponds, hilltops, and natural resource areas such as oak woodlands and chert outcrops.

A number of archaeological reports have been completed for past projects at or in the vicinity of each of the project areas. Many of these investigations resulted in significant archaeological finds.

Two historic sites (defined as an area of unique historical significance) listed in the California Register of Historical Resources are located in the San Miguel Road Improvement Fee Program Area:

Mission San Miguel Arcángel – The 16th in a chain of 21 Franciscan missions, the site lies between Mission San Antonio de Padua to the north and Mission San Luis Obispo to the south. Father Fermin Francisco de Lasuén, OFM, second president of the California Missions, founded San Miguel Arcángel on July 25, 1797. A great number of Salinan Indians lived in the vicinity. Many of the original decorations and artwork have survived until today and the mission is an important part of California's history. Location: southwest corner of Mission Street and San Luis Obispo Road, San Miguel. State Historical Landmark No. 326.

Rios-Caledonia Adobe – This building is an excellent example of California's Mexican-era architecture. With Indian labor, Petronilo Ríos built the two-story adobe in about 1846 as his residence and the headquarters for his sheep and cattle operations. Named "Caledonia" in the 1860s, it served as a hotel and stop on the stage route between Los Angeles and San Francisco until 1886. Restoration was begun in 1968 by the Friends of the Adobes. Location: 700 Mission Street, San Miguel.

The Mission is located two blocks (0.2 mile) south of the closest project location (Project #3 at the intersection of Mission Street and10th Street). The Adobe is approximately 0.5 mile south of Project #3.

Discussion

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

Projects in close proximity to the listed resources described above include Projects #1, #2, and #3. Due to the scale of the proposed projects and the intervening distance, none of the projects are expected to be visible from the Mission or the Adobe. Similarly, the projects are not expected to result in indirect effects that would affect surrounding land uses or the character of the resources. In the event that the detailed project design for any project indicates the potential for adverse effects to historical resources, appropriate mitigation measures would be adopted to avoid or mitigate significant adverse effects.

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

Projects #1, #2, and #3 are in the San Miguel urban center in areas with substantial past ground disturbance. Projects #4 and #5 are in more sparsely developed areas but are within and adjacent to lands that have been heavily disturbed for road construction, residential development, and agricultural land use. All the projects would involve work primarily in existing rights-of-way and impacts to archaeological resources are unlikely.

However, based on archaeological sensitivity of the area, any project that involves ground disturbance will be evaluated for potential effects to archaeological resources, and appropriate mitigation measures will be included in the project to prevent any substantial adverse change in the significance of archaeological resources. Such conditions could include, for example, conducting archaeological surveys and monitoring initial construction earth disturbance.

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

Based on the location of the projects in existing disturbed rights-of-way, and their relatively small-scale, the likelihood of encountering Native American remains is considered unlikely. If the existence of Native American remains is determined to be likely within any project area, the County will work with the appropriate tribe(s) to develop agreement(s) regarding the treatment of any such remains in the project area. If cultural materials are encountered during construction for any of the projects, construction work in that area would be stopped until a qualified archaeologist has evaluated the nature and significance of the find. In the event of accidental discovery or recognition of any human remains, the appropriate responses and notifications in the state Health and Safety Code would be followed.

Conclusion/Mitigation

The projects are not expected to result in significant effects to cultural resources. If future project-specific analysis identifies the potential for impacts to cultural resources, appropriate mitigation measures will be included to ensure that effects on historical resources are less than significant. Typical measures to mitigate impacts to cultural resources are included in Exhibit B, including, for example, marking sensitive areas with fencing prior to construction and having a qualified archaeologist monitor ground disturbance activities.

There is no indication at this time that the projects would result in impacts to cultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

Sources

Stevens, Nathan and Timothy Slowik. 2018. *Eligibility Assessments and Nine Prehistoric Archaeological Sites on Camp Roberts San Luis Obispo County, CA.* Prepared by Archaeological Research Center California State University, Sacramento. Prepared for Military Department California Army National Guard in Sacramento, California.

Also see Exhibit A.

VI. ENERGY

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

Setting

Energy considerations under CEQA are intended to evaluate projects with respect to the goals of decreasing energy consumption and reliance on fossil fuels, and increasing reliance on renewable energy sources (CEQA Guidelines Appendix F). Relevant factors for consideration can include energy consumption required for the project, compliance with energy standards, and effects of the project on local and regional energy supplies, electricity demand, and transportation energy requirements.

Discussion

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

Project energy requirements and energy use efficiencies include construction-generated vehicle and equipment energy use, and the potential for decreases in vehicle fuel consumption from improved road circulation as a result of the completed projects. Construction vehicle use will be evaluated for each project as described in the Air Quality section, and would be designed and managed to avoid wasteful or unnecessary consumption of fuel that would contribute to air emissions.

From an operational perspective, circulation studies address the need for capacity related transportation improvements and are developed to identify and correct capacity deficiencies related to new development. As such, the projects do not result in increased vehicle miles or increased traffic. Improved road circulation

reduces vehicle idling time and congestion, theoretically improving vehicle fuel efficiency. Therefore, the projects should have a positive impact by reducing fossil fuel consumption associated with vehicular traffic on the affected roads.

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

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

Conclusion/Mitigation

The projects are not expected to result in significant effects on energy resources. The air quality mitigation measures described in the Air Quality section above will address construction-related emissions and help avoid wasteful or unnecessary fuel consumption. No additional energy resource-related mitigation measures are required.

Sources

See Exhibit A.

VII. GEOLOGY AND SOILS

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

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

Setting

Geologic units mapped within the project areas include terrace alluvial deposits and Paso Robles formation. The elevation ranges from approximately 600 to 700 feet above sea level, and the topography ranges from nearly level to moderately sloping. Landslide risk potential is low to moderate. The road fee area is not within the County's Geologic Study Area designation and the closest potentially active fault is the Rinconada fault located several miles to the west.

The Air Pollution Control District lists the fee area as within an area known to contain serpentine or ultramafic rock and/or soils. When applicable, standard mitigation requirements for road construction and maintenance will be applied pursuant to Section 93105 (d)(1)&(2) of the Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations (refer to the Air Quality Section).

The 100-year floodplain of the Salinas River crosses the road fee area between the downtown center and River Road to the east. None of the projects are in close proximity to the floodplain.

The project's soil types are varied, and each project has the potential to affect several different mapped soil units. Accordingly, soil erodibility and expansion indices in the project areas may range from low to high. Projects may be in or adjacent to areas with moderate liquefaction risk.

Significant paleontological resources consist of identifiable vertebrate fossils, and uncommon invertebrate, plant, and trace fossils that provide useful scientific information (e.g., regarding evolutionary relationships or geological time scales). Formations that have proven to yield such fossils in the past are considered to have a high sensitivity for paleontological resources (SVP, 2010). The paleontological sensitivity of the San Miguel fee area is considered high because the geologic units mapped in the area include alluvium deposits with the potential to contain fossils of terrestrial vertebrates and the Paso Robles formation that may contain fossils of invertebrates (USGS, 1950).

Discussion

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

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

(a-ii) Strong seismic ground shaking?

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

(a-iv) Landslides?

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

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

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

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

Not applicable.

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

Evaluation factors in (a), and (c) through (e) above, are not applicable to the projects because of the small size and scope of the projects and lack of potential geological hazards in the area.

In regard to (b), soil erosion, the smaller scale projects such as intersection improvements will not require significant earthwork, grading, or changes in hydrology. Larger scale improvements such as intersection improvements (Project #4) and shoulder widening (Project #5), have greater potential for significant effects from soil erosion. Projects that require soil disturbance and grading may alter existing drainage patterns slightly. Sedimentation and erosion control plans will be prepared if necessary to minimize these impacts.

When required, the plan will be prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance require the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension that monitors this program.

In regard to (f), paleontological resources, the projects are not expected to require excavation that would impact rock outcrops or bedrock. If more detailed project design indicates the potential for impacts to bedrock, the project will be evaluated for potential impacts to paleontological resources.

Conclusion/Mitigation

The projects are not expected to result in significant effects on geological and soil resources. Most of the proposed projects would be small-scale and require no more than minimal amounts of excavation and grading. For all projects, incorporation of appropriate sedimentation and erosion control measures will be included to reduce the potential for adverse construction effects to a less than significant level. Exhibit B includes measures typically used to mitigate impacts to geologic and soil resources. These include, for example, limiting disturbed areas during construction, employing appropriate sedimentation and erosion control devices, and stabilizing disturbed areas upon completion of construction.

There is no indication at this time that the projects would result in impacts to geologic or soil resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

Sources

Society of Vertebrate Paleontology (SVP), 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources.

U.S. Geological Survey, 1950. Geology and Paleontology of the Santa Maria District, California. Professional Paper 222.

Also see Exhibit A.

VIII. GREENHOUSE GAS EMISSIONS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Setting

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

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

In March 2012, the San Luis Obispo County APCD approved thresholds for GHG emission impacts, and these thresholds have been incorporated the APCD's CEQA Air Quality Handbook (carbon dioxide, methane, nitrous oxide, hydrofluorocarbon, chlorofluorocarbon, and F6S). The APCD determined that a tiered process for residential/commercial land use projects was the most appropriate and effective approach for assessing the GHG emission impacts. The tiered approach includes three methods, any of which can be used for any given project:

1. Qualitative GHG Reduction Strategies (e.g. Climate Action Plans): A qualitative threshold that is consistent with AB 32 Scoping Plan measures and goals; or,

2. Bright-Line Threshold: Numerical value to determine the significance of a project's annual GHG emissions; or,

3. Efficiency-Based Threshold: Assesses the GHG impacts of a project on an emissions per capita basis.

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

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

Discussion

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

As discussed under Air Quality above, the projects will result in short-term construction equipment exhaust emissions as well as emissions from construction commutes, which result in contributions of GHG

emissions. During project-specific analysis, recommendations in the CEQA Air Quality Handbook will be used to determine if the Bright-Line Threshold of 1,150 MT CO2e/yr will be exceeded and if mitigation is warranted. Based on experiences with projects of similar scale, it's unlikely that any thresholds would be exceeded.

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

Circulation studies address the need for capacity related transportation improvements and are developed to identify and correct capacity deficiencies related to new development. Improved road circulation reduces vehicle idling time and congestion, theoretically improving air quality; therefore, the Circulation Study Road Improvement Fees could have a positive impact by reducing GHG emissions associated with vehicular traffic on the affected roads.

Conclusion/Mitigation

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation. Based on experiences with projects of similar scale, threshold exceedances and a conclusion of significant impacts for any of the projects are unlikely.

As described under the Air Quality section above, Exhibit B includes a list of mitigation measures typically used to mitigate impacts to air quality because of road construction projects. These or other appropriate standard mitigation measures would be used for these projects to reduce GHG emissions to less than significant levels. No additional mitigation measures specific to GHG are required.

Sources

See Exhibit A.

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 project areas are not within an Airport Review area. The closest school to any of the project areas is on 16th Street, slightly less than one-quarter mile from the intersection of Mission Street and 14th Street (Project #1).

Emergency response time for the project areas is 10 to 15 minutes. The project areas are within a high severity risk area for fire. The downtown area of San Miguel (locations of Projects #1 through #4) is a local

fire responsibility area; areas outside that zone (including the eastern segment of River Road and Project #5) are under the responsibility of the California Department of Forestry and Fire Protection.

Based on a review of the state's Envirostor database (August 22, 2019), no large-scale hazardous materials issues exist within the fee area. There is one recorded cleanup site in San Miguel, the San Miguel railroad spur at the corner of 11th Street and N Street. The site had documented soil contamination in a 5.3-acre area. The site is listed as a voluntary cleanup, with a status of no further action required as of 2010.

The downtown San Miguel project areas (Projects #1, #2, and #3) may include areas of hazardous material contamination associated with the railroad, auto-related services, gas stations, and related activities.

Discussion

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

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

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

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

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

Acutely hazardous wastes are wastes that would cause death, disabling personal injury, or serious illness. These wastes are more hazardous than ordinary hazardous wastes. The projects are not expected to use or encounter acutely hazardous materials.

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

Based on a review of the state's Envirostor database, no large-scale hazardous materials issues exist within the fee area. Future detailed design of the Project #2, located at the intersection of Mission Street and 11th Street, and Projects #1 and #3, which are also located close to the railroad bed, will include review for any soil contamination issues at or near the project sites. Based on the "no further action required" status of the single railroad site listed in Envirostor, it is presumed that any such potential is unlikely.

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

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

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

The projects may temporarily affect traffic flow during construction. If partial or complete road closures would be required during construction, emergency access would be provided to individual businesses and residences. The projects are not expected to conflict with any regional emergency response or evacuation plans. From an operational perspective, the projects will improve traffic circulation conditions and may therefore have a beneficial effect on emergency response or evacuation events.

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

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

Conclusion/Mitigation

The projects are not expected to result in significant effects pertaining to hazards or hazardous materials with the incorporation of standard mitigation measures to avoid fuel and hazardous materials leaks and spills during construction (Exhibit B). If future project-specific analysis identifies other potential impacts due to hazards and hazardous materials, appropriate mitigation measures will be identified to ensure that adverse effects are reduced to a less than significant level.

There is no indication at this time that the projects would result in impacts related to hazards and hazardous materials that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

Sources

See Exhibit A.

X. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐

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		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(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

The topography of the project areas varies from nearly level to moderately sloping. The Salinas River is the dominant stream in the area, with a 100-year floodplain that is roughly 1500 feet wide. The community of San Miguel is located in the Paso Robles Groundwater Basin area. San Miguel's water source is the Salinas Valley-Paso Robles Area Subbasin of the Paso Robles Groundwater Basin. The San Miguel Community Services District anticipates all of its future water supply to be from the Groundwater Basin.

The upper Salinas River (Santa Margarita reservoir to the Nacimiento River) is listed as impaired on the current Clean Water Act Section 303(d) list of impaired surface waters maintained by the Regional Water Quality Control Board due to pH, chloride, and sodium; the 2016 proposed amendments to the list include adding turbidity.

Discussion

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

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

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

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

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

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

(c-iv) Impede or redirect flood flows?

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

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

In regard to (a) through (e) above, construction of the projects will involve temporary disturbance, partial or full closure of existing roadways, materials storage, and contractor staging areas. Exposed and freshly disturbed soils, heavy equipment utilizing diesel fuel and hydraulic fluids, and road surface materials all pose a threat to water quality during the construction period. Soil along existing roadways may be exposed during the construction phase of projects requiring excavation and grading.

Adverse water quality impacts could result from the release of fine sediments into any nearby drainages, and the accidental release of petroleum products from construction equipment. Projects such as shoulder widening (Project #5) may increase the amount of impervious surface, and may result in an incremental increase in flood potential, reduction in groundwater recharge and/or direct discharge of pollutants into waterways.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. The County Ordinance requires that temporary sedimentation and erosion control measures be installed for construction during the rainy season.

Water may be required during construction for dust control and to achieve compaction specifications. The water requirements for construction will be short-term and are expected to be insignificant.

Conclusion/Mitigation

The projects are not expected to result in significant effects on hydrology and water quality. Construction will incorporate standard drainage, sedimentation, and erosion control measures, minimizing impacts to any water resources. Soils exposed during construction will be hydroseeded and planted. In addition to the Geology and Soils erosion control mitigation measures in Section 7, the Water Resources mitigation measures in Exhibit B would reduce potential impacts to a less than significant level. These include, for example, project design measures and construction practices to control stormwater runoff for water quality benefits.

There is no indication that the projects would result in impacts to water resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

Sources

See Exhibit A.

XI. LAND USE AND PLANNING

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

Setting

The project locations and setting are described in Table 1 and from the perspective of various environmental resources in the preceding sections (e.g., Agricultural and Forestry Resources, Biological Resources).

Discussion

(a) Physically divide an established community?

The proposed projects are located within existing transportation corridors and will not eliminate any existing transportation networks.

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

The projects are limited to the road rights-of-way and associated work and will facilitate efficient and safe movement of people through the area in a manner that is consistent with existing land use. Referrals were sent to outside agencies to review for policy consistencies (for example, the applicable fire code entities, APCD for the Clean Air Plan). The projects were found to be consistent with these documents (refer also to Exhibit A on reference documents used). None of the improvement projects are within or adjacent to a Habitat Conservation Plan area. The projects are consistent or compatible with the surrounding uses. The projects will not conflict with any natural resource protection policies in the San Miguel Community Plan as described in the Biological Resources section.

Conclusion/Mitigation

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

Sources

See Exhibit A.

XII. MINERAL RESOURCES

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

Setting

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

Discussion

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

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

In regard to (a) and (b) above, the project areas are not in the vicinity of any mapped mining or resource extraction areas for which access or availability would be adversely affected by the projects. Based on the size of the projects and their locations within and adjacent to existing rights-of-way, loss of availability of mineral resources as a result of the projects is considered unlikely.

Conclusion/Mitigation

The projects are not expected to result in significant effects on mineral resources and no mitigation is 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 primary transportation noise sources in the project areas are Highway 101 and the Union Pacific Railroad. Stationary noise sources include periodic farming operations. The projects are not in an airport land use plan area or within two miles of a public airport.

Discussion

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

The projects are not expected to generate loud noises beyond typical construction noise, which will be of short duration for these relatively small transportation projects and would typically occur during daylight hours and not on weekends or holidays.

In terms of permanent or operational noise levels, Projects #1, #2, and #3 are approximately 950 feet from Highway 101 and 200 feet from the railroad line. Typical noise levels for each of these locations are already 65 to 70 dB based on the County Noise Element. These projects will not move roads closer to sensitive noise receptors such as residences, but may introduce idling noise at an existing intersection.

Project #4 is less than 200 feet from Highway 101 with an existing noise level of 70 dB based on the County Noise Element. Project #4 may relocate the intersection of 10th Street and Cemetery Road an incremental distance closer to residences to the west.

Project #5 is outside the mapped Highway 101 and railroad noise levels. Project #5 will provide wider shoulders to improve road safety and will not relocate travel lanes closer to existing residences, alter existing traffic patterns, or traffic-related noise along River Road.

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

The proposed projects are not likely to require blasting, pile-driving or other construction activities that could result in excessive ground-borne vibration.

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

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

Conclusion/Mitigation

Based on the size and the location of the projects, significant temporary construction and permanent traffic-related effects are not expected to occur, and no mitigation is required. Operational noise mitigation measures, such as use of sound barriers or rubberized asphalt, are not anticipated to be required based on the size and nature of the projects in the downtown area (Projects #1, #2, and #3), but may be evaluated if determined appropriate when detailed project designs are available.

Sources

See Exhibit A.

XIV. POPULATION AND HOUSING

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

Setting

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

Discussion

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

These projects are proposed to address potential transportation-related deficiencies that result from approved developments and will not directly or indirectly induce new development. The projects will not extend existing roads or other infrastructure.

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

The projects would be located in existing County rights-of-way and no existing housing would be displaced.

Conclusion/Mitigation

The projects will not result in adverse effects on population and housing and no 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 served by the following public services/facilities:

Police: County Sheriff Location: Community of San Miguel

Fire: San Miguel Community Services District and California Department of Forestry and Fire Protection

Hazard Severity: High Response Time: 10-15 minutes

School District: San Miguel Elementary School District and Paso Robles Joint Unified School District

Discussion

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

The projects would be within the existing County rights-of-way and would improve the safety and efficiency

of the road system in the community of San Miguel. The projects will not result in changes to the existing fire or police protection services, school services, public parks or other public facilities. Construction activities could require partial or complete road closures, but emergency access would be provided to individual businesses and residences as required.

Conclusion/Mitigation

The projects are not expected to result in significant effects on public services and no 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

The community of San Miguel has a community parks and swimming pool and recreation fields available at the local schools. None of the projects are located near these facilities.

There is a proposed Salinas River Trail that conceptually would pass through San Miguel. The location and nature of the trail (e.g., soft surface, firm surface multi-path, on-road, or adjacent to road) has not been determined.

Discussion

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

The proposed projects involve road improvements, therefore impacts to recreation are not expected. Beneficial impacts may include the addition of bike lanes on some projects, as the Road Improvement Fee

Program requires any new facilities to be designed to current standards, which generally include bike lanes. The proposed projects will not create a significant need for additional park or recreational resources.

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

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

Conclusion/Mitigation

The projects are not expected to result in significant effects on recreation and no 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

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

County General Plan Circulation Element
Area and Specific Plans
County Sidewalk Ordinance
County Bikeways Plan
County Public Improvement Standards
Coordination with San Luis Obispo Regional Transit Authority

Therefore, circulation studies provide for the implementation of other County Plans.

The APCD and SLOCOG provided a joint response to the project referral asked if the proposed intersection signalization projects (e.g., Projects #1 and #2) have been evaluated to determine if signalization is the most efficient solution relative to other solutions. This issue was addressed in the Background section on page 3.

Discussion

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

The projects will comply with the plans listed above.

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

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

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

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

(d) Result in inadequate emergency access?

The projects will not affect existing emergency access. In some cases, the projects may enhance emergency access through intersection improvements and shoulder widening.

Conclusion/Mitigation

The projects are not expected to result in significant adverse effects on transportation. Project impacts on transportation will be beneficial. Minor traffic delays should be expected during construction of individual projects but these will be temporary and emergency access will be maintained. No 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 project setting is described in the Cultural Resources section. In order to meet AB52 Cultural Resources requirements, outreach to seven Native American contacts has been conducted. Representatives of the Xolon Salinan Tribe and the Northern Chumash Tribal Council responded, stating that there are very sensitive lands in San Miguel. There are many ancient village sites throughout the area and potential for

previously unidentified ancestral burials. These tribes requested to be kept informed of specific capital improvement projects when they are proposed for implementation.

Discussion

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

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

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

As described in the Cultural Resources section, a review of the California Register of Historical Resources (conducted July 26, 2019) identified two buildings located in San Miguel that are listed in the register that are unlikely to be affected by the projects. All projects that involve ground disturbance outside of existing rights-of-way will be evaluated for potential effects on archaeological resources as described in the Cultural Resources section, above. This will include further consultation with the interested tribes.

Conclusion/Mitigation

The projects are not expected to result in significant effects on tribal resources. If the potential for impacts to tribal resources is identified as a result of detailed project design and consultation with the interested tribes, appropriate mitigation measures, such as those described in the Cultural Resources section, would be incorporated into the project so that the impacts are less than significant. No additional mitigation measures specific to Tribal Cultural Resources are required.

Sources

See Exhibit A.

XIX. UTILITIES AND SERVICE SYSTEMS

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

Setting

The San Miguel Community Services District provides water and wastewater service to the community of San Miguel. The wastewater treatment plant is located at the north side of town between Mission Street and the Salinas River and serves the bulk of the community west of the Salinas River. The areas east of the Salinas River use on-site septic systems for wastewater treatment.

San Miguel's water source is the Salinas Valley-Paso Robles Area Subbasin of the Paso Robles Groundwater Basin. The San Miguel Community Services District anticipates all of its future water supply to be from the Groundwater Basin.

Discussion

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

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

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

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

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

The projects will not introduce new generators of wastewater to the project area. Portable chemical toilets will be on site for use by construction crews during construction.

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

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

In regard to (d) and (e) above, the projects may generate limited refuse from construction activities and will not generate waste once operational. The projects will comply with all federal, state, and local management and reduction statues and regulations related to solid waste and will therefore have no impacts.

Conclusion/Mitigation

The projects are not expected to result in significant impacts to utilities and service systems and no 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

Emergency response time for the project areas is 10 to 15 minutes, and the project areas are within a high severity risk area for fire. The downtown area of San Miguel (locations of Projects #1 through #4) is a local fire responsibility area; areas outside that zone (including the eastern segment of River Road and Project #5) are under the responsibility of the California Department of Forestry and Fire Protection.

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Discussion

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

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

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

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

In regard to (a) through (d) above, the projects are not expected to interfere with emergency response or evacuation plans, increase wildfire risk in the area, or expose people to significant wildfire-related hazards. The projects would be located within existing rights-of-way and would not change existing transportation networks. Construction zones would be managed to accommodate emergency response or evacuation traffic. Once construction is completed, the circulation improvements may have beneficial effects on traffic conditions in the event of a wildfire emergency response or evacuation event.

Conclusion/Mitigation

No significant impacts to wildfire conditions will occur from the projects and no 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

All of the immediate project areas have been disturbed from past road construction. Surrounding land development ranges from urban developed land (Projects #1, #2, and #3), to moderately developed areas in close proximity to Highway 101 (Project #4) and rural residential and agricultural lands (Project #5). A more robust description of the biological and cultural resources settings can be found in the previous discussions.

Discussion

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

The projects have the potential to substantially degrade the quality of the environment. Standard mitigation measures have been described in the above resources section and listed in Exhibit B that would be potentially applicable to any/all of the projects to prevent direct and indirect significant impacts to biological resources, cultural resources, soils, and water quality. The need for additional mitigation measures will be evaluated when future project-specific evaluations are available to ensure that project implementation will not substantially reduce the number of fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal species, and/or eliminate important examples of the major periods of California history or pre-history. Therefore, the anticipated project-related impacts are less than significant.

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

The projects do not propose new or different uses than the existing uses and will generally be located within existing rights-of-way. Construction-related impacts will be temporary and limited by the limited duration and scope of each project. Based on the limited size and scope of the projects, they are not expected to have impacts that will be individually limited, but cumulatively considerable. The initial evaluation of the projects with respect to each of the resource categories described above has identified potentially significant and insignificant impacts; each of these considerations will be reassessed when project-specific details are available to ensure that project impacts, when considered together with past, on-going, and future projects in the vicinity, would not be cumulatively considerable and would not compound or increase other environmental impacts. Therefore, all project-related impacts will be less than significant.

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

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

Conclusion/Mitigation

With the implementation of the project-specific mitigation measures, including appropriate measures listed in Exhibit B and other appropriate measures that may be identified for each project when detailed designs are available, the projects will have a less than significant impact on the environment

Initial Study – Environmental Checklist

Sources

See Exhibit A.

Initial Study – Environmental Checklist

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 X) and when a response was made, it is either attached or in the application file:

Contacted	Agency	Response
☐	County Public Works Department	**Not Applicable**
☐	County Environmental Health Services	**Not Applicable**
☒	County Agricultural Commissioner's Office	**None**
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☒	Air Pollution Control District	**In File****
☐	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)	**In File****
☒	CA Department of Transportation	**None**
☒	San Miguel Community Services District	**None**
☒	Other SLOCOG	**In File****
☐	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
☒ North County Area Plan/Salinas River SA and Update EIR
☐ Design Plan
☐ Specific Plan
☐ Annual Resource Summary Report
☐ Circulation Study

Other Documents

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

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

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

Exhibit B - Mitigation Summary

The following measures constitute typical mitigation measures generally applicable to projects of the size and scope of the projects evaluated in the San Miguel Circulation Study 2019 Update that will reduce potentially significant impacts to less than significant levels.

[VR-1] Comply with applicable standards contained in the San Miguel Community Plan.

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

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

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

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

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

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

- Reduce the amount of the disturbed area where possible;
- Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock pile areas should be sprayed daily as needed;
- Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;

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

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

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- Use on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt area fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;

- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

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

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

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

CAMP

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

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

[AQ-3] Asbestos / Naturally Occurring Asbestos Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD’s 2009 CEQA Handbook, Technical Appendix 4.4). If the project site is located in a candidate area for Naturally Occurring Asbestos (NOA), the following requirements apply. Under the CARB

Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the APCD. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. If NOA is not present, an exemption request must be filed with the Air District. More information on NOA can be found at http://www.slocleanair.org/business/asbestos.php.

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

[BR-2] Prior to project completion, all oak trees removed as a result of the development of the project shall be replaced at a 4:1 ratio, and in addition, trees impacted but not removed (e.g., by root or branch pruning) will be replaced at a 2:1 ratio. Replanting shall be completed as soon as it is feasible (e.g. irrigation water is available, grading done in replant area(s)). Replanted areas shall be either in native topsoil or areas where native topsoil has been reapplied. Only designated trees shall be removed. Trees scheduled for removal shall be marked.

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

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

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

a. Servicing and fueling shall take place as far as practical from waterways. When fueling, tanks shall not be "topped off."

b. A secondary containment, such as a drain pan or drain cloth, shall be used when fueling to catch spills or leaks.

c. Fueling and servicing shall be done only in designated areas.

d. Employees and subcontractors shall be trained in proper fueling, servicing, and clean-up procedures.

e. All fluid spills shall be reported immediately.

f. Storage of hazardous materials shall be as far as practical from waterways.

g. A contingency plan for possible leaks and spills of hazardous materials into waterways shall be developed and implemented as appropriate.

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

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

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

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

[BR-9] Prior to construction the County shall conduct a pre-construction survey for special status wildlife.

[BR-10] If construction activities are conducted during the typical nesting bird season (February 15 – September 15, or through the end of November if there is potential for breeding tricolored blackbird to be present) pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and:

a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young;

b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then CDFW shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence; and,

c. Active nests shall be documented by a qualified biologist and a letter-report shall be submitted to the County, USFWS and CDFW, documenting project compliance with the MBTA and applicable project mitigation measures.

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

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

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

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

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

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

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

[GS-5] Projects located within geologic formations known to yield paleontological resources, which could disturb areas greater than 1 acre, and/or involve grading deeper than 3 feet will be monitored by a qualified paleontologist.

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

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

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

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

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

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

[WR-3] Evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff or increased flood hazards will result from the projects, site-specific measures to control runoff (i.e., the use of detention or retention basins,

french drains, vegetated swales and medians, or other techniques designed to delay peak flows) shall be implemented.

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

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

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

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

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

Mitigation Monitoring Plan

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

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

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

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

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