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By nbalseiro, Deputy



NOTICE OF TO INTENT TO ADOPT A NEGATIVE DECLARATION

This page was added to the posting in order to place the Clerk's office label on the document without obstructing any of the documentation within the notice.



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

- Who:** County of San Luis Obispo Department of Public Works
- What:** A Mitigated Negative Declaration has been prepared and issued for the County of San Luis Obispo Department of Public Works New Probation Department Building Project. The County plans to construct an approximately 35,000-square-foot, two-story, office building with support spaces, secure staff parking and public/visitor parking. The new building would include office space, interview rooms, training rooms, conference rooms, evidence room, armory, secured sally port, break rooms, locker and changing rooms, restrooms with showers, public lobby, secured parking for Probation employee's vehicles and Department vehicles with clear definition between staff and public access areas, and an emergency generator. In addition to the new building, the project includes the construction of up to 141 parking spaces, stormwater detention facilities, electrical and other utility connections and upgrades, as well as internal road improvements.
- The project is located at the existing County-Owned Johnson Avenue Campus within the City of San Luis Obispo, in the San Luis Obispo Planning Area (San Luis Obispo Sub Area North), in Supervisorial District 3.
- Where:** Copies of the proposed Mitigated Negative Declaration and all the associated documents referenced in the Mitigated Negative Declaration are available for review at the County of San Luis Obispo Department of Public Works, 976 Osos Street, County Government Center Room 206, San Luis Obispo, CA 93408.
- Comments:** The 30-day review and comment period for the proposed Mitigated Negative Declaration begins on October 18th, 2021 and ends on November 17, 2021. Written comments must be received by 5:00 p.m. on the last day of the review period and should be addressed to: Blaize Uva, Environmental Specialist, buva@co.slo.ca.us, County Government Center, Room 206, San Luis Obispo, CA 93408.
- Public Hearing:** The County of San Luis Obispo Board of Supervisors will hold a public hearing to consider the adoption of the Mitigated Negative Declaration. The hearing is tentatively scheduled for December 2021. Interested persons can access the Board of Supervisor's agenda at <http://www.slocounty.ca.gov/bos/BOSagenda.htm> to locate the date of the public hearing for this project.

Helen Nolan
San Luis Obispo
County Clerk-Recorder
Main Office: (805) 781-5080
Atascadero: (805) 461-6041
www.slovote.com

Receipt: 21-56283

Product	Name	Extended
CLKPOST	CLERK POSTING	\$0.00
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PLEASE KEEP FOR REFERENCE

10/20/21 2:21 PM nbalseiro
San Luis Obispo

Probation Department Building- New
Construction Project
ED21-133 (320112)

MITIGATED NEGATIVE DECLARATION & INITIAL STUDY



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

Initial Study – Environmental Checklist

Project Title & No. Probation Department Building – New Construction Project ED21-133 (320112)

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.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture & Forestry Resources	<input checked="" type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology & Water Quality	<input type="checkbox"/> Transportation
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use & Planning	<input type="checkbox"/> Tribal Cultural Resources
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities & Service Systems
<input type="checkbox"/> Energy	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Wildfire
<input type="checkbox"/> Geology & Soils	<input type="checkbox"/> Population & Housing	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

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

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

Blaize Uva (County of SLO Environmental Specialist)

Blaize Uva
Signature

12/19/22
Date

Keith Miller (County of SLO Environmental Division Manager)

[Signature]
Signature

12/19/22
Date

Reviewed by (Print)

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 Public Works 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 Public Works Department, 976 Osos Street, Rm. 206, San Luis Obispo, CA, 93408-2040 or call (805) 781-5252.

A. Project

DESCRIPTION: The San Luis Obispo County Department of Public Works (County) proposes to construct a new Probation Department building (project). The project is located at the existing approximate 22-acre County-owned Johnson Avenue Campus within the City of San Luis Obispo, in the San Luis Obispo planning area (San Luis Obispo Sub Area North), in supervisorial District 3 (Figure 1 – Vicinity Map).

The goals of the project include:

- Provide the appropriate amount and types of spaces tailored to the needs of a modern-day probation department;
- Consolidate Probation functions to allow shared operations and reduce interdepartmental travel;
- Improve convenience and access for public clients;
- Create a positive environment for clients and employees; and
- Include secured, gated parking for County vehicles and personnel vehicles.

The County plans to construct an approximate 35,000-square-foot, two-story, office building with support spaces, secure staff parking and public/visitor parking (Figures 2-3). The new building would include office space, interview rooms, training rooms, conference rooms, evidence room, armory, secured sally port, break rooms, locker and changing rooms, restrooms with showers, public lobby, secured parking for Probation employee's vehicles and Department vehicles with clear definition between staff and public access areas, and an emergency generator. The project would provide room for up to approximately 130 employees, which would include 114 from the current Probation offices on Johnson and Prado Roads, and accommodate up to 16 additional employees. In addition to the new building, the project includes the construction of up to 141 parking spaces, stormwater detention facilities, electrical and other utility connections and upgrades, as well as internal road improvements.

The existing Probation Department building, located adjacent to the proposed project, is an 80-year-old, 11,812-square-foot building called Casa Loma that was historically used as a tuberculosis sanitarium. Probation Officers work in undersized office spaces, there is a shortage of group meeting rooms, and several

Initial Study – Environmental Checklist

of them are connected to adjoining offices which is inefficient and lacks privacy for staff and clients. The Casa Loma facility does not provide enough space for current Probation operations and personnel, nor for future needs. Additional Probation staff is currently located at a leased space on Prado Road and would relocate to the new facility. The existing building would potentially be demolished in the future; however, because of the uncertainty regarding future uses, they are not considered in this document.

The project intent is to build a user-friendly, accessible, safe, and healthy environment for Probation staff and the public. Security will be an important part of this new building. The building's design and construction shall meet California Title 24 Codes, State Storm Water Requirements, and County Building Standards. The project is located on a County-owned parcel and therefore the County of San Luis Obispo Department of Planning and Building will have jurisdiction and oversight for review, approval, permitting and final occupancy for the facility. The project will require City Fire Department review and approval and an encroachment permit for connection to City utilities, street frontage improvements, and work in the public right-of-way. The building's design would incorporate the latest green building codes, State stormwater requirements, and energy and water saving features.

ASSESSOR PARCEL NUMBER(S): 003-601-007

Latitude: 35 ° 16' 33.207" N **Longitude:** 120° 38' 44.183" W **SUPERVISORIAL DISTRICT #** 3

B. Existing Setting

Plan Area: San Luis Obispo **Sub:** San Luis Obispo(North) **Comm:** San Luis Obispo

Land Use Category: City, Public, Low/Medium Density Residential, Conservation/Open Space

Combining Designation: City, Public and Residential Use

Parcel Size: ~22acres

Topography: Nearly level to moderately sloping

Vegetation: Urban-built up Ornamental landscaping

Existing Uses: Public Facilities; undeveloped

Surrounding Land Use Categories and Uses:

North: Low Density Residential

East: Public Facilities; Conservation Open Space

South: Low Density Residential; Office

West: Public Facilities; Low Density Residential
Conservation Open Space

Initial Study - Environmental Checklist

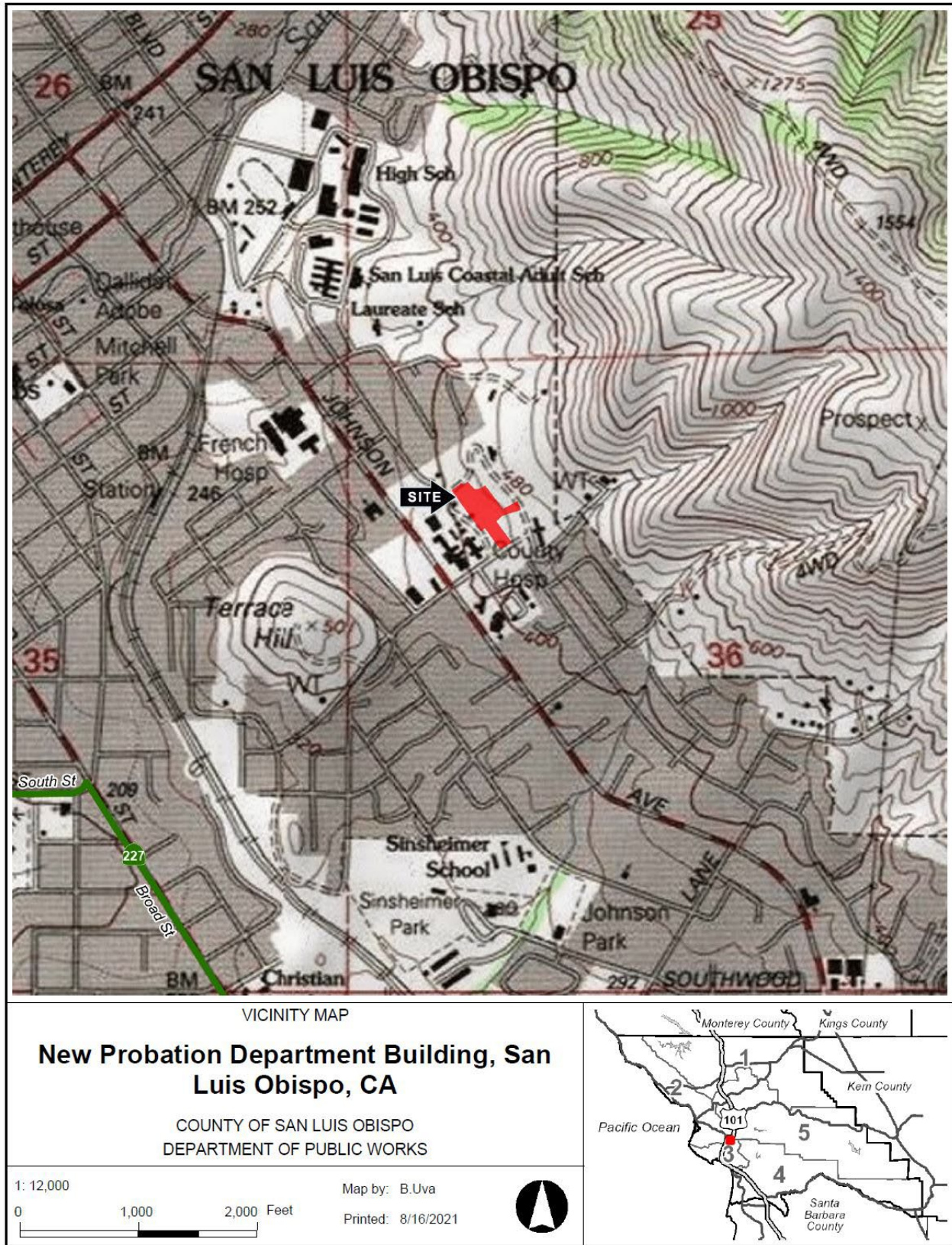


Figure 1: New Probation Department Building - Vicinity Map

Initial Study - Environmental Checklist

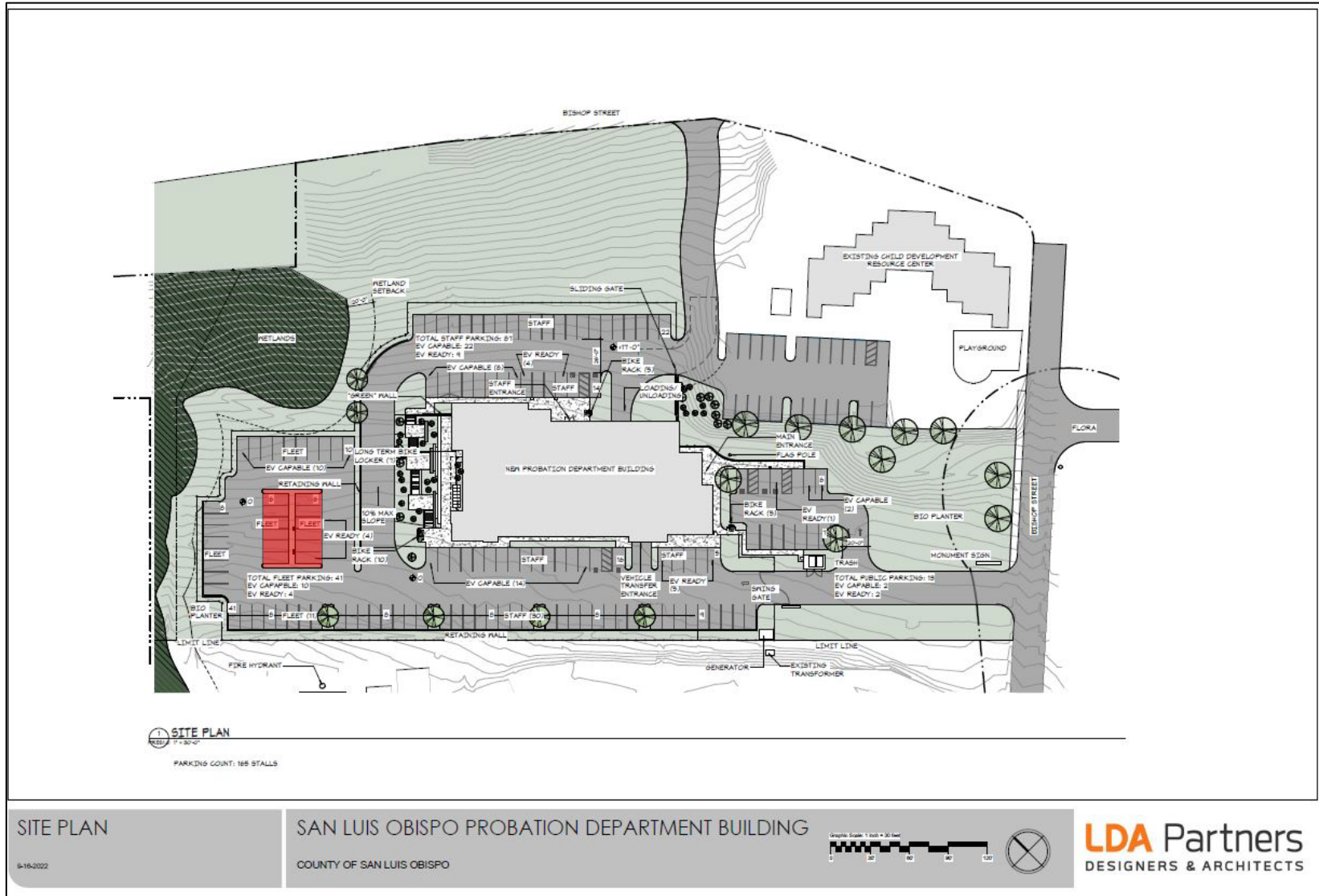


Figure 2: New Probation Department Building- Proposed Site Plan

Initial Study – Environmental Checklist



Figure 3: New Probation Department Building - Exterior Design

Initial Study – Environmental Checklist

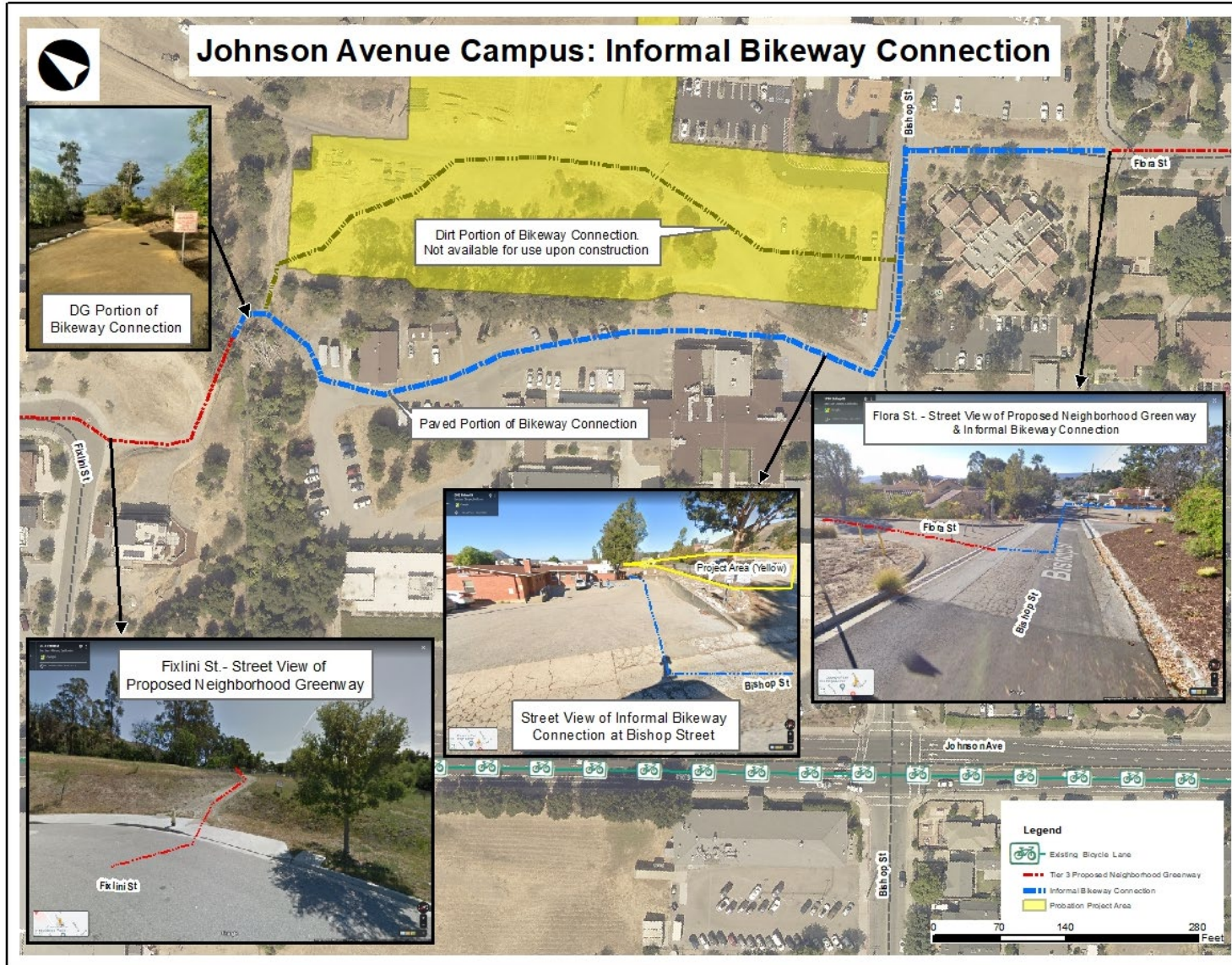


Figure 4: Informal Bikeway Connection at Johnson Avenue Campus and Proposed Neighborhood Greenways

Initial Study – Environmental Checklist

C. Environmental Analysis

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

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
(a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project is located within the City of San Luis Obispo on County-owned lands. The visual setting is an urban/developed setting with commercial, public health and services, and residential uses. No creeks or rivers exist with the project area. The project is located at the base of an undeveloped hilly area that was historically used for prospect mining. The project area has expansive views to the west of the city of San Luis Obispo and the Terrace Hill open space. The project is bordered to the north by the Bishop Street Studios residential development; to the south by healthcare and commercial complexes; and to the west by additional public facilities. The visual character of the hillsides extending to the east present a scenic backdrop to the City's eastern edge. The County's Conservation and Open Space Element recognizes the scenic value of these hillsides and has relevant policies discussed in more detail below. Additionally, the City's Conservation and Open Space Element (Scenic Roadways and Vistas) identifies the segment of Johnson Avenue near Bishop Street as having high scenic value based on preserving the viewshed of the hilltops and open space areas accessible to the public by hiking trails.

Initial Study – Environmental Checklist

The building would be up to approximately 30 feet tall with a tan color palette that is similar to existing buildings at the Johnson Avenue Campus. The new building would likely not be seen from northern stretches of Johnson Avenue as views of the new building would be obscured by the existing County Health Agency, Psychiatric Health Facility, and existing vegetation screening that borders Johnson Avenue. The new building would be partially visible from Johnson Avenue when approaching the site from the south heading towards Bishop Street. Though semi-visible from some public areas, the new building will not silhouette or impede views of the eastern hillside as the new building height is similar or lower than existing buildings at the Johnson Avenue Campus, and will be located at a lower elevation than the designated scenic area.

Discussion

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

For the purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Public scenic viewpoints include the Johnson Avenue corridor, trails and overlooks within the open space areas. While the project may be somewhat visible from these locations, development would occur between existing urban development along Johnson Avenue, and would not encroach into the scenic hillsides to the east. The development would appear as in-fill, and would not significantly impact the overall scenic vista from these open space areas. Therefore, based on the location of the project, and proposed configuration and location proposed new structures, implementation of the project would not result in a significant impact on a scenic vista.

The project site is generally not visible from major public roadways due to the presence of existing development and mature vegetation between the project site and Johnson Avenue. As proposed, the building height will not surpass the height of the existing surrounding buildings, it can reasonably be concluded that the development would not be visible within the City-recognized scenic vista along Johnson Avenue.

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

The proposed project is not located on a state scenic highway, and therefore will have no impact.

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

The project is located within an urban area and is consistent with designated Public Facility zoning in which public uses conducted by governmental agencies, are intended to provide for a wide range of public, cultural, and quasi-public uses that meet the needs of City and County residents. Discussions regarding the project are ongoing with the City of San Luis Obispo, and all appropriate permits, zoning, guidelines, regulations, and policies will be followed.

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

While the new building and associated parking lot will be a new light source, the lighting will be shielded and will comply with the City of San Luis Obispo's Title 17 Zoning Regulations (17.70.100 Lighting and Night Sky Preservation) and the County General Plan goals related to preservation of

Initial Study – Environmental Checklist

views of the night sky. Compliance with the above stated regulations will reduce this impact to less than significant levels.

Conclusion/Mitigation

The project is located within an in-fill area of urban development and will not conflict with applicable Public Facilities zoning and other regulations governing scenic quality. The new building will be approximately 30-foot tall, and any public views will be predominantly obscured by the existing surrounding buildings of similar and higher elevation along with mature vegetation that borders Johnson Avenue. Potential impacts would be less than significant. No mitigation measures are required.

Sources

County of San Luis Obispo General Plan, County and Open Space Element. Adopted May 11, 2010. San Luis Obispo County Department of Planning and Building.

San Luis Obispo Municipal Code, Title 17 Zoning Regulations, Chapter 17.70.100 Lighting and Night Sky Preservation.

II. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Initial Study – Environmental Checklist

	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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project is located within an urban environment within the San Luis Obispo City Limits. There are currently no agricultural areas within or adjacent to the project area. The project area’s soils are mapped Diablo and Cibo clays (9-15% slopes) and are considered farmland of statewide importance. The Agricultural Commissioner’s Office did not respond with any comments/concerns to a New Project Referral that was sent to their office as part of the project.

There are currently no agricultural land uses in the vicinity of the project site. There are no lands under Williamson Act contract and no managed forest lands or timberland on or near the project site.

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?)*

Soils considered Farmland of statewide importance are present but are not currently being used/not likely to be used for agriculture due to existing land uses and developed nature of the site. The site is owned by San Luis Obispo County and provides public services related to public health, probation, mental health, and other public serving programs. The project site is semi-developed and is located within an urbanized area in the City of San Luis Obispo and therefore will have a less than significant impact.

Initial Study – Environmental Checklist

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

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

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

There are no forest lands or timberlands within the project area and therefore will have no impact.

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

The project would not result in the loss or conversion of forest land as no forest lands are present in the project area, and therefore will have no impact.

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

The project is in an urbanized area with no adjacent agricultural activities. The project would not result in any direct impacts or otherwise conflict with agricultural activities.

Conclusion/Mitigation

Due to the scope of the proposed project, the location in existing County right-of-way and previously disturbed areas, and the lack of agricultural and forest resources within the project site and vicinity, no significant impacts to agricultural and forest resources are anticipated and no mitigation measures are necessary.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>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:</i>				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study – Environmental Checklist

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

San Luis Obispo County is in non-attainment status for ozone and particulate matter 10 micrometers in size and smaller (PM₁₀) under the California standards. This means that the state air quality standards for ozone and PM₁₀ are not being met. The San Luis Obispo County Air Pollution Control District's (APCD) Clean Air Plan (CAP) provides guidance for long-term emissions, cumulative effects, and countywide programs developed with the goal of reaching acceptable air quality levels.

For project-specific emissions analyses, the current guidance is the County APCD CEQA Air Quality Handbook (2012). The Handbook provides significance thresholds that apply to project operations and construction and specifies mitigation measures to address threshold exceedances.

A project referral was submitted to the APCD, and the County received a response on April 19, 2021. The APCD evaluated the construction impacts using Table 1-1 in the CEQA Air Quality Handbook (April 2012) and concluded that the project would not exceed construction significance thresholds; however, mitigation in relation to fugitive dust emissions, idling of diesel engines during the construction phase is required. Based on an analysis using California Emissions Estimator Model (CalEEMod), the County determined that operational emissions were below APCD thresholds, therefore, no operational emission mitigation is required.

The project area is within an area of Naturally Occurring Asbestos (NOA). Pursuant to the Airborne Toxic Control Measures, California Air Resource Board (CARB), and APCD dust control measures for construction and grading in areas known to have NOA (regardless of soil concentrations) are required.

Discussion

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

The project is "in-fill" and would incorporate green building principles and replace and consolidate two existing office spaces in the City. It is a public facility located on a parcel designated for such use. The proposed project does not conflict with or obstruct implementation of the Clean Air 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?

The project will not result in any permanent increase in vehicle emissions that would affect ozone or PM₁₀ (dust) levels as it is intended to replace two existing offices in the City of San Luis Obispo. Construction activities could generate temporary increases in local air pollution and have the potential to increase ozone and PM₁₀ emissions. The project will result in short-term construction equipment exhaust and fugitive dust emissions as well as emissions from construction commutes.

CalEEMod analysis confirmed that operational level emissions were below thresholds warranting project-specific emissions mitigation. Therefore, the project which would consolidate staff into a single, energy-

Initial Study – Environmental Checklist

efficient building, would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment.

(c) *Expose sensitive receptors to substantial pollutant concentrations?*

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. Medical facilities are located in close proximity to the project site and their clients could be considered sensitive receptors, for example.

Naturally occurring asbestos (NOA) is identified as a toxic air contaminant by the CARB. Serpentine and other ultramafic rocks are abundant throughout the state and may contain NOA. The project is located within the County APCD planning area for NOA, therefore NOA could potentially be encountered at the project site. In accordance with APCD recommendations, an Asbestos Dust Control Plan will be drafted for the project.

The proposed project may temporarily expose sensitive receptors to temporary, construction-related pollutant concentrations. Construction activities may generate fugitive dust, which could be a nuisance to residents and businesses in close proximity to the proposed construction site.

Diesel engine idling is regulated by State law (13 CCR Section 2485; 13 CCR Section 2449(d)(2)). These regulations apply to diesel-powered construction vehicles and equipment used for the project and would help minimize the potential for exposure to nearby sensitive receptors. The regulations include a five-minute idling restriction and the requirement to post signs in designated queuing areas and job sites to remind drivers and operators of the idling limit.

Based on close proximity of construction areas to sensitive receptors, in addition to the state-required diesel idling requirements, the County will implement additional requirements to minimize impacts to nearby sensitive receptors. These include not locating staging and queuing areas for construction vehicles within 150-feet of nearby residences/other receptors and using alternatively fueled equipment to the maximum extent practicable.

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

The project will not result in any odors beyond those typically associated with construction projects. Those odors will be short-term and limited to the immediate construction area.

Conclusion/Mitigation

The County will implement all construction-phase Air Quality mitigation measures that were identified by the APCD. These measures are applicable to the construction phase of the project and include limiting idling time of diesel-powered equipment, managing fugitive dust emissions, conducting proper abatement of asbestos-containing material and lead-based coated structures, and complying with the Asbestos Air Toxics Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations (Title 17 CCR Sec 93105) to reduce emissions of NOA. A full list of Air Quality related mitigation measures are provided in Exhibit B. Therefore, potential impacts to air quality would be less than significant with mitigation.

Sources

San Luis Obispo Air Pollution Control District CEQA Air Quality Handbook (2012). [Microsoft Word - CEQA Handbook 2012_v1.doc \(storage.googleapis.com\)](#). Accessed July 7, 2021.

Initial Study – Environmental Checklist

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Setting

The Johnson Avenue Campus is situated on a southwest-facing slope at the eastern edge of the City of San Luis Obispo. The site is partially developed with the existing probation building and other public services buildings. Undeveloped portions of the campus consist of regularly mowed annual grassland habitat, bordered by a mix of native and ornamental trees and shrubs. The site is bordered on the north, south, and west by residential and commercial developments. To the east, the site is bordered by undeveloped open space and low-density residential properties on mostly grazed acreage.

Slope wetlands fed by artesian springs are present near the project site. Water from these springs and general runoff from the surrounding slopes converge into two drainages that flow west across the northern edge of the campus. Wetlands and drainages on site have been substantially altered from their natural condition by historical and ongoing disturbance associated with development, mowing, pedestrian and vehicle access, and invasion by non-native and ornamental species.

Where wetlands and drainages occur in close proximity to proposed development, the outer limits of these features were mapped in the field and are incorporated into site plans. The project site is not located within any designated Critical Habitat.

Discussion

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

Nesting Birds

All native avian species are protected by the Migratory Bird Treaty Act and Fish and Game Code. The potential to disrupt or adversely impact these species is highest during their nesting season, when nests are most likely to be active (i.e., eggs and/or young are present). In San Luis Obispo County, the typical nesting bird period is February 1 through September 1 each year and this period is expected to overlap with the anticipated construction schedule to some extent.

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

If vegetation removal or trimming is proposed during the nesting bird period, a pre-construction nesting bird survey will be conducted by a biologist.

Special Status Plant Species

Two special status plant species were documented on the Johnson Avenue Campus during two surveys in April and June 2021: Cambria morning-glory and San Luis mariposa lily.

Cambria morning-glory is listed by California Native Plant Society with a California Rare Plant Rank (CRPR) of 4.2. Plants with a rank of 4 have limited distribution.

San Luis mariposa lily is listed as CRPR 1B.2. Plants with a rank of 1B are rare, threatened, or endangered everywhere they occur, both within and outside of California (if they occur outside California).

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The Cambria morning-glory or San Luis mariposa lily are not located where they could be directly or indirectly impacted by the project.

Special Status Wildlife Species

Suitable habitat was identified within the project area for 6 special-status wildlife species. Species for which marginally suitable habitat was identified on site include one bat, three insects, one bird, and a freshwater snail. These species were not observed on site, and given the existing level of disturbance, these species are unlikely to be found onsite.

- (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?*

Three Natural Communities of Concern (NCC) are mapped within five miles of the project area: Northern Interior Cypress Forest, Serpentine Bunchgrass, and Coastal and Valley Freshwater Marsh. However, these vegetation communities, or any other NCC, do not occur within the project area. No federally designated critical habitat or Essential Fish Habitat (EFH) occurs within the project area.

- (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?*

Implementation of the project will not impact any federal or state jurisdictional waters, wetlands, or other waters as the project has been designed to avoid jurisdictional waterways. Adjacent wetlands will be demarcated on project plans and exclusionary fencing will be emplaced during the construction phase of the project to ensure there are no impacts.

- (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 project area is not in or adjacent to California Essential Habitat Connectivity, mapped Natural Landscape Block, or Essential Connectivity Area. The project area and its associated land cover types do not provide an important wildlife movement corridor for local and regional terrestrial or aquatic animals.

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

The project is consistent with local policies and ordinances that protect biological resources.

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

There are no Habitat Conservation Plans, Natural Community Conservation plan, or other approved local, regional, or state habitat conservation plans associated with the project area.

Conclusion/Mitigation

The project has been designed to avoid jurisdictional waterways, which will be demarcated on project design plans and avoided during the construction phase by implementation of exclusionary fencing. The County's standard mitigation measure regarding pre-construction surveys for nesting birds for construction scheduled during the nesting season (generally February 1 through September 1) would ensure no significant adverse effects to migratory and native nesting birds. If an active nest is found, a biologist will establish an appropriate

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avoidance buffer. If necessary, the biologist will consult with USFWS/CDFW to determine an appropriate buffer size, dependent upon the species of nesting bird. Construction within the buffer will be prohibited until the qualified biologist determines that the nest is no longer active. With implementation of these mitigation measures the project will have a less than significant impact of biological resources. See Exhibit B for the full list of biological mitigation measures.

Sources

City of San Luis Obispo. Tree Regulations. Municipal Code, Title 12, Streets, Sidewalks and Public Places, Chapter 24 Tree Regulations. [Ch. 12.24 Tree Regulations | San Luis Obispo Municipal Code](#). Accessed July 15, 2021.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

Consideration of cultural resources under CEQA (Section 15064.5) includes evaluation of project impacts on resources listed in or eligible for listing in the California Register of Historical Resources. This can include, among other things, historical buildings, structures, sites, and archaeological resources. Analysis of potential project impacts on cultural resources includes a search for sites listed or eligible for listing in the Register at the project site or in the vicinity, and studies to determine the presence or likely presence of cultural resources that could be impacted by the project. The findings from these studies are used to determine if construction monitoring is warranted in cases where there is reasonable likelihood of encountering previously unidentified resources.

A Historic Resources Constraints Assessment (Rincon, 2021) was conducted at the Johnson Avenue campus. It was determined that while historic age (greater than 50 years old) structures exist on site, none are eligible for listing on a local, state or national register. No eligible historical buildings, structures or sites listed in the California Register of Historical Resources are located in or near the project area.

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An archaeological survey was completed by qualified County staff for the project in January 2021. No prehistoric sites exist in the project area. Given the history of the Johnson Avenue Campus, and its continued use related to public health dating to the late 1800s, it is expected that historic-age debris and refuse will be located onsite. However, the area has been substantially altered throughout time related to construction, demolition, grading, and building alterations, therefore historic materials are not expected to be discovered *in situ*.

Discussion

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

There are no known significant historical resources or structures that are eligible for inclusion on a state or national list within the project area.

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

An archaeological survey of the project area did not identify significant archaeological resources. Based on past site disturbance, lack of archaeological finds in the project area, and lack of nearby archaeological resources, the project is not expected to cause an adverse change in the significance of an archaeological resource; however, standard mitigation measures are recommended to address any previously unidentified archaeological resources that are discovered during construction.

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

The project area has a history of public health including a sanitarium, geriatric ward, hospital etc. It is unlikely, though possible, that human remains were interred outside of dedicated cemeteries given the project site's historical use as a hospital, however on-site human remain interment was not documented in any historical documents reviewed for the project. Regardless, it is County standard to include inadvertent discovery mitigation measure in the event construction activities lead to the discovery of human remains.

Conclusion/Mitigation

No significant cultural resources have been identified onsite and because of substantial past site disturbances, there is low likelihood of encountering archaeological resources during project construction. Nevertheless, given the historic use of the parcel, it is possible that construction could inadvertently uncover historical resources associated with the long-term use of the parcel; therefore, mitigation measures that require pre-construction briefings for construction crews and that prescribe actions to be taken in the event previously unanticipated resources are discovered during construction are recommended.

Appropriate mitigation measures include providing pre-construction briefings for construction crews and specifying appropriate procedures to be followed in the event cultural resources are discovered during construction. With the inclusion of these mitigation measures, potential adverse effects to cultural resources would be reduced to a less than significant level. In the event an archaeological resource is identified in or near a project area, appropriate mitigation measures are determined with the goal of documenting the significance of the site and avoiding inadvertent destruction of the site.

Sources

Rincon Consultants, Inc. 2021. *Johnson Campus, San Luis Obispo Historic Resources Constraints Assessment Report*. Prepared for County of San Luis Obispo Public Works Department in San Luis Obispo, CA. Prepared by Rincon Consultants, Inc. in San Luis Obispo, CA. Report on file with County of SLO.

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Uva, Blaize. 2021. *Archaeological Survey Report for the Johnson Avenue Campus in San Luis Obispo, CA*. Report on file with the County of San Luis Obispo Department of Public Works.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. 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.

Construction and operation of the project will require energy consumption. The building’s design shall incorporate the latest green building codes, State Storm Water Requirements, and energy and water saving features. The project would comply with the County Adopted Energywise Plan to achieve the minimum requirement for either Cal Green’s Tier 1 or the LEED Silver level, without certification.

Discussion

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

Consideration of the project’s energy requirements and energy use efficiencies pertain to construction-generated vehicle and equipment consumption as well as long-term operation of the new building. The new Probation building will be constructed in a fashion to meet (Leadership in Energy and Environmental Design) LEED standards. The project will incorporate energy efficient and sustainable design features including but not limited to: solar roof panels, electric vehicle charging stations, high-efficiency mechanical equipment, enhanced commissioning, energy star appliances, high efficacy lighting, high performance glazing, extensive daylighting with engineered solar shading devices, and earth-integration (at below-grade spaces) and mass retaining walls. Additional water efficient features will include water-saving fixtures and equipment for both

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indoor and outdoor water usage. With the inclusion of the above noted features, the project will not result in wasteful, inefficient, or unnecessary consumption of energy resources.

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

The County has developed the EnergyWise Plan to help reduce energy use, increase renewable energy generation, reduce solid waste generation, improve efficient use of water, and ultimately reduce greenhouse gas emissions. The project would comply with all applicable State and County building codes regarding energy efficiency. Consistent with County policy, the new facility will meet LEED standards.

As discussed in the Air Quality section, the County APCD’s Clean Air Plan (CAP) includes approaches for controlling air emissions. The project is consistent with the CAP goal of increasing opportunities and convenience for bicycling and walking as a means of reducing vehicle traffic. The project would enhance multimodal transportation operations and alternatives to vehicle transit by implementation of a Trip Reduction Plan to reduce employee trips by single occupancy vehicles. Implementation of this plan includes participation in the San Luis Obispo Council of Government’s Back N’ Forth Program. This program provides staff with carpool matching, incentives for making a smart commute, and emergency ride home benefits. Employees are eligible for these benefits if they track their smart commutes which include walking, biking, carpooling, vanpooling, and transit. Additionally, the project will include installation of bicycle racks and corrals, and construction of designated carpool only parking spaces.

Conclusion/Mitigation

The project would not result in significant effects on energy resources. Since Probation Department staff will be consolidated into one, new, energy efficient building, rather than located at two buildings, there may be a beneficial effect on energy consumption and there will be a greater opportunity for Probation staff to carpool or vanpool. No additional mitigation measures pertaining to energy use are required.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project area is located within the Coast Range Geomorphic Province of California, which extends to the California-Oregon border to the north and the Santa Ynez valley and River to the south. Soil at the project site is identified primarily as the Diablo Clay and Los Osos Loam. The Diablo Clay is a shallow soil and Los Osos Loam is a very shallow soil - both soil types consist of primarily silts and clays, which are well drained with slow infiltration rates (Padre, 2021).

A geotechnical report for the parcel was prepared for the project (GeoSolutions, 2021) to determine geotechnical constraints for construction of the project. Based on the on-site geologic findings, the report recommended design standards for building pads, foundations, retaining walls, concrete slabs, and pavement – these recommendations will be implemented into the design plans.

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Discussion

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

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

The site is not within the Alquist-Priolo zone. It is possible that the project can be affected by moderate to major earthquakes centered on one of the known large, active faults. The nearest identified fault is the Los Osos Fault Zone.

(a-ii) *Strong seismic ground shaking?*

While the site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards, the potential for seismic events is still possible. The nearest mapped fault line is located approximately 1.5-miles northeast of the project area. The project is not at or directly adjacent to mapped faults and there is low potential for fault rupture to impact the site. Compliance with California building codes for public facilities would address potential for strong seismic ground shaking.

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

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

(a-iv) *Landslides?*

The San Luis Obispo County Safety Element maps the property within a low potential landslide hazard zone. Landslide deposits were not encountered in any of the geotechnical borings conducted at the project site.

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

Neither substantial soil erosion nor the loss of topsoil is anticipated to result from this project. Standard construction best management practices, including use of appropriate erosion control devices, would be utilized during construction of the project to prevent erosion and 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?*

The geological evaluation determined that the liquefaction potential at the site is considered low. Any risks from soil instability pertaining to the proposed facilities would be addressed in the engineering design and implementation of standard building codes for public facilities in California.

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- (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?*

Diablo, Cibo, and Los Osos soil series exhibit slow permeability, are well drained, and have medium runoff. Diablo soils are known to have a high shrink-swell potential and a slit to moderate erosional hazard. The geological evaluation determined that the site has a moderate potential for expansive soils. By incorporating foundation recommendations for expansive soils into the building design, there will be a less than significant impact.

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

The project does not include installation of new septic tanks or alternative waste water disposal systems as it will tie into existing City managed waste water disposal systems, and therefore will have no impact.

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

A survey of the project area by County Staff did not identify unique paleontological resources or unique geologic features. The Diablo and Cibo clays that underlie the project area are not known to contain palaeontologic features.

Conclusion/Mitigation

The proposed project will be designed to withstand anticipated seismic and geologic stresses according to current established engineering practices. There is no evidence to suggest that atypical building designs are warranted. Potential impacts related to unstable soil conditions are considered less than significant.

Sources

GeoSolutions. 2021. *Engineering Geology Investigation for the New Probation Building Project # 320112*. Prepared by GeoSolutions in San Luis Obispo, CA. Prepared for County of San Luis Obispo.

Padre Associates, Inc. *Phase I Environmental Site Assessment Johnson Avenue Campus Master Plan Properties Assessor's Parcel Number: 003-601-007 2178 and 2180 Johnson Avenue, San Luis Obispo, San Luis Obispo County, CA*. Prepared for County of San Luis Obispo, Public Works Department. Prepared by Padre Associates, In. in San Luis Obispo, CA.

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

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VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

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

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

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

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

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

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standards and the Clean Car standards. As a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

As previously discussed in the Energy section, the County has developed the EnergyWise Plan to help reduce energy use, increase renewable energy generation, reduce solid waste generation, improve efficient use of water, and ultimately reduce greenhouse gas emissions. The project would comply with all applicable State and County building codes regarding energy efficiency. The project will support goals outlined in the County EnergyWise Plan to reduce greenhouse gas emissions by adhering to LEED energy standards, installation of solar roof panels, electric vehicle charging stations, energy star appliances, high efficacy lighting, and daylighting.

In coordination with the San Luis Obispo County APCD, the County conducted California Emissions Estimator Model (CalEEMod) analysis for the proposed project in August of 2021. The CalEEMod analysis for the project's GHG annual and winter emissions (during the Construction and Operational phase) was used to answer the APCD's CEQA Training Guided Question in accordance with the APCD's CEQA Air Quality Handbook Appendix G: Environmental Checklist Form. The completed Guided Questionnaire was reviewed by an APCD Air Quality Specialist, and the project was found to be below threshold with the implementation of air quality mitigation measures listed in Exhibit B (Air Quality) of this MND.

Discussion

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

The project would result in typical short-term construction-related emissions. Construction emissions were estimated by the San Luis Obispo County Air Pollution Control District and CalEEMod analysis and follows recommendations in the CEQA Air Quality Handbook.

Based on the temporary nature of construction emissions and relatively small-scale of the project, its potential direct and cumulative GHG emissions are considered below threshold and would not contribute considerably to cumulative GHG emissions.

Operational emissions such as daily commutes of Probation staff and driving of Probation vehicles, are considered below threshold, as evidenced by CalEEMod analysis of the project. Operational emissions will be further offset by implementation of a multi-modal transportation program that includes incentives for bicycling, walking, bussing, or carpooling to work. Other operational greenhouse emissions are offset by adhering to LEED energy standards which include installation of solar roof panels, electric vehicle charging stations, high-efficiency mechanical equipment, enhanced commissioning, energy star appliances, high efficacy lighting, high performance glazing, and extensive daylighting with engineered solar shading devices, and earth-integration (at below-grade spaces).

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

The project is consistent the Clean Air Plan and Energywise Plan, as previously noted, and will not emit significant operational phase emissions. Construction phase emissions will be offset by APCD required mitigation measures. Operational emissions will be further offset by implementation of an incentive-based multi-modal transportation program, installation of electric vehicle charging stations, adherence to LEED energy standards, and installation of above noted features such as solar roof panels, high-efficiency mechanical equipment, energy star appliances, high efficacy lighting, high performance glazing, extensive daylighting with engineered solar shading devices, and earth-integration (at below-grade spaces). The project

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is consistent with the County's EnergyWise Plan, the City's Climate Action Plan, and associated policies, and regulations intended to reduce greenhouse gas emissions.

Conclusion/Mitigation

The project would not generate operational emissions that would significantly contribute to GHG levels, and construction-related emissions are estimated to be below the threshold that would warrant mitigation from the perspective of GHG levels. The project would increase opportunities for alternative modes of transportation, including rideshare programs that could reduce vehicle emissions that contribute to GHG levels.

As described under the Air Quality section above, Exhibit B includes a list of mitigation measures typically used to mitigate impacts to air quality from construction projects. These standard mitigation measures would also help reduce GHG emissions to less than significant levels. No additional mitigation measures specific to GHG are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Setting

A Phase I Environmental Site Assessment (ESA) was conducted by Padre Associates, Inc. (2021) for hazardous risks associated with the project and includes regulatory records searches and a visual site survey.

Conclusions from the assessment were that older structures in the project area likely contain asbestos-containing materials (ACM), lead-based painted (LBP) surfaces, and polychlorinated biphenyls in fluorescent light fixtures.

One historic aged structure that was built in 1955 will be demolished to make way for the new Probation building. Given the age of the building, it is assumed that this building contains LBP and/or ACM.

The ESA determined that the project site is underlain by bedrock formations that include serpentinite, which is known to contain NOA.

The project is within an urban area and located outside of any mapped fire hazard severity zones, though east of the project area is demarcated as high fire severity. The nearest fire facility is located approximately 0.7 mile south of the project site on Laurel Lane, and response time is less than 5 minutes. The project site is not in a dam inundation zone and is not in an Airport Review area.

Discussion

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

The new Probation building will include an armory to store weaponry and lead based ammunition, however State mandated protocols for storage and disposal will be implemented. The construction of the new Probation building would not create significant hazards to the public or the environment through routine transport, use, or disposal of other known hazardous materials and therefore will have a less than significant impact.

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- (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?*

In order to construct the new Probation building, an existing carpenter's shed and associated water tank must be demolished. The structure was built in 1955 and is assumed to contain LBP and/or ACM. Additional testing, or in lieu of testing, the development of an Asbestos Health and Safety Program and Asbestos Dust Mitigation Plan will be implemented to mitigate the potential release of hazardous materials during demolition of the historic age structures, and therefore will have a less than significant impact.

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

There are no existing or proposed schools within one-quarter mile of the project site and therefore will have no impact.

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

The project site is not on a list of hazardous materials site pursuant to Government Code section 65962.5.

- (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 located over two miles from the nearest public use airport, and is not within the airport review area for the San Luis Obispo County Regional Airport.

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

The San Luis Obispo City Emergency Response plan was reviewed, and implementation of the proposed project will not physically interfere with the adopted emergency response plan. The project will follow emergency evacuation warnings, orders, and closures as required by current emergency conditions. The project area is located in Protection Action Zone 8 in case of a Nuclear Emergency and will follow northerly evacuation routes.

As requested by the City Fire Department, the project has been designed to accommodate emergency vehicle access, including all-weather driving capable access roads that will be designed and maintained to support the imposed loads of a 60,000-pound fire apparatus, and therefore will have a less than significant impact.

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

The project area is located adjacent to a medium to high fire risk area, however the new building will be equipped with fire-safe features such as sprinklers. Additionally, the City's Fire Department continues to be consulted regarding the project and will provide requested information such as future

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locations of fire hydrants, fire protection systems, knox box(es), and implementation of emergency access lanes and circulation.

Conclusion/Mitigation

Potential release of hazardous materials such as ACM and LBP during demolition of an existing structure will be mitigated in accordance with APCD standards if testing determines hazardous materials are present. Additional testing for NOA, or in lieu of testing, an Asbestos Health and Safety Program and Asbestos Dust Mitigation Plan will be developed in accordance with the APCD.

The project will have a less than significant impact related to use, emissions and release of hazardous materials, emergency response plans and wildland fires. No additional mitigation is required.

Sources

Padre Associates, Inc. *Phase I Environmental Site Assessment Johnson Avenue Campus Master Plan Properties Assessor's Parcel Number: 003-601-007 2178 and 2180 Johnson Avenue, San Luis Obispo, San Luis Obispo County, CA.* Prepared for County of San Luis Obispo, Public Works Department.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The following information is from the Phase I Environmental Site Assessment (Padre, 2021):

“The Project Site is located within the Central Coast Hydrologic Region, San Luis Obispo Valley Groundwater Basin. There are at least three public groundwater wells located within an approximately half mile radius of the Project Site. The estimated groundwater flow direction beneath the Project Site is generally to the southwest towards San Luis Obispo Creek. The depth to the uppermost groundwater is estimated to be within 5 feet to 15 feet of the ground surface.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the Project Site is located within an area determined to be of minimal flood hazard.”

Historically, the project parcel was chosen for the original hospital based on its geographic location and presence of freshwater spring. Additionally, a survey of the project parcel and interview with the site’s maintenance worker determined that pumps are installed at several buildings for pumping out accumulated water seepage following heavy rain events. It was also noted that mudflows have occurred onsite during heavy rain events.

A recent biological survey determined that jurisdictional drainages and wetlands do exist on the project parcel, however they are located outside of the project’s footprint. In accordance with County requirements, the project will require a stormwater control plan.

The proposed project involves more than one acre of disturbance and is subject to preparation of a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is

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performed in the rainy season, the County will install all required temporary erosion and sedimentation control devices, where needed.

Discussion

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

The project is not expected to violate any water quality standards or waste discharge requirements that may substantially degrade surface or ground water quality. A geologic investigation of the project area included exploratory borings to a maximum depth of 15-feet below ground surface and did not encounter groundwater during the field investigation, though groundwater levels may change seasonally.

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

The project is located within the San Luis Obispo Valley groundwater basin. The existing Probation building is served by the City and so will the new building. While the new Probation building will be expanded in size and will accommodate employees currently located at off-site satellite offices, the building is not expected to increase water use substantially due to the inclusion of water efficient appliances such as low-flow and water-saving fixtures and equipment to reduce both indoor and outdoor water usage levels will be implemented.

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

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

Erosion is when fast moving waters remove sediments from creek embankment, or other sources, and places these sediments into the water. Siltation is when water becomes dirty as a result of fine mineral particulates in the water. Standard Best Management Practices will be implemented during the construction phase of the project to prevent erosion or siltation and a SWPPP will be prepared to minimize on-site sedimentation.

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

The project includes the installation of parking lots and impervious surfaces, which may increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project designed includes construction of stormwater retention basins near the newly created parking lot adjacent to Bishop Street to capture surface runoff. On-site stormwater run-off will be directed from road dikes and vegetated bioswales into the stormwater retention basins to minimize off-site surface runoff. The construction of road dikes and stormwater basins will help to control the direction and flow of impervious surface runoff and will help prevent flooding.

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

See above.

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(c-iv) *Impede or redirect flood flows?*

See above.

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

The project area is not located in a flood hazard, tsunami, or seiche zone area and therefore will have no impact.

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

The project is in an urbanized area, will provide its own water retention in accordance with applicable policies, and will receive water via the City water system. It will not conflict with any water quality or sustainable groundwater management plan.

Conclusion/Mitigation

As described in previous sections, new construction at the facility would be designed in accordance with LEED standards and with low-impact development design for energy efficiency, water efficiency, and stormwater management to minimize water use and uncontrolled runoff.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is identified in the City’s General Plan Land Use Element as a Special Focus Area 5: General Hospital site. The City’s Land Use Element states the following:

The General Hospital site includes County-owned property including the old hospital building and lands behind the facility. Lands behind the hospital building that are inside the City’s Urban Reserve line will be designated at Public (for existing public facility) and a range of residential uses, and will include the ability to support residential care use...The remaining site outside the City’s Urban Reserve line will remain as Open Space. The City shall seek to secure permanent protection of the open space outside of the urban reserve line as part of any development proposal. The undeveloped portion of the site on the southwest side of Johnson Avenue will remain designated for Public uses.

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The project site is located within the City of San Luis Obispo Urban Reserve line on a County-owned parcel. The County is the authority having jurisdiction and will perform the plan check and issue the building permit. Because the project is in the City, it will be subject to City Fire Marshall review and approval, and an encroachment permit from the City to connect to City utilities in the street and other street frontage improvements in the public right of way is required. The project was reviewed for consistency with County policies and regulatory documents relating to the environment and appropriate land use, as well as City encroachment permit(s). Referrals were sent to outside agencies to review for policy consistencies (e.g., City Fire Department for Fire Code, APCD for Clean Air Plan). The project is not within or adjacent to a Habitat Conservation Plan area.

Discussion

(a) *Physically divide an established community?*

The project is located within an existing developed public facility campus in close proximity to the existing Probation building. It will not 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?*

The project is compatible with the surrounding uses, which include medical facilities, and the existing probation building, for example. The project was found to be consistent with the applicable City of San Luis Obispo plans (City of San Luis Obispo General Plan, Transportation Plan). The project does not conflict with any City land use plans, policies or regulations.

Conclusion/Mitigation

The project is consistent with existing land use zoning. No mitigation is required.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project site is not located near any active surface mines or energy/extractive resource areas.

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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?

Historically, the foothills adjacent to project area were mined for serpentine. The project area was not mined and there is no evidence of historical extraction of mineral resources onsite. The adjacent mines have been closed and abandoned and no longer provides mineral resources that would be of value to the region and residents of the state therefore will result in a less than significant impact.

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

The project is not located within any delineated mineral resource recovery sites. Historic, abandoned serpentine mines exist near the project area. The City has no active aggregate operations within its jurisdiction and no quarry or mine operations area pending reactivation or initiation.

Conclusion/Mitigation

The project is not expected to impact mineral resources and no mitigation measures are necessary.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The existing ambient noise environment is characterized by vehicle noise from Johnson Avenue and any office-related noises. Noise-sensitive land uses typically include residences, schools parks, and some medical

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facilities, for example. Sensitive receptors exist adjacent to northern, southern, and eastern edges of the project area and includes a residential facility, long term care facilities, and residential homes. The San Luis Obispo High School is located just under one-half of a mile north of the project site. The nearest park/open space area, Terrace Hill, is located approximately one-third of a mile west of the project area. The proposed building will be utilized as offices for Probation staff, and would not generate noise similar to the existing building and typical for the area.

Discussion

- (a) *Generation of a substantial temporary or permanent increase and 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 project will generate temporary construction noise for the approximately 14–16-month duration of construction. Although the project is within one mile of sensitive receptors (residences and offices), construction noise will be temporary in nature and will be confined to daylight hours. There will be no permanent increase to ambient noise levels when the new Probation building has been constructed.

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

Heavy equipment would generate some ground borne noise and vibration, but these activities would be limited in duration and consistent with other standard construction activities. Impacts related to exposure of persons or generation of excessive ground-borne vibration or ground-borne noise levels would be less than significant as it the impact would be limited to the construction phase of the project. Construction activities are planned to occur during normal business hours, however there may be occasions when work would occur on evenings or weekends if the activity is considered overly disruptive to staff and/or visitors in the adjacent facilities.

- (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 located within two miles of a private airstrip or a public airport. The nearest public airport is located approximately 2.5-miles away from the project site.

Conclusion/Mitigation

Construction-generated noise will be temporary and is not anticipated to be excessive. Construction activities are planned to occur during normal business hours, no additional mitigation is required. Once constructed the building will serve as an office with associated noise levels, there is not expected to be an increase in permanent noise levels.

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XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is located within the city of San Luis Obispo in an area of public facilities that provides healthcare, mental health and social services.

Discussion

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

The project will not have any impact on regional population growth. While additional access routes and parking areas within the project parcel will be required as part of the project, no alteration of existing main transportation networks are proposed. The project parcel has historically been dedicated to public health and services, and new construction on-site has and will continue to support these services. The project includes replacing a Probation building that already exists onsite. No new homes or businesses are planned and therefore will not induce substantial unplanned population growth.

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

The project will not displace any people or housing. The new building will replace an existing building.

Conclusion/Mitigation

The project will have no impacts on population and housing and no mitigation measures are necessary.

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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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The proposed project supports the probation branch of police services by constructing a new and more-efficient Probation facility. The proposed project will have no effect on police, schools, or other public services and will have a less than significant impact to fire protection. The building will not result in the need for new services or facilities beyond what is currently proposed.

Response time for emergency vehicles is not anticipated to be impacted the site will be accessible for emergency vehicles during construction activities.

Discussion

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

Fire protection?

The nearest fire facility is located approximately 0.7 mile south of the project site on Laurel Lane, and response time is less than 5 minutes. The new building will be outfitted with fire suppression systems, fire hydrants and appurtenances that are compliant with City Engineering Standards, California Fire Code, and as required by the State/City Fire Marshal. The San Luis Obispo City Fire Department was

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contacted via CEQA referral on March 30, 2021, and discussions are ongoing related to required fire facilities and features of the new building (such as location of fire hydrants, Fire Department access roadways, underground fire line etc). These fire safety features are required by City Fire Code.

Police protection?

The nearest police station is located just over one mile northwest of the project site. The new building will house Probation Officers offices. They are law enforcement officers in their own right and are trained to supervise law offenders. The proposed project is not expected to impact acceptable service ratios, response times or other performance objectives and therefore will have no impact.

Schools?

The San Luis Obispo High School is located approximately one-quarter of a mile north of the project area. The project will have no impact.

Parks?

The Terrace Hill open space park is located approximately one-third of a mile west of the project area, however the project will not result in a substantial adverse impact to the open space and therefore will have no impact.

Other public facilities?

The entire project parcel is dedicated to serving the public (via hospital, mental health support, child services etc). These facilities may experience construction phase related impacts, however these will be temporary in nature. This project is consistent with the existing use of the public-serving parcel and therefore will have no impact.

Conclusion/Mitigation

The project will not result in any adverse physical, or cumulative, impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services. No public service specific mitigation measures are required.

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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The City's Parks and Recreation Element identified a Safe Routes to School potential/proposed ~~trail~~ trails path within the project area which would connect the surrounding areas to San Luis Obispo High School. As discussed further in the Transportation section of this document, this project will not preclude development of the Safe Routes to School path network or prevent the public from crossing the parcel between the proposed neighborhood greenways at Flora Street and Fixlini Street. The project is not proposed in a location that will affect any ~~trail~~ park, recreational resource, coastal access, and/or recreational use area.

Discussion

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

The proposed project is an office building and would not increase the use of existing neighborhood and regional parks or other recreational facilities.

(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 project area is designated for public facilities. The new probation building will not require or facilitate the construction of recreational facilities.

Conclusion/Mitigation

The proposed project is not expected to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physically deterioration of the facility would occur or be accelerated.

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XVII. TRANSPORTATION

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

Setting

Senate Bill 743, which was codified into the Public Resources Code section 21099, requires communities to achieve a 15% reduction in vehicle miles traveled. This resulted in a change in the CEQA Guidelines regarding the analysis of transportation impacts. As described in the December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA, vehicle miles traveled (VMT) is considered the most appropriate metric to evaluate a project's transportation impacts under CEQA, replacing level of service and other similar metrics for consideration of significant environmental effects.

The County conducted VMT analysis using the SB 743 Sketch VMT Tool Excel Calculator (provided by the APCD). This calculator references quantification analyses strategies and mitigation measures listed in the California Air Pollution control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures- A Resource for Local Government to Assess Emission Reduction from Greenhouse Gas Mitigation Measures (August 2010). To reduce transportation impacts related to vehicle miles traveled, the project will implement VMT reduction mitigation measures listed in part (b) of this section.

The project site is located off of Johnson Avenue, and Bishop Street. There is a stoplight at the intersection of Johnson Avenue and Bishop Street for access to the site. An existing bus stop is located on Johnson Avenue, just in front of the Johnson Avenue Campus. The new building, which will replace the existing probation building at the same site, will serve approximately 130 Probation Department employees. Approximately 115 of these employees currently work at the adjacent existing probation building or in a smaller building located on Prado Road. The building's proposed parking lot will offer 87 staff parking spaces, 13 public parking spaces, and an additional 41 fleet, staff spaces. A new access road to the building will be constructed adjacent to the existing Child Development Resource Center. All access roads shall be designed and maintained to support emergency vehicles (such as fire trucks) and shall support all-weather driving capabilities.

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The City's Active Transportation Plan (ATP) (2021) identifies a proposed shared-use path through the development area connecting a proposed neighborhood greenway at Flora Street to an existing easement and proposed neighborhood greenway at Fixlini Street. This is an important Safe Routes to School path connecting these neighborhoods to San Luis Obispo High School and provides a low speed, low volume alternative to Johnson Avenue. The project will not preclude future implementation of this route.

Currently the public can cross the Johnson Avenue Campus between Bishop Street and the Fixlini Street easement via an informal bikeway connection which consists of a dirt path, paved access and parking area to the south of the project site, and an approximately 100-foot-long decomposed granite (dg) surface leading to Fixlini Street (Figure 4).

As discussed in the Energy, and Greenhouse Gas sections the project would enhance multimodal transportation operations by promoting bicycling, and carpooling alternatives to sole-occupancy vehicle transit. This will be done by implementation of a Trip Reduction Plan to reduce employee trips by single occupancy vehicles. Implementation of this plan includes participation in the San Luis Obispo Council of Government's Back N' Forth Program. This program provides staff with carpool matching, incentives for making a smart commute, and emergency ride home benefits. Employees are eligible for these benefits if they track their smart commutes which include walking, biking, carpooling, vanpooling, and transit. Additionally, the project will include installation of bicycle racks and corrals, and construction of designated carpool only parking spaces.

Discussion

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

The project does not conflict with any program plans, ordinances, or policies addressing transportation facilities. The project will accommodate measures to reduce VMT such as dedicated carpool spaces, bicycle corrals, and use of a rideshare program. An existing dirt portion of the connection between Bishop Street and the Fixlini easement will no longer exist upon construction of the project. However, an alternate informal bikeway connection route (consisting of paved and dg areas) connecting those same two points would remain a viable connection and will remain open to the public during and after construction of the project (Figure 4).

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

The County of San Luis Obispo has not yet identified an appropriate model or method to estimate vehicle miles traveled for proposed land use development projects. Section 15064.3, subdivision (b) states that if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively.

The San Luis Obispo Transportation Impact Study Guidelines (June 2020) states:

'Per OPR guidance, land use projects that meet the following screening thresholds may be assumed to result in a less-than-significant transportation impact under CEQA, and will not require a detailed quantitative VMT assessment...Local-serving public facilities, such as Police and Fire Stations, libraries...etc., may be assumed to cause less than significant impact....Per CEQA Guidelines, residential, retail, office and mixed-use projects that are located within a ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor may be assumed to cause a less-than-significant impact on VMT... A 'major transit stop' is defined as a site containing an existing rail station' (pg 9).

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The project area is within a Public Facility land use zone and is within 0.5-mile from the nearest rail station and therefore may be assumed to cause a less-than-significant impact on VMP per the SLO Transportation Impact Study Guidelines.

The suggested screening threshold is 110 trips/day identified in the State guidance (Technical Advisory on Evaluating Transportation Impacts in CEQA; Office of Planning & Research, December 2018). The new building would likely exceed this threshold; however, because approximately 90% (116) of the eventual maximum number of employees (130) already work in the City of San Luis Obispo at other offices, the project would not substantially increase VMT.

The project will implement the following VMT mitigation measures: electric vehicle charging station(s), bicycle parking (long and short term), on-site amenities such as showers and locker rooms, access to a commute reduction program, shifting single occupancy vehicle trips to carpooling or vanpooling and providing incentives for multi-modal transportation forms (carpooling, bicycling, walking to work). With the implementation of VMT reduction mitigation measures the project was found meet VMT thresholds and will have a less than significant impact on VMT.

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

The project will introduce changes to the internal road configuration at the project site. There are no changes proposed on Johnson Avenue. Any proposed encroachment into Bishop Street would conform to City road specifications. The project will not result in inadequate emergency access or incompatible uses.

(d) *Result in inadequate emergency access?*

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

Conclusion/Mitigation

The project will include implementation of the following VMT reducing measures: electric vehicle charging station(s), bicycle parking (long and short term), on-site amenities such as showers and locker rooms, access to a commute reduction program, and a Trip Reduction Plan to monitor and reduce employee trips by single occupancy vehicle and achieve the Gold Level of San Luis Obispo Council of Governments (SLOCOG) Back N' Forth Program. In addition, measure TR-1 has been included. The measure confirms the County's commitment to planning for and designing a formal shared use pathway as part of the development of Phase 2 of the Johnson Avenue Campus.

Sources:

California Air Pollution control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures- A Resource for Local Government to Assess Emission Reduction from Greenhouse Gas Mitigation Measures (August 2010). Accessed via web 8/9/21.

City of San Luis Obispo Active Transportation Plan (ATP) (2021). Accessed via web 8/9/21.

City of San Luis Obispo Transportation Impact Study Guidelines (June 2020). Accessed via web 8/9/21.

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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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

With respect to tribal cultural resources, the project site lies within a region historically occupied by the Chumash, and possibly to a lesser extent the Salinan Tribe. The Chumash occupied the coast between San Luis Obispo and northwestern Los Angeles County, inland to the San Joaquin Valley. They were divided into two broad groups, of which the Obispeño were the northern group. The Salinan were northern neighbors of the Chumash, and although the presence of a firm boundary between the Chumash and the Salinan is uncertain, ethnographic accounts have placed Salinan territories in the northern portion of the County. Neither tribal group has recognized tribal lands in the County or the project area.

Early accounts for both tribes imply a hunter-gatherer lifestyle, utilizing locally available botanical and faunal terrestrial, marine, and estuarine resources. Acorns provided a main staple of the diet. Archaeological research has shown that the tribes resided in numerous permanent villages and temporary camps, following

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annual cycles of hunting and gathering. Historical, written accounts of early European explorers indicate that there was also a high-level sociopolitical complexity and extensive local and regional trade networks. Both tribes have a rich and complex history dating back to 10,000 years before present. For San Luis Obispo County, the six periods of cultural chronology have been developed and are as follows: Late Period (A.D. 1250 to 1769); Middle/Late Transition (A.D. 1000 to 1250); Middle Period (600 B.C. to A.D. 1000); Early Period (3500 to 600 B.C.); Millingstone/Early Archaic Period (8000 to 3500 B.C.); and Paleo-Indian (pre-8000 B.C.).

In order to meet California Assembly Bill (AB) 52 Cultural Resources requirements, outreach to seven Native American tribes/groups was conducted on March 30, 2021, to solicit and consider input from all interested tribal members regarding the proposed project. The consulted groups/individuals include: the Salinan Tribe of San Luis Obispo & Monterey Counties, the Xolon Salinan Tribe, the *yak tiṭṭu tiṭṭu yak tiḥini* - Northern Chumash Tribe, the Barbaeño/Ventureño Band of Mission Indians, the Coastal Band of the Chumash Nation, the Santa Ynez Band of Chumash Indians, and the Northern Chumash Tribal Council. One letter was returned as undeliverable, and no additional contact information for this individual is provided on the tribal contact list that the County maintains.

Two tribal members responded to request the results of the Phase I archaeological survey of the site. The survey results were provided to tribal members.

Discussion

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

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

An archaeological survey, internal records search of the County's cultural resource database, and project specific Native American outreach did not identify prehistoric tribal cultural resources within the project area. No tribal cultural resources, exist within the project area, and therefore will have no impact.

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

No tribal cultural resources were identified at the project site. Previous review of historical documents determined that the site has been utilized for public health purposes since the late 1890s. The historical use of the site and review of historic imagery determined that the project area has been significantly disturbed and therefore there is a low likelihood of inadvertently uncovering intact tribal cultural resources.

Conclusion/Mitigation

No mitigation measures beyond those described in the Cultural Resources section are required for the project.

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XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project is located within City jurisdiction will be served by City utilities and service systems. The City has been contacted and agreed to serve the new project. The County would apply for City encroachment permits to tie into City operated utilities. The building’s sewer and water service will be connected to the existing main within Bishop Street. Solid waste enclosures to serve the project shall be consistent with the City’s Solid Waste Enclosure Standards and coordination with the San Luis Garbage Company is ongoing. The project will comply with the City of San Luis Obispo’s latest engineering design standards and shall have reasonable alignments needed for maintenance of public infrastructure. The complete site utility plan will be submitted to the City for approval and will show all existing and proposed underground and overhead utilities, and utility company meters.

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The project will serve up to approximately 130 employees (approximately 16 more than are currently working in other Probation offices in the City). Water demand calculations based on the 2019 California Plumbing Code have been calculated for the project based on the number of proposed lavatories, water closets, urinals, sinks, drinking fountains, and showers. Additional building water demand for irrigation has been calculated at approximately 140,000 gallons per year assuming irrigated landscaping and use of drought tolerant plant species. As requested by the City, the landscape plans will conform to CAL Green Building Code and Model Water Efficient Landscape Ordinance regulations.

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?*

Construction of the building will require water and wastewater connections but does not result in the construction of a new water or wastewater treatment facility, or expansion of existing facilities. The new building will tie into existing City-operated water and wastewater and other utility infrastructure, and therefore will have no impact. During the construction phase of the project, a portable chemical toilet will be available for use by construction crews.

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

The proposed project consolidates staff in two other existing buildings into one. The City has indicated that the proposed project can be served. The project will utilize water conserving features such as low-flow toilets and automatic shut-off faucets. Therefore, project water use will likely not exceed the existing use, and may be in fact be less than the existing demand.

- (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?*

As described in (a), the project will be served for wastewater and will be tied into City provided sewer services and the City has agreed to serve the project.

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

The project will not generate excess solid waste. Solid waste associated with construction debris and demolition of the existing carpenter shed will be generated during the construction phase of the project, however this is not considered to be in excess of State or local standards. Once in the new building is in the operational phase, solid waste generation will be consistent with typical office solid waste amounts, and shall be disposed of in accordance with applicable regulations and in coordination with the San Luis Garbage Company.

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

Solid waste enclosures to serve the project shall be consistent with the City's Solid Waste Enclosure Standards and coordination with the San Luis Garbage Company shall be conducted.

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Conclusion/Mitigation

The project will not significantly increase water or sewer demand, nor will it increase solid waste generation when compared to baseline conditions for the existing probation offices.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

As described under Hazards and Hazardous Materials, the project site is located adjacent to a high fire risk and the response time for the area is less than 5 minutes. The nearest fire facility is located less than one mile from the project site on Laurel Lane.

Discussion

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

The proposed project is consistent with the City of San Luis Obispo’s emergency response plan or emergency evacuation plan. Consultation with the City of San Luis Obispo’s Fire Department for the proposed project is ongoing.

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

The project area is located adjacent to a high fire hazard area that contains high slopes; however the new building will include fire safe features such as fire sprinklers and fire hydrants to ensure to mitigate the uncontrolled potential spread of a wildfire. The project will comply with the Community Wildfire Protection Plan for the City of San Luis Obispo. The adjacent hills are considered grasslands, which would burn quickly under strong, dry wind patterns, however it does not produce the high intensity heat and high flame lengths associated with other vegetation types.

- (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?*

Fire suppression mechanical systems will be installed within the new Probation building. Maintenance of this system will be required periodically in accordance with terms of use.

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

The project site is located on a gradual slope of less than 13 percent and is surrounded by existing urbanized development. Nearby hillsides east of the project area have moderate to steep slopes and are not within the ground-disturbance footprint. Potential for landslides in the project area is low and the project is not proposing disturbance in areas of steep slopes that would be conducive to the formation of debris flows in the nearby existing channels.

Design features will include a stormwater retention basin to capture runoff, retaining walls, and other on-site drainage conveyances. The project does not include any design elements that would 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. Therefore, impacts would be less than significant.

In regard to (a) through (d), impacts of the project on emergency response are discussed under Hazards and Hazardous Materials, Public Services, and Transportation.

Conclusion/Mitigation

The project will have no significant effects on wildfire risk and no mitigation measures are necessary.

Sources

City of San Luis Obispo. Community Wildfire Protection Plan. July 2019. [Microsoft Word - City of San Luis Obispo CWPP v.3 07 31 19 \(slocity.org\)](#). Accessed June 28, 2021.

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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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

The project setting is described in terms of surrounding land uses on pages one through three of the Initial Study and from the perspective of environmental resources in each resource section of this document, including, for example, aesthetics, biological resources, and cultural resources.

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?*

Incorporation of the Biological Resources (BR) and Cultural Resources (CR) mitigation measures included in Exhibit B will ensure that the project will not substantially reduce the number of fish and wildlife species,

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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.

(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 project does not propose a new or different use than the existing use of the project parcel and will be located within existing County-owned lands which are disturbed and developed. Construction-related impacts will be temporary and limited by the limited duration and scope of the project. 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.

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

The County will implement all construction phase emissions mitigation measures that were identified by the APCD. These measures include limiting idling time of diesel-powered equipment, managing fugitive dust emissions, conducting proper abatement of asbestos-containing material and lead-based coated structures, and complying with the Asbestos Air Toxics Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations (Title 17 CCR Sec 93105) to reduce emissions of NOA.

Potential release of hazardous materials such as ACM and LBP during demolition of an existing structure will be mitigated in accordance with APCD standards if testing determines hazardous materials are present. An Asbestos Health and Safety Program and Asbestos Dust Mitigation Plan could be developed in accordance with the APCD.

The project will have a less than significant impact related to use, emissions and release of hazardous materials. The project is not located within an airport land use area, result in a safety hazard, or be permanently generate excessive noise outside of the project’s construction phase.

Conclusion/Mitigation

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

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Exhibit A - Initial Study References and Agency Contacts

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

Contacted	Agency	Response
<input type="checkbox"/>	County Public Works Department	Not Applicable
<input checked="" type="checkbox"/>	County Environmental Health Services	None
<input checked="" type="checkbox"/>	County Agricultural Commissioner's Office	Attached
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	Attached
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input checked="" type="checkbox"/>	Regional Water Quality Control Board	None
<input type="checkbox"/>	CA Coastal Commission	Not Applicable
<input checked="" type="checkbox"/>	CA Department of Fish and Wildlife	None
<input checked="" type="checkbox"/>	CA Department of Forestry (Cal Fire)	Attached
<input type="checkbox"/>	CA Department of Transportation	Not Applicable
<input type="checkbox"/>	Community Services District	Not Applicable
<input checked="" type="checkbox"/>	Other US Army Coprs of Engineers	None
<input checked="" type="checkbox"/>	Other City of San Luis Obispo	Attached

** "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 Public Works Department.

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

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Exhibit B - Mitigation Summary

Air Quality

AQ-1 Construction Permit Requirements Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require a California statewide portable equipment registration (issued by the California Air Resources Board or CARB) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive:

- Portable generators and equipment with engines that are 50 hp or greater; or
- Electrical generation plants or the use of standby generators.

AQ -2 Fugitive Dust Mitigation Measures: Expanded List Construction activities can generate fugitive dust, which could be a nuisance to residents and businesses in close proximity to the proposed construction site. Projects with grading areas more than 4 acres and/or within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to manage fugitive dust emissions such that they do not exceed the APCD 20% opacity limit (APCD Rule 401) and minimize nuisance (APCD Rule 402) impacts:

- a) Reduce the amount of the disturbed area where possible;
- b) Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider use of a dust suppressant that is effective for the specific site conditions to reduce the amount of water used for dust control. Please refer to the following link from the San Joaquin Valley Air District for a list of potential dust suppressants: [Products Available for Controlling Dust](#);
- c) All dirt stockpiles should be sprayed daily and covered with tarps or other dust barriers as needed;
- d) 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, soil binders or other dust controls are used;
- e) 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) or otherwise comply with California Vehicle Code (CVC) Section 23114;
- f) "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;
- g) All fugitive dust mitigation measures shall be shown on grading and building plans;
- h) The contractor or builder shall designate a person or persons whose responsibility is to ensure any

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fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork, or demolition (Contact the Compliance Division at 805-781-5912).

- i) 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;
- j) 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;
- k) 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;
- l) Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- m) Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible;
- n) Take additional measures as needed to ensure dust from the project site is not impacting areas outside the project boundary.

AQ-3 Limits of Idling During Construction Phase: State law prohibits idling diesel engines for more than 5 minutes. All projects with diesel-powered construction activity shall comply with Section 2485 of Title 13 of the California Code of Regulations and the 5-minute idling restriction identified in Section 2449(d)(2) of the CARB's In-Use Off-Road Diesel regulation to minimize toxic air pollution impacts from idling diesel engines. The specific requirements and exceptions for the on-road and off-road regulations can be reviewed at the following web sites: arb.ca.gov/sites/default/files/classic/msprog/truck-idling and arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.

AQ-4 Because this project is within 1,000 feet of sensitive receptors, the project applicant shall comply with the following more restrictive requirements to minimize impacts to nearby sensitive receptors.

1. Staging and queuing areas shall not be located within 150 feet of sensitive receptors;
2. Diesel idling within 150 feet of sensitive receptors shall not be permitted;
3. Use of alternative fueled equipment is recommended; and
4. Signs that specify no idling areas must be posted and enforced at the site.

AQ-5 Naturally occurring asbestos (NOA) has been identified by CARB as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain NOA. The following requirements apply because the project site is in a candidate area for NOA. The applicant shall ensure that a geologic evaluation is conducted to determine if the area disturbed is or is not

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exempt from the CARB Asbestos Air Toxics Control Measure (Asbestos ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (Title 17 CCR Section 93105) regulation.

- a) If the site is not exempt from the requirements of the regulation, 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; or
- b) If the site is exempt, an exemption request must be filed with the APCD.

More information on NOA can be found at slocleanair.org/rules-regulations/asbestos/noa.

AQ-6 Proper Abatement of Asbestos-Containing Material (ACM) Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, abatement, and disposal of asbestos-containing material (ACM). ACM could be encountered during the demolition or remodeling of existing structures or the disturbance, demolition, or relocation of above or below ground utility pipes/pipelines (e.g., transite pipes or insulation on pipes). If this project will include any of these activities, then it may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).

NESHAP requirements include but are not limited to:

1. Written notification to the APCD, within at least 10 business days of activities commencing.
2. Asbestos survey report conducted by a Certified Asbestos Consultant.
3. Written work plan addressing asbestos handling procedures in order to prevent visible emissions.

Go to slocleanair.org/rules-regulations/asbestos.php for more information.

AQ-7 Proper Abatement of Lead-Based Coated Structures Demolition, remodeling, sandblasting, or removal with a heat gun can result in the release of lead-containing particles from the site. Proper abatement of lead-based paint must be performed to prevent the release of lead particles from the site. An APCD permit is required for sandblasting operations. For additional information regarding lead abatement, contact the San Luis Obispo County Environmental Health Department at 805-781-5544 or Cal-OSHA at 818-901-5403. Additional information can also be found online at epa.gov/lead.

AQ-8: The project will implement the following mitigation measures: electric vehicle charging station(s), bicycle parking (long and short term), on-site amenities such as showers and locker rooms, access to a commute reduction program, shifting single occupancy vehicle trips to carpooling or vanpooling and providing incentives for multi-modal transportation forms (carpooling, bicycling, walking to work).

BR-1: If vegetation removal or trimming is proposed during the nesting bird season (February 1 to September 1), a pre-construction nesting bird survey will be conducted by a biologist.

BR-2: In the unlikely event that native trees are removed, they will be replanted at a 3:1 replacement ratio.

BR-3: The number of access routes, size of staging areas, and the total area of the activities will be limited to the minimum necessary to achieve the project goals. Access routes and construction areas shall be located outside of riparian areas.

BR-4: During construction, soil and vegetation disturbance will be minimized to the minimum area necessary to construct the proposed project.

Initial Study – Environmental Checklist

- BR-5:** Work during times of precipitation shall be avoided to the maximum extent possible. The contractor shall utilize erosion control devices, including (but not limited to): berms, silt fence, burlap-wrapped fiber rolls, jute netting, sand/gravel bags, straw wattles, and straw bales to prevent any sediment or pollutants from entering jurisdictional areas, and spreading onsite. All erosion control devices or mulch used onsite must be free of invasive species seed.
- BR-6:** During project activities, all food-related trash shall be disposed of in enclosed containers and removed and disposed of from the project area each day. Construction personnel shall not feed or otherwise attract wildlife to the construction area. At project completion, all project-related debris, vehicles, building materials, and rubbish shall be removed from the project area.
- BR-7:** Prior to the onset of work, the contractor will ensure that a plan is in place for prompt and effective response to any accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to implement should a spill occur.
- BR-8:** All vehicles and equipment shall be in good working condition and checked daily for leaks. The contractor shall prevent petroleum products, or any other pollutant, from contaminating the soil or entering a watercourse (dry or otherwise). When vehicles or equipment are not in use, mats or drip pans shall be placed below vehicles to contain fluid leaks. Refueling of vehicles and equipment shall occur at least 60-feet from wetland areas.
- BR-9:** Prior to any construction work beginning, including any vegetation clearing, sturdy, high-visibility fencing shall be installed to protect jurisdictional areas and sensitive resource areas adjacent to the work area. This fencing shall be placed so that unnecessary impacts to adjacent habitat are avoided. No construction work (including storage of materials) shall occur outside of the "Project Limits". The required fencing shall remain in place during the entire construction period and be maintained as needed by the contractor.
- CR-1:** Inadvertent Discovery. If previously unidentified cultural materials are unearthed during construction, work shall be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.
- CR-2:** Pre-construction Archaeological Briefing. An archaeologist shall provide a pre-construction archaeological briefing to all construction crews prior to initiating ground disturbing activities. The briefing shall provide guidance on historical and archaeological resources and appropriate procedures to follow if such finds are inadvertently exposed during the project.
- HAZ-1:** Prior to construction, if necessary, an Asbestos Health and Safety Program and Asbestos Dust Mitigation Plan will be developed in accordance with the APCD.
- NS-1:** The project will be consistent with the San Luis Obispo City Noise Standards and San Luis Obispo City Municipal Code, Title 9 (Public Peace, Morals and Welfare), Section 12 (Noise Control).
- TR-1:** To avoid potential conflicts with the City of San Luis Obispo ATP, the County will:
- 1) Maintain a connection between Bishop Street and the Fixlini easement during and after construction of the project (Figure 4); and
 - 2) a formal shared use path will be incorporated into the planning, design, and construction of the next phase (Phase 2) of the Johnson Avenue campus development.

Initial Study – Environmental Checklist

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

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

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

Public Comments Received

From: [Michelle Holm](#)
To: [Blaize Uva](#)
Subject: [EXT]Public Comment - Mitigated Negative Declaration.
Date: Wednesday, November 17, 2021 2:43:49 PM
Attachments: [Icon.png](#)

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Blaize Uva

Thank you for finding a way to include CDRC's existing site in the future Probation Department Build. We are so grateful to the community and the Board of Supervisors for their continued support of our programs. We look forward to working with you in the future.

In Partnership,

--

Michelle Holm, Chief Executive Officer
SLO Child Development Resource Center
1720 Bishop Street, San Luis Obispo, CA 93401
Phone (805) 544-0801 x 01 ; Fax [\(805\) 544-2611](#)
Email michelle@childrensresource.org





Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249
805.781.7170
slocity.org

November 17, 2021

Sent via email to buva@co.slo.ca.us

Blaize Uva, Environmental Specialist
County Government Center, Room 206
San Luis Obispo, CA 93408

SUBJECT: Comments Regarding Proposed Mitigated Negative Declaration for the County of San Luis Obispo Department of Public Works New Probation Department Building Project (ED21-33; 320112)

Dear Blaize Uva:

This letter serves as the City of San Luis Obispo's comment letter on the proposed Mitigated Negative Declaration (MND) for the County of San Luis Obispo Department of Public Works New Probation Department Building Project. The City appreciates the opportunity to comment on the Initial Study and proposed MND, and City staff have raised questions and comments below, which should be addressed to achieve adequate environmental analysis and proper analysis and disclosure of impacts.

Biological Resources

1. Biological Resources (e) (page 16). The Initial Study states that the "project is consistent with local policies and ordinances that protect biological resources" (page 16); however, the Initial Study does not include an associated evaluation supporting this conclusion. The City appreciates that the project appears to have been sited to avoid or minimize tree removals. The Initial Study should identify proposed or potential tree removals (size and species) and preservation strategies for trees to remain, and include an evaluation how the project would be consistent with the City's [Tree Regulations](#). The City does note *Mitigation Measure BR-2* (page 53), which requires: "In the unlikely event that native trees are removed, they will be replanted at a 3:1 replacement ratio" and the City appreciates this requirement. Please note that the City's Tree Regulations require compensatory plantings for both native and non-native trees, and state: "Compensatory Tree Planting. Tree removals authorized under subsection E or F of this section shall be compensated by planting a minimum of one new tree for each tree authorized to be removed when planted on the same property (on site) or two new trees for each tree authorized to be removed when planted on a different property or within the public right-of-way (off site)" (12.24.090.J).

Comments Regarding Proposed Mitigated Negative Declaration for the County Probation Department Building Project (ED21-33; 320112)

2. Biological Resources (Conclusion/Mitigation) (pages 16 and 53). *Mitigation Measure BR-1* (page 53) requires: “If vegetation removal or trimming is proposed during the nesting bird season (February 1 to September 1), a pre-construction nesting bird survey will be conducted by a biologist”. This measure should be expanded to identify what would be required in the event an active nest is observed (i.e., construction activity buffer distance depending on the species observed).

Greenhouse Gas Emissions

3. Greenhouse Gas Emissions (a, b) (pages 25-26). The Initial Study notes that the project would be consistent with the City’s Climate Action Plan (page 25), but does not include any analysis/evaluation demonstrating that this is the case. In addition, as noted in the San Luis Obispo Air Pollution Control District referral letter (April 19, 2021, page 5): “For projects within the City of SLO, the APCD recommends calculating greenhouse gas emissions and comparing this project to the now adopted City of San Luis Obispo’s Climate Action Plan”. Please provide an analysis including substantial evidence supporting the consistency evaluation and impact determination. Online resources that should be used in the analysis include the City’s [Climate Action Plan for Community Recovery](#), including [Appendix C – Greenhouse Gas Emissions Thresholds and Quantification Consistency Review for New Development](#). The GHG Thresholds document includes a screening checklist to determine consistency with the City’s qualified Climate Action Plan (see Appendix B CEQA GHG Emissions Analysis Compliance Checklist).

Transportation

4. Transportation (a) (pages 40-41). The Initial Study acknowledges a proposed shared use path identified in the City of San Luis Obispo [Active Transportation Plan](#) through the Probation Building property connecting Fixlini to Flora Streets. The Initial Study states that the “project will not preclude future implementation of this route” but the proposed site plan appears to preclude implementation of the path alignment as envisioned in the Active Transportation Plan. The City requests that the alignment of the shared use path be determined as part of the Probation Building design footprint in order to ensure that construction and operation of the pathway is not precluded.
5. Transportation (b) (page 41). The Initial Study states: “The County of San Luis Obispo has not yet identified an appropriate model or method to estimate vehicle miles traveled for proposed land use development projects. Section 15064.3, subdivision (b) states that if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project’s vehicle miles traveled qualitatively. The suggested screening threshold is 110 trips/day identified in the State guidance (Technical Advisory on Evaluating Transportation Impacts in CEQA; Office of Planning & Research, December 2018). The new building would likely exceed this

Comments Regarding Proposed Mitigated Negative Declaration for the County Probation Department Building Project (ED21-33; 320112)

threshold; however, because approximately 90% (116) of the eventual maximum number of employees (130) already work in the City of San Luis Obispo at other offices, the project would not substantially increase VMT. VMT would be further reduced with implementation of the proposed robust rideshare program.”

While the Initial Study states that approximately 90% of the eventual maximum number of employees already work in the City of San Luis Obispo at other offices, the Initial Study should show and identify what impact would occur as a result of concentrating all of these employees at one location, and what the impact would be on vehicular, transit, bicycle, and pedestrian modes of transportation at the intersection of Bishop / Johnson Ave. In addition, the study does not address any potential safety concerns associated with increasing traffic generation at the existing site access driveway on Johnson Avenue north of Bishop, which does not include turn pockets or access restrictions as would be required per City Engineering Standards.

The VMT analysis does not appear to follow practices recommended in CA OPR's Technical Advisory on Evaluating Transportation Impacts In CEQA. OPR guidance recommends using a VMT threshold of 15% below existing regional VMT per employee when evaluating significant impacts for office development projects.

Further, the OPR guidelines for redevelopment projects (where a project replaces an existing VMT-generating land use) recommend using a VMT threshold as follows:

- a) Redevelopment project results in net overall decrease in VMT → No VMT impact.
- b) Redevelopment project results in net increase in overall VMT → use same threshold as if new development (i.e., 15% below existing regional VMT per capita).

As currently presented, the project VMT analysis does not appear to follow these guidelines.

Comments Regarding Proposed Mitigated Negative Declaration for the
County Probation Department Building Project (ED21-33; 320112)

The City requests to continue to be notified/consulted on further project review such as any significant project modifications, environmental review, and upcoming hearings.

Thank you for considering City comments on the proposed project.

Please feel free to contact me if you have any questions or would like any assistance to arrange a meeting. We look forward to further discussions regarding future associated permits and approvals related to the shared path noted above, and fire, water, and sewer service, encroachment permit(s), road infrastructure, and potential night work requests.

I can be contacted by phone at 805-781-7176, or by e-mail: sscott@slocity.org.

Sincerely,



Shawna Scott

Senior Planner

City of San Luis Obispo, Community Development Department

CC: San Luis Obispo City Council
Michael Codron, Community Development Director
Tyler Corey, Deputy Community Development Director
Luke Schwartz, Transportation Manager
Adam Fukushima, Active Transportation Manager
Hal Hannula, Supervising Civil Engineer
Bob Hill, Sustainability and Natural Resources Official
Jennifer Metz, Utilities Project Manager
Molly Brown, Fire Inspector III

From: [Scott, Shawna](#)
To: [Blaize Uva](#)
Subject: RE: [EXT]RE: Notice of Intent to adopt a Negative Declaration - County Public Works New Probation Department Building Project
Date: Wednesday, November 17, 2021 4:09:24 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[SLO City Comments-County Probation Building 11.17.2021.pdf](#)

Hi Blaize,

We appreciate the opportunity to review and comment on the Initial Study / Mitigated Negative Declaration. The City's comment letter is attached.

Please feel free to reach out if you have any questions or would like to discuss further.

Thank you,
Shawna

Shawna Scott
Senior Planner



Community Development
919 Palm Street, San Luis Obispo, CA 93401-3218
E sscott@slocity.org
T 805.781.7176

slocity.org



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From: Blaize Uva <BUva@co.slo.ca.us>
Sent: Monday, October 25, 2021 7:41 AM
To: Scott, Shawna <sscott@slocity.org>
Cc: Fukushima, Adam <AFukushi@slocity.org>
Subject: RE: [EXT]RE: Notice of Intent to adopt a Negative Declaration - County Public Works New Probation Department Building Project

Good morning,

Here is the link to the MND: <https://www.slocounty.ca.gov/Departments/Public-Works/Forms->

[Documents/Environmental-Determinations/MND-Probation-Building.pdf](#)

Please let me know if you have follow up questions or comments.

Thank you,



Blaize Uva

Environmental Specialist (Archaeology)

Public Works, County of San Luis Obispo

Tel: (805) 781-4263 | *An APWA Accredited Agency*

[Website](#) | [Twitter](#) | [Map](#)

From: Scott, Shawna <sscott@slocity.org>

Sent: Friday, October 22, 2021 3:49 PM

To: Blaize Uva <BUva@co.slo.ca.us>

Cc: Fukushima, Adam <AFukushi@slocity.org>

Subject: [EXT]RE: Notice of Intent to adopt a Negative Declaration - County Public Works New Probation Department Building Project

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Hi Blaize,

Is there a PDF of the Initial Study/ND that you can send to us, or is the document available for download from the County website?

Thank you for your assistance,
Shawna

Shawna Scott

Senior Planner



**CITY OF
SAN LUIS OBISPO**

Community Development

919 Palm Street, San Luis Obispo, CA 93401-3218

E sscott@slocity.org

T 805.781.7176

slocity.org



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From: Blaize Uva <BUva@co.slo.ca.us>

November 15th, 2021

Blaize Uva
County of San Luis Obispo, Environmental Division
976 Osos Street, Room 206
San Luis Obispo, CA 93408

Subject: Probation Department Building- New Construction Project MND

Dear Ms. Uva:

The San Luis Obispo Council of Governments (SLOCOG) appreciates the opportunity to review the County of San Luis Obispo's Probation Department Building - New Construction Project Mitigated Negative Declaration (MND) & Initial Study (IS). The State of California and Federal Highways Administration designate SLOCOG as the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO), respectively, for the region. While SLOCOG does not have permit or regulatory authority for land use proposals, SLOCOG is responsible for planning the long-term viability of the regional surface transportation system, and for programming funds to achieve the objectives of the adopted Regional Transportation Plan (RTP) and Sustainable Communities Strategy. SLOCOG staff reviews land use projects, EIRs, and plans to ensure positive outcomes in transportation and land choices within and between our communities. After reviewing the MND & IS, SLOCOG submits the following comments.

An action strategy of the 2019 RTP is to be, "consistent with state Active Transportation Program guidance, encourage local agencies to develop an efficient, interconnected, network of streets, bikeways, walk ways and shared use paths that improve circulation, are easily navigable, meet the safety and mobility needs of all types of users and enhance connectivity to recreational areas, open space and trails, and promote economic vitality." In February 2021, the City of San Luis Obispo adopted their Active Transportation Plan. The identified Flora Street/Fixlini Street Greenway includes a shared-use path though the site. **SLOCOG suggestions updating the following MND language: "The City's Parks and Recreation Element does not show any potential/proposed trails within the project area" (p.39).** The City has identified this path as an important Safe Routes to School path connecting the surrounding neighborhoods to San Luis Obispo High School. It also provides a low speed, low volume, alternative to Johnson Avenue. There is an opportunity to include this path alignment in the development.

The MND mentions, "operational emissions will be further offset by implementation of a multi-modal transportation program that includes incentives for bicycling, walking, bussing, or carpooling to work" (p.25). It is also mentioned, that "the project would increase opportunities for alternative modes of transportation, including rideshare programs that could reduce vehicle emissions that contribute to GHG levels." SLOCOG has a long history of supporting Transportation Demand Management (TDM) activities through goals and strategies outlined in the 2019 RTP. Additionally, SLOCOG's Regional Rideshare division aims to increase sustainable travel choices through public outreach, education, and encouragement programs. **The Probation Department is a part of Rideshare's Back N' Forth Club but suggests revisiting the program as the project progresses.**

Thank you again for the opportunity to provide input. We wish the County continued success with the new Probation Building. SLOCOG looks forward to continued coordination with the County on the aforementioned TDM program. If there are any questions, please do not hesitate to contact me at (805) 597-8052 or ssanders@slocog.org.

Sincerely,



Sara Sanders, Transportation Planner
San Luis Obispo Council of Governments

CC: Adam Fukushima, City of SLO



November 11, 2021

To: Blaize Uva
Environmental Specialist (Archaeology)
Public Works, County of San Luis Obispo
Tel: (805) 781-4263
BUva@co.slo.ca.us

RE: MND, New Probation Department Building

Greetings Ms. Uva!

Bike SLO County sees a unique opportunity to make significant progress towards Complete Streets while planning and designing this New Probation Building project. The City of San Luis Obispo's new Active Transportation Plan (ATP) has identified a route through the site where this project will be built. We feel that the integration of a pathway with this project will best serve our community as the City of San Luis Obispo moves ahead with fulfilling the mandates of the ATP and the City's Climate Action Plan. The importance of progress at this early stage cannot be understated as we move more young people to bikes or walking for transportation. The completion of this off-Johnson route will serve to increase comfort levels, safety, and encourage cycling and walking, while reducing the use of automobiles for the same transportation desires, thus working to achieve community goals and State mandates to reduce GHG emissions. Please see the cited references below that we feel indicate this MND is inconsistent with identified local policies.

In review of the MND document we find that the analysis does not propose adequate mitigations to address the transportation impacts from the project. Specifically, the statement that "the project does not preclude the future implementation" of the proposed shared-use path connecting Flora Street to an existing easement adjacent to Fixilin Street is not an accurate assessment. The site plan does not show how or where this path would be routed. As currently designed, there is no logical route for this shared-use path without extensive removal of proposed infrastructure making it infeasible to implement in the future. The City has designated this pathway in the ATP to ensure new projects along this route carefully consider and accommodate this route. It is unclear from the design that any consideration has been made to create and connect this important low stress bicycle and pedestrian route and therefore in fact it does "preclude" the future implementation by making it more expensive and disjointed through high conflict parking lots or sidewalks.

Senate Bill 743 required communities to achieve a 15% reduction in vehicle miles traveled and the analysis concluded that the project would likely increase the total VMT. The proposed mitigation to reduce VMT with a "robust rideshare program" and participating in SLOCOG's Back N' Forth program are only monitoring and do not require any employee to actually participate. Ridesharing is already available to the 90% of expected existing employees, and changing the location will not likely lead to a change in habit especially when employees are traveling from outside of the City. It is more likely that VMT will be reduced by giving other community members a low stress route as indicated in the City of SLO's ATP. The best way to encourage active transportation and reduce vehicle miles traveled is to implement safe

and convenient infrastructure for those who ride and walk. The project does not provide any infrastructure, besides a bike rack and shower, accommodating those travelling to and from the site in any other form other than a vehicle.

The City's ATP calls for a safe easement through the property, and as a minimum that should be identified, and preferably built-out during or before construction. This becomes even more important as nearby community build-outs happen and their high school aged children need to use this corridor to get to school..We realize this is not easy, and still believe dedicated, creative thought can achieve success. It is vital to identify a solution now instead of trying to piecemeal a solution in the future.

Sincerely,



Gary Havas
Board President



Rick Ellison
Executive Director

Local agency policy references that support the inclusion of a defined bicycle and pedestrian pathway with this project:

1. From SLO [ATP Plan](#) please see Figure 21 on page 102
2. From SLO [ATP Project List](#) please see Appendix Page 6, Project ID 63, and figure on Appendix Page 12 titled "Tier 3 & Non-City Bicycle and Pedestrian Project Corridors".
3. From SLO APCD [Chapter 6, Transportation And Land Use Management Strategies](#) please see T-3, Bicycling and Bikeway Enhancements on page 6-12; L-4, Circulation Management on pages 6-17 and 6-18
4. From SLOCOG's 2019 Regional Transportation Plan (RTP) please see [Chapter 3 Vision, Goals, & Policies](#), Figure 3-1: RTP Goals & Policy Objectives sections 2: Improve intermodal mobility and accessibility for all people; 5: Foster livable, healthy communities and promote social equity; and 6: Practice environmental stewardship.
5. From SLOCOG's 2019 RTP please see [Chapter 5, Measuring Performance](#) Figure 5-1:Plan Performance Measures 2. Improve intermodal mobility and accessibility for all people (page 5-7); 4. Improve public safety and security (page 5-12); and 5. Foster liable, healthy communities and promote social equity (page 5-14).
6. From SLOCOG's 2019 RTP please see [Chapter 7 Action Element \(AE\) Overview](#), Complete Streets on page 7-4, and Multimodal Corridors on page 7-5.

From: [Phil and Karyn Steckling](#)
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building MND
Date: Monday, November 15, 2021 9:48:23 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

This connecting path would greatly improve walking and biking in the area and reduce carbon emissions by reducing the number of vehicles on our roads. This in turn could help your project meet the state's traffic mitigation requirement. This connecting path is something the community has been wanting for a long time - please don't ignore our community's needs in building the new probation department building!

Thank you,
Karyn Steckling
2378 Blvd. Del Campo
San Luis Obispo, CA

To: Blaize Uva <BUva@co.slo.ca.us>

Subject: RE: Notice of Intent to adopt a Negative Declaration - County Public Works New Probation Department Building Project

Hi Blaize,

I hope this finds you well. I'm following up with you on Jackie Mansoor's April 19th letter regarding this project. Is there a response in the proposed Neg Dec? It looks like the Neg Dec is available at your office. Is it also available digitally? I looked, but didn't readily find it on the Public Works website.

Thank you very much,

Andy Mutziger | Division Manager

Planning, Monitoring & Grants

SLO County Air Pollution Control District

(805) 781-5956 VM • amutziger@co.slo.ca.us • SLOCleanAir.org



From: Blaize Uva <BUva@co.slo.ca.us>

Sent: Thursday, October 21, 2021 11:59 AM

Subject: Notice of Intent to adopt a Negative Declaration - County Public Works New Probation Department Building Project

Good morning,

You have been identified as an interested party or agency who has previously requested notice regarding the San Luis Obispo County Department of Public Works (County) proposed New Probation Department Building – New Construction Project. Attached you will find the County's Notice of Intent to Adopt a Negative Declaration Pursuant to the California Environmental Quality Act for the proposed project. The 30-day public review period began on 10/18/21 and will end 11/17/21.

Please let me know if you have any follow up questions.

Thank you,



Blaize Uva

Environmental Specialist (Archaeology)

Public Works, County of San Luis Obispo

Tel: (805) 781-4263 | *An APWA Accredited Agency*

[Website](#) | [Twitter](#) | [Map](#)

From: [Andrew Mutziger](#)
To: [Blaize Uva](#)
Subject: RE: Notice of Intent to adopt a Negative Declaration - County Public Works New Probation Department Building Project
Date: Tuesday, November 2, 2021 9:01:44 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Blaize,
Thank you for addressing the comments Jackie sent with Neg Dec's air quality mitigation and GHG discussion.
Sincerely,

Andy Mutziger | Division Manager

Planning, Monitoring & Grants
SLO County Air Pollution Control District
(805) 781-5956 VM • amutziger@co.slo.ca.us • SLOCleanAir.org



From: Blaize Uva <BUva@co.slo.ca.us>
Sent: Tuesday, November 2, 2021 8:02 AM
To: Andrew Mutziger <amutziger@co.slo.ca.us>
Subject: RE: Notice of Intent to adopt a Negative Declaration - County Public Works New Probation Department Building Project

Good morning,

Here is the link to the MND: <https://www.slocounty.ca.gov/Departments/Public-Works/Forms-Documents/Environmental-Determinations/MND-Probation-Building.pdf>

Please let me know if you have follow up questions or comments.

Thank you,



Blaize Uva

Environmental Specialist (Archaeology)

Public Works, County of San Luis Obispo
Tel: (805) 781-4263 | *An APWA Accredited Agency*
[Website](#) | [Twitter](#) | [Map](#)

From: Andrew Mutziger <amutziger@co.slo.ca.us>
Sent: Tuesday, November 2, 2021 8:01 AM

Nov. 15, 2021

To: San Luis Obispo County Board of Supervisors
Government Center, San Luis Obispo, CA
From: Myron Amerine, Chair
San Luis Obispo County Bicycle Advisory Committee
myron.amerine@attn.com

Re: Mitigated Negative Declaration for San Luis Obispo County Department of Public Works New Probation Department Building Project.

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the County Department of Public Works' proposed Probation Department building at the County's Johnson Avenue Campus.

The MND must include a shared-use pathway through the campus that connects Flora Street to an existing easement adjacent to Fixlini Street to create a Safe Routes to School to San Luis Obispo High School and a low-speed, low-volume alternative to Johnson Avenue for bicyclists and pedestrians. The terrain in this area is hilly, but electric bicycles make hills much easier to ride.

Although Johnson Avenue has Class II bike lanes, it is a stressful place to ride a bicycle, especially during commute hours when students are riding to school. Providing safe routes to school should be a top priority of the County. Many motorists are on their phones or occupied with other distractions. Traffic includes county residents who live in south county and work in San Luis Obispo and use Orcutt Road and Johnson Avenue.

The MND's mitigations to "increase opportunities and convenience for bicycling and walking as a means of reducing vehicle traffic" fall short. These measures are implementation of a Trip Reduction Plan to reduce employee trips by single occupancy vehicles, including the Council of Government's Back N' Forth Program. The project will also include installation of bicycle racks and corrals.

The primary way to increase active transportation and reduce vehicle traffic is providing a route where bicyclists and pedestrians feel safe. The MND notes that the City of San Luis Obispo's Active Transportation Plan identifies a proposed shared-use pathway through the development area connecting Flora Street to Fixlini Street. It also states that "The project will not preclude future implementation of this route."

The shared-use pathway must be designed and constructed as part of the project to ensure connectivity between Flora and Fixlini streets. Building the pathway in the future as an afterthought may result in a disjointed route through parking lots and walkways that create conflicts.

The City of San Luis Obispo's request for a transportation impact analysis to determine potential impacts of the development on multimodal transportation, and upgrades to curb ramps and pedestrian signals and push buttons at the Johnson/Bishop intersection to provide compliance with current ADA standards should be granted to comply with the county's goals to collaborate with other agencies.

A shared-use pathway should be a high priority to help achieve the 2015-16 County Bikeways Plan Goals, which include:

- Accommodate increased bicycle usage.
- Provide a safer bicycling environment.
- Collaborate with city and regional agencies to coordinate the planning and design of County Bikeways.
- Plan for bike facilities as part of all projects.

In addition to the County Bikeways Plan, plans adopted by SLOCOG and the San Luis Obispo County Air Pollution Control District on which the Board of Supervisors serve, including the Regional Transportation Plan, Active Transportation Plan and Clean Air Plan, include goals and strategies that support connectivity for bicyclists and emphasize collaboration with other agencies to coordinate the planning and design of bicycle facilities.

To reiterate, the City of San Luis Obispo's Active Transportation Plan includes the shared-use pathway through the Johnson Avenue campus to connect Flora and Fixlini streets. Building this pathway as part of the Probation Department building project supports these plans as well as Toward an Active California, Caltrans' first statewide policy-plan to support travel by bicyclists and pedestrians through objectives, strategies and actions, and Caltrans District 5's Active Transportation Plan.

For example, the **SLOCOG 2019 Regional Transportation Plan** includes the following:

Mobility

-Support cooperative planning activities that lead to an integrated intermodal transportation system.

Healthy Communities

-Connect communities through a variety of transportation choices that promote healthy lifestyles.

-Integrate public health and social equity in transportation planning and decision-making.

Action Strategies

-Encourage all jurisdictions to ensure that their circulation elements and street and road standards – including planning, design, construction, operations and maintenance procedures – address the needs of all users (as Complete Streets) which include pedestrians, bicyclists, motorists, commercial vehicles, transit vehicles, emergency vehicles and users of wheelchairs and other power-driven mobility devices within safe design parameters and balanced design solutions between the user and modal needs...

-Give a high priority to fund (rehabilitation, reconstruction or new construction) transportation projects with corresponding Complete Streets facilities and improvements to maximize connectivity and to provide safe, convenient transportation routes for users of our roadways, pathway and sidewalks, for the benefit of people of all ages and abilities.

-Encourage modal shifts by expanding transportation options, including but not limited to, improvements for intercity rail, public transit, bicycling...

Transportation Demand Management

-Actively encourage modal shifts to reduce single occupant vehicles by expanding transportation options, including but not limited to, improvements for intercity rail, public transit, bicycling...

-Coordinate with partners and local jurisdictions to ensure consistency between long range plans; as well as helping to expedite implementation of TDM measures and other transportation measures into zoning updates, climate action plans and other relevant land-use plans, transportation or environmental planning documents.

Active Transportation

-Support bicycle and pedestrian projects that improve interior circulation, access to key activity centers or provide safe multi-modal access.

-Consistent with state Active Transportation Program guidance, encourage local agencies to develop an efficient, interconnected network of streets, bikeways, walk ways and shared-use paths that improve circulation, are easily navigable, meet the safety and mobility needs of all types of users and enhance connectivity.

Sustainable Community Strategy

-Promote healthy and livable communities and human-scale development that promotes biking and walking.

-Coordinate with local jurisdictions to ensure best practices of incorporating healthy community design inland use, circulation and health elements of agency general plans.

-Support local jurisdictions' efforts to improve active transportation infrastructure to replace some short vehicle trips with bike and walk trips.

-Support the incorporation of design features and infrastructure in new projects that support active transportation...

San Luis Obispo County Air Pollution Control District Clean Air Plan

-Traffic Flow Improvements, which focus on traffic flow improvements and "traffic-calming" to improve the flow of all transportation modes. Traffic-calming refers to a full range of methods designed to improve the flow of nonmotorized transportation by slowing down the speed of motorized traffic. Traffic-calming is generally used in residential areas on non-arterial local streets and roads.

-Circulation Management, the primary goal of which is to encourage the design and construction of the county's transportation system in a manner that supports alternative travel modes and decreases reliance on single occupant motor vehicles. To this end, improving accessibility for all travelers, not just drivers, is the primary transportation objective.

🚶 Local planning agencies should develop pedestrian- and bicycle-friendly design standards that apply to all residential and commercial projects.

🚲 Local jurisdictions, the APCD and SLOCOG should coordinate actions and cooperate in pursuing the implementation of the land use and circulation management programs proposed in this document. The Clean Air Plan and local General Plans should be used as a means to achieve coordinated implementation of these programs.

Nov. 15, 2021

To: Blaize Uva, Environmental Specialist
County Government Center, Room 20
San Luis Obispo, CA 93408
buva@co.slo.ca.us

From: Lea Brooks
San Luis Obispo resident

Re: Mitigated Negative Declaration for San Luis Obispo County Department of Public Works New Probation Department Building Project.

The opportunity to comment on the Mitigated Negative Declaration (MND) for the County Department of Public Works' proposed Probation Department building at the County's Johnson Avenue Campus is much appreciated.

I respectfully ask that the MND include a shared-use pathway through the county's Johnson Avenue campus that connects Flora Street to an existing easement adjacent to Fixlini Street to create a Safe Routes to School to San Luis Obispo High School and a low-speed, low-volume alternative to Johnson Avenue for bicyclists and pedestrians. Safe Routes to School should be a top priority for the County, and this shared-use pathway provides an opportunity to fulfill that goal.

I was a member of the City of San Luis Obispo's Active Transportation Committee that developed the Active Transportation Plan adopted by City Council in 2021. This plan includes the shared-use pathway connecting these two residential streets (map and list attached).

Although Johnson Avenue has Class II bike lanes, it is a stressful place to bicycle, especially during commute hours. Most bicyclists, including experienced ones, do not consider Johnson Avenue a safe or pleasant place to ride because of aggressive and distracted motorists and numerous intersections and driveways. Johnson Avenue and Flora and Fixlini streets are hilly, but more people are buying electric bicycles to help them navigate challenging terrain.

The MND's mitigations to "increase opportunities and convenience for bicycling and walking as a means of reducing vehicle traffic" are inadequate. These measures include implementation of a Trip Reduction Plan to reduce employee trips by single occupancy vehicles, including the Council of Government's Back N' Forth Program.

The shared-use pathway will be a route where bicyclists and pedestrians feel safe and will help the County and City increase trips by bike, reduce vehicle traffic and improve public health. I'm disappointed at the MND's response to the city's request to construct the shared-use pathway as part of the project: "The project will not preclude future implementation of this route." If the pathway is not designed and constructed as part of the project, the likelihood is high that it will be disjointed and frustrating to use because of conflicts rather than a safe and pleasant connection between Flora and Fixlini streets – or worse, never built, forcing bicyclists to use Johnson Avenue.

I am familiar with the 2015-16 County Bikeway Plan and remind you of its goals, which include:

- Accommodate increased bicycle usage.

- Provide a safer bicycling environment.

- Collaborate with city and regional agencies to coordinate the planning and design of County Bikeways.

- Plan for bike facilities as part of all projects.

The County Bikeways Plan is among several relevant plans that recognize and support goals and policies to increase trips by bike through connected facilities and collaboration between agencies, including:

- SLOCOG's Regional Transportation Plan and newly adopted Active Transportation Plan.

- San Luis Obispo County Air Pollution Control District Clean Air Plan.

- Toward an Active California, Caltrans' first statewide policy-plan to support travel by bicyclists and pedestrians through objectives, strategies and actions.

- Caltrans District 5's Active Transportation Plan.

I find it unfathomable that the County is even considering blowing the opportunity to include construction of the shared-use pathway connecting Flora and Fixlini streets as part of the Probation Department building project given the numerous plans that support such facilities to improve connectivity. Please recognize that the goal of increasing trips by bike will be difficult to achieve unless people feel safe riding their bicycles.

From: [Tony Skapinsky](#)
To: [Blaize Uva](#)
Subject: [EXT]Site development for the new County Probation Building
Date: Monday, November 15, 2021 12:11:47 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Ms. Uva

I live in the Sinsheimer neighborhood and I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project.

The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue. Johnson Ave. is a very precarious bike route esp for kids at rush hour.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thank you for your consideration and dedication to the needs of our community.

Steven Skapinsky
2456 Gerda St.
SLO 93401

From: [Mark Freear](#)
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building.
Date: Saturday, November 13, 2021 7:56:07 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thank you, Mark Freear, 2030 Fixlini

From: [Todd Alan Hagobian](#)
To: [Blaize Uva](#)
Subject: [EXT]SLO active transport plan
Date: Friday, November 12, 2021 2:37:51 PM
Attachments: [image001.png](#)

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Kind regards,
Todd

Todd Hagobian

pronouns he/him/his
Professor, Department of Kinesiology and Public Health
Cal Poly, San Luis Obispo, CA

office 805-756-7511
healthresearch.calpoly.edu
kinesiology.calpoly.edu



From: Brandie Firetag
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building MND
Date: Tuesday, November 16, 2021 8:47:30 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am proud to live in such a bike friendly and accessible community. My family lives off of Johnson ave and our kids bike and walk to school. In the 4 years that we have lived here, there has been a significant increase in traffic, particularly once school starts. There is more development underway with increased families and traffic.

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Warm regards,
Brandie Firetag

From: [calia kammer](#)
To: [Blaize Uva](#)
Subject: [EXT]Mitigated Negative Declaration for County of San Luis Obispo Public Works New Probation Department Building
Date: Wednesday, November 17, 2021 11:50:03 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Hello,

I am providing comments regarding the Probation Department Building and the Transportation Section XVII. I disagree with the "Less Than Significant Impact" Discussion Point for item "(a)" on pages 40 and 41 of the document which states that the project does not conflict with other plans or policies. The project DOES conflict with the Active Transportation Plan (ATP), adopted by the City of San Luis Obispo in 2021, of providing a safe route to school and bike alternative to riding on the busy, often congested Johnson Avenue. The project very weakly addresses Senate Bill 743 requirements. The project does not include the ATP's proposed shared-use path through the development area connecting Flora Street to an existing easement adjacent to Fixlini Street. This is an important Safe Routes to School path connecting these neighborhoods to San Luis Obispo High School and provides a low speed, low volume alternative to Johnson Avenue. The path would most importantly protect our youth travelling to the high school, and reduce car trips on Johnson Avenue. Senate Bill 743 requires a 15% reduction in vehicle miles which would be more successfully achieved by providing a safe path alternative to Johnson Avenue. The project argues that its plan to provide bike parking and employee carpool incentives is a parallel to providing a safe bike route. It is not. Student bike route safety is by far more critical and effective to getting people to safely cycle rather than drive than encouraging current adult drivers to carpool.

The project should include the ATP's proposed shared-use path between Flora and Fixilini Streets.

Thank you,

Calia Kammer

805-440-1298

From: [Chenin Otto](#)
To: [Blaize Uva](#)
Subject: [EXT]Probation Bldg Review - include bike/ped path
Date: Tuesday, November 16, 2021 12:44:11 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thanks
Chenin Otto

From: [Catherine Riedstra](#)
To: [Blaize Uva](#)
Subject: [EXT]Flora/Fixlini Connection
Date: Tuesday, November 16, 2021 7:53:40 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

My 5 kids have and will use this path as a safe way to bike to the high school. In the morning Johnson is very heavily travelled and cars turning right on Lizzie are often in conflict with bikes.

*In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.
Thank you,*

Catherine Riedstra

From: [Chad Sutfin](#)
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building MND
Date: Wednesday, November 17, 2021 3:40:30 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Hi Ms. Uva,

I'd like to express my interest in and concern for the realization of the City of San Luis Obispo's Active Transportation Plan for safe cycling and pedestrian routes in the Johnson Ave. neighborhoods.

The Neighborhood Greenways along Flora and Fixlini streets—and the planned Shared-Use Path connecting them—are important for the safety of cycling and pedestrian commuters in the Johnson Ave. neighborhoods. I am concerned that the planned development at the Johnson Ave. Campus and its phase-one Probation Department Building could jeopardize this planned safe commuting route, and continue to force cyclists onto Johnson Ave.

Please consider incorporating the planned Shared-Use Path between Flora and Fixlini streets in plans and concepts for the Johnson Ave. Campus Project and the phase-one Probation Department Building. It's unclear from the MND and Initial Study whether the parcel on which an easement has been granted for this Shared-Use path will be accessible after the planned phase-one development. Further, [the slide deck](#) from the Probation Building's project's Outreach Meeting contains concepts that suggest connections to any parcels on Fixlini St. will be precluded by this development.

Thank you!
- Chad

From: cjtsft@charter.net
To: [Blaize Uva](#)
Cc: "sfteaford@gmail.com"
Subject: [EXT]County Probation Building MND
Date: Friday, November 12, 2021 4:00:43 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue. More specifically it offers a **connection from Flora Street to Fixlini Street.**

I live in the Flora Street neighborhood and my three children bicycled to and from SLO High School via this route. There has been a "de facto" if not formal connection path through the subject property since prior to 1998 when we moved to the neighborhood. This route is critical for keeping foot and bicycle traffic off of Johnson Avenue during the most dangerous times of the day.

If you haven't done so, I encourage you to drive Northwest on Johnson Avenue between 7:40 and 7:50 AM on a school day. You will witness the congestion and the selfish and distracted driving that takes place at that time. Planning the new development without retaining a pathway from Flora Street to Fixlini would place many kids and adults at risk - or put them back into cars. Neither is a good outcome.

Thank you,

Chris Teaford
cjtsft@charter.net
805-458-1317
2840 El Cerrito Street

From: [Cindy Johnson](#)
To: [Blaize Uva](#)
Subject: [EXT]New probation building and Neg Dec
Date: Thursday, November 11, 2021 10:35:05 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Hello Ms. Uva,

Please register by comment on the MND for the New Probation Building, and any other developments planned for the existing County property on Johnson and Bishop.

I am concerned about the ability for our child to bike from our home on Southwood Drive to SLO High in a safe manner. While our son is only 13, he will soon be at SLO High, and we want him to have a safe way to access the High School OFF busy Johnson Avenue.

I see no proposed bike path through the County property, to join Flora to Fixlini.

We have long needed a safe way for kids on side of Johnson to get to school. This MND is an opportunity to include language that will keep our children safe and healthy. The City of SLO's Active Transportation Plan includes a Safe Routes to Schools Class 1 Bike Path through this property. Please consider adding the necessary language to the MND to ensure our children have safe access to school. Adults will also benefit from a way to get downtown without traveling the very dangerous for cyclists Johnson Avenue corridor!!

There is also a state bill that requires communities to reduce vehicle miles traveled. Again, another win for our community if you have the foresight to add the language we need to make a connection from Flora to Fixlini a reality!

Thank you for your time.

Cindy Johnson
1767 Southwood Drive
San Luis Obispo, CA
805-550-2655

From: [Dale T. Clifford](#)
To: [Blaize Uva](#)
Subject: [EXT]Subject: County Probation Building MND
Date: Friday, November 12, 2021 10:13:04 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact. Thank you,

Dale Clifford
Faculty of Architecture, Cal Poly
(he)
<http://biologicarchitecture.com/>

From: [Donette Dunaway](#)
To: [Blaize Uva](#)
Subject: [EXT]Probation Dpt. Mit. Neg. Dec. ED21-133
Date: Wednesday, November 17, 2021 8:47:19 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

To: Blaize Uva, Environmental Specialist, Co. of San Luis Obispo
RE: Mitigated Negative Declaration for County of San Luis Obispo Public Works New Probation Department Building

I am providing comments on the above-referenced document, specifically the Transportation Section XVII. I disagree with the "Less Than Significant Impact" Discussion Point for item "(a)" on pages 40 and 41 of the document which states that the project does not conflict with other plans or policies. The project DOES conflict with the Active Transportation Plan (ATP), adopted by the City of San Luis Obispo in 2021, of providing a safe route to school and bike alternative to riding on the busy, often congested Johnson Avenue. The project very weakly addresses Senate Bill 743 requirements. The project does not include the ATP's proposed shared-use path through the development area connecting Flora Street to an existing easement adjacent to Fixlini Street. This is an important Safe Routes to School path connecting these neighborhoods to San Luis Obispo High School and provides a low speed, low volume alternative to Johnson Avenue. The path would most importantly protect our youth travelling to the high school, and reduce car trips on Johnson Avenue. Senate Bill 743 requires a 15% reduction in vehicle miles which would be more successfully achieved by providing a safe path alternative to Johnson Avenue. The project argues that its plan to provide bike parking and employee carpool incentives is a parallel to providing a safe bike route. It is not. Student bike route safety is by far more critical and effective to getting people to safely cycle rather than drive than encouraging current adult drivers to carpool.

The project should include the ATP's proposed shared-use path between Flora and Fixilini Streets.

Sincerely,
Donette Dunaway and Ray Fields
805 471-3832

From: [Darren Leva](#)
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building MND
Date: Friday, November 12, 2021 12:04:57 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

*Thank you,
Darren*

From: [Elizabeth Merson](#)
To: [Blaize Uva](#)
Subject: [EXT]MND, New Probation Department Building
Date: Monday, November 15, 2021 9:37:13 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

To: Blaize Uva
Environmental Specialist (Archaeology)
Public Works, County of San Luis Obispo
Tel: (805) 781-4263
BUva@co.slo.ca.us

RE: MND, New Probation Department Building

Greetings Ms. Uva,

Thank you for the opportunity to comment on the MND for the New Probation Building, and other developments planned for the existing County property on Johnson Avenue and Bishop Street in SLO. There are two concerns I have with this document, that indicate the project does not sufficiently mitigate its adverse climate impacts:

1. The project does not provide or allow for completion of the Class 1 Safe Routes to Schools path identified in the City of SLO Active Transportation Plan.
2. The project does not adequately show compliance with SB 743 considering the additional traffic it will bring to the area above current levels.

First, as you are likely aware, the City of San Luis Obispo's Active Transportation Plan includes a Safe Routes to Schools Class 1 Bike Path through this property connecting Flora and Fixlini. Inclusion of this path through the property would create a much safer, continuous passage from the Orcutt side of town to the high school, than the heavily traveled Johnson Avenue. The completion of this off-Johnson route will serve to increase comfort levels, safety, and encourage cycling and walking, while reducing the use of automobiles for the same transportation desires, thus working to achieve community goals and State mandates to reduce GHG emissions. In reviewing the MND, however, I note that this project does not intend to build this path. Instead, the MND merely states that "the project does not preclude the future implementation" of such a path. Further, while the MND states that it does not preclude the future implementation of a path, the site plan does not show how or where this path would be routed. As currently designed, there is no logical route for this shared-use path without extensive removal of proposed infrastructure making it infeasible to implement in the future. As such, the MND is inconsistent with identified local policies, plans and climate emission goals.

Second, Senate Bill 743 required communities to achieve a 15% reduction in vehicle miles traveled and the analysis concluded that the project would likely increase the total VMT. The proposed mitigation to reduce VMT with a "robust rideshare program" and participating in SLOCOG's Back N' Forth program are only monitoring and do not require any employee to actually participate. Ridesharing is already available to the 90% of expected existing employees, and changing the location will not likely lead to a change in habit especially when employees are traveling from outside of the City. It is more likely that VMT will be reduced by giving other community members a low stress route as indicated in the City of SLO's ATP. The best way to encourage active transportation and reduce vehicle miles traveled is to implement safe and convenient infrastructure for those who ride and walk. The project does not provide any infrastructure, besides a bike rack and shower, accommodating those travelling to and from the site in

any other form other than a four-wheeled vehicle that does not already exist for the current employees and visitors to the site.

Thank you,

Elizabeth Merson

3197 Flora Street, San Luis Obispo, CA 93401

From: [Garrett Otto](#)
To: [Blaize Uva](#)
Subject: [EXT]Comment on New Probation Building
Date: Friday, November 12, 2021 10:06:18 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Good Morning,

Thank you for the opportunity to comment on the MND for the New Probation Building, and other developments planned for the existing County property on Johnson Avenue and Bishop Street in SLO. There are two concerns I have with this document, that indicate the project does not sufficiently mitigate it's adverse climate impacts:

The project does not provide or allow for completion of the Class 1 Safe Routes to Schools path identified in the City of SLO Active Transportation Plan. The project does not adequately show compliance with SB 743 considering the additional traffic it will bring to the area above current levels.

First, as you are likely aware, the City of San Luis Obispo's Active Transportation Plan includes a Safe Routes to Schools Class 1 Bike Path through this property, if it were ever to be developed, connecting Flora and Fixlini. Inclusion of this path through the property would create a much safer, continuous passage from the Orcutt side of town to the high school, than the heavily traveled Johnson Avenue. The completion of this off-Johnson route will serve to increase comfort levels, safety, and encourage cycling and walking, while reducing the use of automobiles for the same transportation desires, thus working to achieve community goals and State mandates to reduce GHG emissions. In reviewing the MND, however, I note that this project does not intend to build this path. Instead, the MND merely states that "the project does not preclude the future implementation" of such a path. Further, while the MND states that it does not preclude the future implementation of a path, the site plan does not show how or where this path would be routed. As currently designed, there is no logical route for this shared-use path without extensive removal of proposed infrastructure making it infeasible to implement in the future. As such, the MND is inconsistent with identified local policies, plans and climate emission goals.

Second, Senate Bill 743 required communities to achieve a 15% reduction in vehicle miles traveled and the analysis concluded that the project would likely increase the total VMT. The proposed mitigation to reduce VMT with a "robust rideshare program" and participating in SLOCOG's Back N' Forth program are only monitoring and do not require any employee to actually participate. Ridesharing is already available to the 90% of expected existing employees, and changing the location will not likely lead to a change in habit especially when employees are traveling from outside of the City. It is more likely that VMT will be reduced by giving other community members a low stress route as indicated in the City of SLO's ATP. The best way to encourage active transportation and reduce vehicle miles traveled is to implement safe and convenient infrastructure for those who ride and walk. The project does not provide any infrastructure, besides a bike rack and shower, accommodating those travelling to and from the site in any other form other than a four-wheeled vehicle that does not already exist for the current employees and visitors to the site.

Thank you,

Garrett Otto
San Luis Obispo

From: [Jeffrey M. Bloom, M.D.](#)
To: [Blaize Uva](#)
Subject: [EXT]Bike Lane
Date: Friday, November 12, 2021 11:02:51 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Ms. Uva,

So far I've seen 10 bodies of San Luis Obispo high school students lying on Johnson Ave. after they've been struck by cars speeding on Johnson Ave. The last one was about 3 weeks ago.

-this may seem harsh— and I'm sorry if it is— but, do you care about the kids?

It would be very simple to connect Flora to Fixlini to thereby provide a safe commute for bicyclists traveling to San Luis Obispo High School.

Please reconsider.

Many thanks,

Jeffrey Bloom

From: [John Clements](#)
To: [Blaize Uva](#)
Subject: [EXT]Concerned about Flora/Fixlini route to school
Date: Monday, November 15, 2021 1:54:51 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

I recently heard from SLO streets for all that a proposed probation building is planned that will not accommodate the Active Transportation Plan's proposed route to SLO high school. This is doubly concerning to me because I have colleagues who live in the area who are just getting bicycles, and hoping to find ways to avoid cycling on Johnson as they commute to work at Cal Poly.

I must also say that the planned mitigation of vehicle miles traveled through a "robust rideshare program" sounds incredibly hollow to me, whereas a concrete contribution to the city's ATP plan would be quite significant.

It would be super awesome if this property were developed in a way that accommodated cyclist and pedestrian traffic across the property, in accordance with the plan set forward with the Active Transportation committee.

Many thanks for your time,

John Clements

From: [Josh Cohen](#)
To: [Blaize Uva](#)
Subject: [EXT]New Probation Building
Date: Friday, November 12, 2021 1:59:55 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Blaize Uva,

I was forwarded plans for the new probation department building, and it was pointed out that the site plans effectively force cyclists out onto Johnson at an inopportune spot. Will there be a bike path through the site and if not, why not?

Josh Cohen
Foothill Cyclery
Sales and Service
805 541 4101

From: [John Merriam](#)
To: [Blaize Uva](#)
Subject: [EXT]City of SLO's Active Transportation Plan
Date: Monday, November 15, 2021 12:59:07 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue. For over 20 years I ride up/down Johnson as I commute between my work and home. Coming down Johnson during the morning commute is one of the most hectic and dangerous rides I do. Cars often turn right without looking or impinge on the bike lane out of frustration resulting from slow traffic while not realizing they are being passed by a bike on the right. A bike path to avoid this section of road will undoubtedly save life and limb in the future.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

*Thank you,
John Merriam
1339 Bishop St.
SLO*

From: [Jonathan Roberts](#)
To: [Blaize Uva](#)
Cc: [Dawn Ortiz-Legg](#)
Subject: [EXT]Re: New Probation Building Johnson Ave. - Safe Routes To Schools Corridor
Date: Friday, November 12, 2021 11:34:44 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Blaize Uva,

My name is Jonathan Roberts and I live on Johnson Ave by Laurel Lane. I have a child who will very shortly be attending SLO High. My family prefers commuting by bicycle or walking however, we find Johnson Ave. to be extremely dangerous. San Luis Obispo's recently adopted Active Transportation Plan identifies a safe routes to school corridor that runs the length of Flora St. to Fixlini allowing kids to bypass the dangers of Johnson Ave. My concern is that the MND does not recognize the portion of the path that is needed to link Flora and Fixlini. Without this connection, kids will be forced to use Johnson Ave as they make their way from the Orcutt area to the only high school in SLO.

MND Link: <https://www.slocounty.ca.gov/Departments/Public-Works/Forms-Documents/Environmental-Determinations/MND-Probation-Building.pdf>

I appreciate the opportunity to comment.

Thank you,

Jonathan Roberts
[805-748-1378](tel:805-748-1378)
jonathan@bluephoto.biz

www.bluephoto.biz

From: [Margaret L. Mayfield](#)
To: [Blaise Uva](#)
Subject: Fw: [EXT]Board of Supervisors Question
Date: Tuesday, November 9, 2021 9:43:39 AM
Attachments: [image002.png](#)
[image001.png](#)
[image003.png](#)

I'm sure Keith probably forwarded this to you, but in case not...see below-



Margaret Mayfield, AIA

Project Manager III
Public Works, County of San Luis Obispo
Tel: (805) 781-1523 | *An APWA Accredited Agency*
[Website](#) | [Twitter](#) | [Map](#)



From: Robert Ruiz <rmrce@yahoo.com>
Sent: Tuesday, November 9, 2021 9:40 AM
To: Margaret L. Mayfield <mmayfield@co.slo.ca.us>; kmiller@co.slo.ca.us <kmiller@co.slo.ca.us>
Cc: jwadell@co.slo.ca.us <jwadell@co.slo.ca.us>
Subject: [EXT]Board of Supervisors Question

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Margaret/Keith,

Using my personal email because Im away from computer at memorial service and cannot respond to below inquiry until tonight. Hoping you can help with a response to stay within the goal of getting back to Supervisors within 24 hrs. However would want response to be approved by John W and/or John D because this will be a recurring question that comes up.

Feel free to text with questions 8054789016

Thank you!

Rob

[Sent from Yahoo Mail on Android](#)

----- Forwarded Message -----

From: "Robert Ruiz" <rmrce@yahoo.com>
To: "jlee@co.slo.ca.us" <jlee@co.slo.ca.us>, "Robert Ruiz" <r Ruiz@co.slo.ca.us>
Sent: Tue, Nov 9, 2021 at 9:25 AM

Subject: Re: Contact Form Topic: Board of Supervisors meetings/business

From: Dawn Ortiz-Legg <dortizlegg@co.slo.ca.us>

Sent: Monday, November 8, 2021 1:54 PM

To: Jeff Lee <jlee@co.slo.ca.us>

Subject: FW: Contact Form Topic: Board of Supervisors meetings/business

Hi Jeff,

Can you speak to the new probation department plans?

Please see the email from a constituent below, and his questions. He was asking about an easement and why County won't provide but City is going to provide?

FYI,

When you get a chance,

Thank you,

Dawn

Dawn Ortiz-Legg

Board of Supervisors, District 3

County of San Luis Obispo

1055 Monterey Street

San Luis Obispo, CA 93408

O: 805.781.4336



From: Sarah Sartain <ssartain@co.slo.ca.us>

Sent: Monday, November 8, 2021 1:46 PM

To: Dawn Ortiz-Legg <dortizlegg@co.slo.ca.us>

Subject: FW: Contact Form Topic: Board of Supervisors meetings/business

Hi Dawn,

How would you like us to respond to this comment received from a D3 constituent.

Sincerely,

Sarah Sartain

Legislative Assistant, District 3
Office of Supervisor Dawn Ortiz-Legg
San Luis Obispo County
ssartain@co.slo.ca.us
(805) 781-4336



From: Board of Supervisors <Boardofsups@co.slo.ca.us>
Sent: Monday, November 8, 2021 9:54 AM
To: BOS_Legislative Assistants Only <BOS_Legislative-Assistants-Only@co.slo.ca.us>
Subject: FW: Contact Form Topic: Board of Supervisors meetings/business

For your review, this is a District 3 constituent. This email has been forwarded to all Supervisors. Thank you.

Sincerely,
Lisa Marie Estrada
Administrative Assistant III-Confidential
Board of Supervisors
www.slocounty.ca.gov
Direct Line: (805)781-5498

From: Web Notifications <webnotifications@co.slo.ca.us>
Sent: Saturday, November 6, 2021 11:05 AM
To: Board of Supervisors <Boardofsups@co.slo.ca.us>
Subject: Contact Form Topic: Board of Supervisors meetings/business

Topic: Board of Supervisors meetings/business

Your Name: Jamie Woolf

Your Email: slowoolf@gmail.com

U.S. phone number: (805) 234-5604

Message: Nov. 6, 2021 To: San Luis Obispo County Board of Supervisors Government Center, San Luis Obispo, CA From: Jamie Woolf Regarding: Mitigated Negative Declaration for San Luis Obispo County Department of Public Works New Probation Department Building Project
Hi, I live in the Sinsheimer neighborhood of San Luis Obispo and would like to express concern about the absence of a bicycle/pedestrian trail in the plans for the proposed new Probation Department building. The mitigated negative declaration document acknowledges that SLO City has an important proposed trail running through the development area, but the county apparently has no intention of completing its section during this project. Instead, the

document says: "The project will not preclude future implementation of this route." I believe the document is incorrect in Section XVI. RECREATION, where it claims, "No officially designated parks or trails exist within the project limits." This is clearly a designated trail. It's just that this section has not been completed yet. This trail linking Fixlini to Flora streets has been in the city's plans for many years. I was chair of what was then known as San Luis Obispo's Bicycle Advisory Committee when we first included this trail. It is important for providing safe access to the high school, and a wonderful route to walk or ride through the eastern part of the city. The time to finish this link is now, while plans for the building are being made. It makes sense to incorporate the trail into the overall design and complete it while the site is under construction. Thanks for your consideration. Jamie Woolf 2531 Boulevard del Campo San Luis Obispo, CA. 93401 slowolf@gmail.com

Public Records Notice: True

Security code: 608725

BoardOfSupervisorsID: 2707

Form inserted: 11/6/2021 11:03:45 AM

Form updated: 11/6/2021 11:03:45 AM

From: [kristie.paolozzi](#)
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building MND
Date: Wednesday, November 17, 2021 3:31:29 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thank you,
Kristie Paolozzi

From: [Kathryn Tribbey](#)
To: [Blaize Uva](#)
Subject: [EXT]Bike path
Date: Friday, November 12, 2021 12:11:32 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thank you,

Kathryn Tribbey

--

Kathryn Reid Tribbey
kreid@fastmail.fm

From: [Lauren Bandari](#)
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building MND
Date: Tuesday, November 16, 2021 7:29:35 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Dear Ms Uva

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

Personally, I have three boys, currently ages 11, 11, and 7, who all plan to bike to SLO High School when it is their time to go there. They currently bike to school, albeit a different route. We all would beyond prefer they bike rather than drive - for obvious health and environmental reasons. Let's please also consider the safety reasons.

Thank you for your time and consideration.

Lauren Bandari and Dr Armin Bandari

Isaac, Arie, and Simon Bandari

--

Lauren Bandari

From: [Mike Borger](#)
To: [Blaize Uva](#)
Subject: [EXT]Probation Department Building
Date: Tuesday, November 16, 2021 7:24:59 PM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thank you,

Mike Borger
(805)801-5202

From: [Nathan Bair](#)
To: [Blaize Uva](#)
Subject: [EXT]Save the pathway in County Probation Building MND
Date: Monday, November 15, 2021 10:38:32 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I was concerned to hear that the public pathway between Flora and Fixilini might be erased in favor of the new Country Probate building landscape design. My family regularly uses this path way both for recreation and for transportation to our doctors office on Bishop. We use this pathway primarily because it feels more safe when biking or walking than busy Johnson Ave, it's beautiful and peaceful, and it allows us to connect with other non-car travelers and residents.

As an engineer, I can see that there are many ways to compromise in the landscape design to keep this vital pathway open. I hope, and encourage, you and your staff to also see ways of to keep this pathway open.

Thanks for all of your work and time.

Nathan Bair
1325 Pacific St

From: [Nathan Deweber](#)
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building MND
Date: Friday, November 12, 2021 11:37:35 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

As one of the many people who lives on Fixlini St. and cycles regularly, this project is extremely relevant to me and my family.

In addition to helping the project meet the state's traffic mitigation requirement, it also helps to reduce the overall climate impact.

Thank you,

Nathan Deweber
Worldwide Product Manager

LEZYNE USA Inc. – California Office

645 Tank Farm Road, Suite F, San Luis Obispo, CA 93401

Email: nathan@lezyne.com

Cell: +1.805.215.9580

Phone: +1.805.548.8780

Fax: +1.805.595.2284

Skype: live:.cid.3b196874c2c9b5e1

Web: www.lezyne.com

Root: www.lezyne.com/gpsroot

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by anyone else is unauthorized.*



From: [Peter V. Schwartz](#)
To: [Blaize Uva](#)
Subject: [EXT]Safe Streets for Bicycle and Pedestrian
Date: Monday, November 15, 2021 9:56:48 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

As a bicycle commuter, 21 year resident and father of two kids here in SLO, I am writing to request that you support the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. *For my entire 21 years here, we have struggled with bicycle safety as I visited my partner in intensive care after she was hit by a minivan racing to school, and I have made videos of cars violating my rights on the road.* The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thank you,

Pete Schwartz
Cal Poly Physics, Sustainability
Baker Science Building, 180-608
805-756-1220
pschwart@calpoly.edu

[My Faculty Webpage](#)

[My Resume](#)

[My Classes using open source videos](#)

From: [Robb Moss](#)
To: [Blaize Uva](#)
Subject: [EXT]Re: County Probation Building MND
Date: Monday, November 15, 2021 8:08:12 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue. In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact. I'm a daily bike commuter and am always advocating for increasing the safe bike routes in SLO.

Thank you,

Robb Moss
2346 Madrid Court
San Luis Obispo, CA 93401
805.218.1233

From: Shannon
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building MND
Date: Tuesday, November 16, 2021 7:33:06 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue. Students travelling on Johnson have been hit by cars and this is considered a very dangerous travel route for youth getting to school.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thank you,

From: [Scott Merson](#)
To: [Blaize Uva](#)
Subject: [EXT]MND, New Probation Department Building
Date: Tuesday, November 16, 2021 9:01:13 AM
Attachments: [ATP Map.pdf](#)
[Project List.pdf](#)

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Greetings Ms. Uva,

Thank you for the opportunity to comment on the MND for the New Probation Building, and other developments planned for the existing County property on Johnson Avenue and Bishop Street in SLO. There are two concerns I have with this document, that indicate the project does not sufficiently mitigate it's adverse climate impacts:

1. The project does not provide or allow for completion of the Class 1 Safe Routes to Schools path identified in the City of SLO Active Transportation Plan.
2. The project does not adequately show compliance with SB 743 considering the additional traffic it will bring to the area above current levels.

First, as you are likely aware, the City of San Luis Obispo's Active Transportation Plan includes a Safe Routes to Schools Class 1 Bike Path through this property, if it were ever to be developed, connecting Flora and Fixlini. Inclusion of this path through the property would create a much safer, continuous passage from the Orcutt side of town to the high school, than the heavily traveled Johnson Avenue. The completion of this off-Johnson route will serve to increase comfort levels, safety, and encourage cycling and walking, while reducing the use of automobiles for the same transportation desires, thus working to achieve community goals and State mandates to reduce GHG emissions. In reviewing the MND, however, I note that this project does not intend to build this path. Instead, the MND merely states that "the project does not preclude the future implementation" of such a path. Further, while the MND states that it does not preclude the future implementation of a path, the site plan does not show how or where this path would be routed. As currently designed, there is no logical route for this shared-use path without extensive removal of proposed infrastructure making it infeasible to implement in the future. As such, the MND is inconsistent with identified local policies, plans and climate emission goals.

Second, Senate Bill 743 required communities to achieve a 15% reduction in vehicle miles traveled and the analysis concluded that the project would likely increase the total VMT. The proposed mitigation to reduce VMT with a "robust rideshare program" and participating in SLOCOG's Back N' Forth program are only monitoring and do not require any employee to actually participate. Ridesharing is already available to the 90% of expected existing employees, and changing the location will not likely lead to a change in habit especially when employees are traveling from outside of the City. It is more likely that VMT will be reduced by giving other community members a low stress route as indicated in the City of SLO's ATP. The best way to encourage active transportation and reduce vehicle miles traveled is to implement safe and convenient infrastructure for those who ride and walk. The project does not provide any infrastructure, besides a bike rack and shower, accommodating those travelling to and from the site in any other form other than a four-wheeled vehicle that does not already exist for the current employees and visitors to the site.

Thank you

Scott Merson

From: [valerie monge](#)
To: [Blaize Uva](#)
Subject: [EXT]County Probation Building Design
Date: Friday, November 12, 2021 10:06:09 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Ms. Uva,

I am writing to request that you consider the City of SLO's Active Transportation Plan as you move forward with the new probation department building project. The ATP includes a Safe Routes to Schools bike path through the property that would create a much safer, continuous passage from the Orcutt side of town to the high school, rather than forcing bicycle commuters onto the heavily traveled Johnson Avenue.

In addition to helping the project meet the state's traffic mitigation requirement, it would reduce the overall climate impact.

Thank you,
Valerie Monge

Sent: Thursday, October 21, 2021 11:59 AM

Subject: Notice of Intent to adopt a Negative Declaration - County Public Works New Probation Department Building Project

This message is from an **External Source**. Use caution when deciding to open attachments, click links, or respond.

Good morning,

You have been identified as an interested party or agency who has previously requested notice regarding the San Luis Obispo County Department of Public Works (County) proposed New Probation Department Building – New Construction Project. Attached you will find the County's Notice of Intent to Adopt a Negative Declaration Pursuant to the California Environmental Quality Act for the proposed project. The 30-day public review period began on 10/18/21 and will end 11/17/21.

Please let me know if you have any follow up questions.

Thank you,



Blaize Uva

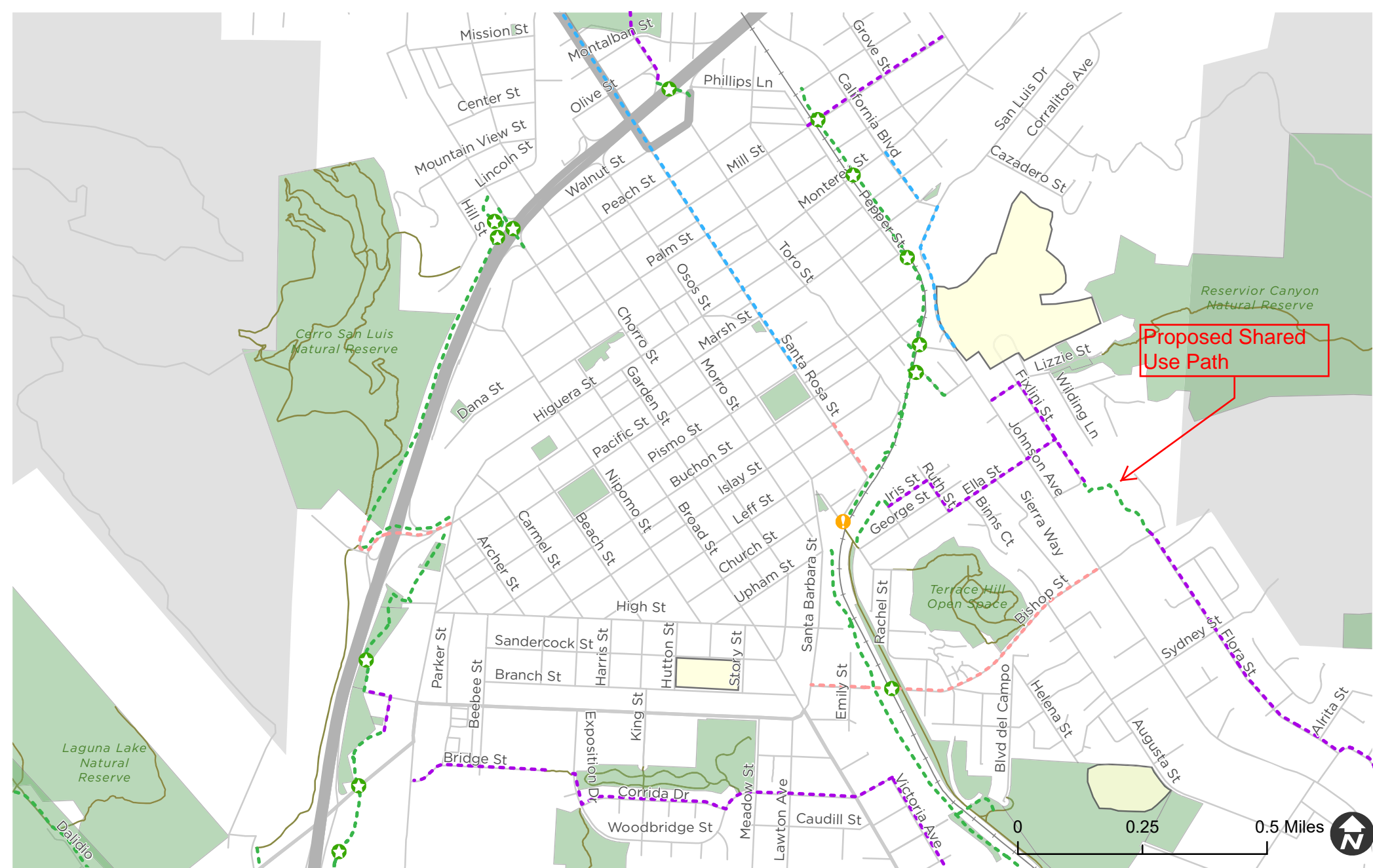
Environmental Specialist (Archaeology)

Public Works, County of San Luis Obispo

Tel: (805) 781-4263 | *An APWA Accredited Agency*

[Website](#) | [Twitter](#) | [Map](#)

ATP Tier 3 Project List									
Corridor	User	Type	ID	Location	Cross Street A	Cross Street B	Miles	Notes	Notable Constraints
US 101 / Marsh St Undercrossing	Bike	Bike Lane	53	Marsh St	Fernandez Ln	Higuera St	0.27		Requires Caltrans coordination
Avila Ranch	Ped/Bike	Shared-Use Path	186	-	Tank Farm Rd	Buckley Rd	1.03		A portion of path requires additional right-of-way
Avila Ranch	Ped/Bike	Shared-Use Path	191	Internal	-	-	0.11		
Avila Ranch	Ped/Bike	Shared-Use Path	185	Buckley Rd	S Higuera St	Avila Ranch Eastern Boundary	0.78	Includes ped/bike bridge over creek	
Avila Ranch	Bike	Bike Lane	71	Buckley Rd	S Higuera St	Avila Ranch Eastern Boundary	0.78		
Avila Ranch	Bike	Bike Lane	10	Horizon Ln	Buckey Rd	Suburban Rd	0.79		
Avila Ranch	Bike	Bike Lane	188	Earthwood Ln	.2 mi east of Vachell	Suburban Rd	0.54		
Avila Ranch	Bike	Bike Route	241	Earthwood Ln	Vachell Ln	.2 mi east of Vachell	0.21		
Avila Ranch	Bike	Bike Lane	22	Short St	-	Suburban Rd	0.11		
Avila Ranch	Bike	Bike Lane	7	Venture Ln	Vachell Ln	Horizon Ln	0.69		
Avila Ranch	Bike	Bike Lane	8	Suburban Rd	S Higuera St	Horizon Ln	1.04		
Avila Ranch	Ped/Bike	Grade-Separated Crossing	I-13	-	Creek	-			
Bishop Street/ Roundhouse Street	Bike	Bike Lane	39	Roundhouse St	Santa Barbara St	Bushnell St	0.23		
Bishop Street/ Roundhouse Street	Bike	Bike Lane	39	Bishop St	Bushnell St	Johnson Ave	0.44		
Bishop Street/ Roundhouse Street	Bike	Grade-Separated Crossing	I-46	Bishop St	Bushnell/UPRR			Auto/ped/bike bridge over UPRR	Requires UPRR right-of-way, construction of Bishop Street Extension
Bob Jones Trail	Ped/Bike	Shared-Use Path	21	BJT	Prado Rd	Brooks St	1.2		Requires right-of-way, jurisdictional permits for work near creek
Bob Jones Trail	Ped/Bike	Shared-Use Path	66	BJT	South St	Marsh St	0.42		Requires right-of-way, jurisdictional permits for work near creek
Bob Jones Trail	Bike	Neighborhood Greenway	223	Brooks St/South St			0.12		
Bob Jones Trail	Ped/Bike	Grade-Separated Crossing	I-9	BJT	Creek			Ped/bike bridge	
Bob Jones Trail	Ped/Bike	Grade-Separated Crossing	I-10	BJT	Madonna Rd			Ped/bike bridge/tunnel	
Bob Jones Trail	Ped/Bike	Grade-Separated Crossing	I-11	BJT	Creek			Ped/bike bridge	
Bob Jones Trail	Ped/Bike	Grade-Separated Crossing	I-12	BJT	Creek			Ped/bike bridge	
Broad Street	Ped/Bike	Shared-Use Path	100	Broad (West Side)	Prado	Rockview	0.42		Requires right-of-way
California Boulevard	Bike	Protected Bike Lane	20	California Blvd	Marsh St	Monterey St	0.12		May require auto lane reductions, some parking removal
Capitolio Way	Bike	Bike Lane	139	Capitolio Way	Broad St	Sacramento Dr	0.15		May require parking removal
Capitolio Way	Ped/Bike	Crossing Improvement (Minor)	J-45	Capitolio Way	Sacramento Dr			Potential all-way stop	
El Captain	Ped/Bike	Shared-Use Path	138	-	El Captain Way	Poinsettia St	0.04		
Ella Street Greenway	Bike	Shared-Use Path	141	--	Jennifer St Bridge	Henry St	0.12		Requires UPRR right-of-way
Ella Street Greenway	Ped/Bike	Neighborhood Greenway	55	Iris St	Henry St	Ruth St	0.09		
Ella Street Greenway	Ped/Bike	Neighborhood Greenway	55	Ruth St	Iris St	Ella St	0.08		
Ella Street Greenway	Ped/Bike	Neighborhood Greenway	55	Ella St	Ruth St	Fixlini St	0.26		
Elks Lane Bike Lane	Bike	Bike Lane	159	Elks Lane	Prado Rd	S. Higuera	0.66		Requires Prado Interchange construction. May require shoulder widening
Flora Street/Fixlini Street Greenway	Ped/Bike	Neighborhood Greenway	246	Fixlini St	Lizzie St	Fixlini St	0.24		
Flora Street/Fixlini Street Greenway	Ped/Bike	Shared-Use Path	63	--	Fixlini St	Bishop St	0.2		
Flora Street/Fixlini Street Greenway	Ped/Bike	Neighborhood Greenway	246	Flora St	Bishop St	Southwood Dr	1		
Flora Street/Fixlini Street Greenway	Ped/Bike	Neighborhood Greenway	246	Southwood Dr	Flora St	Sequoia Dr	0.13		
Flora Street/Fixlini Street Greenway	Ped/Bike	Neighborhood Greenway	246	Sequoia Dr	Southwood Dr	Tanglewood Dr	0.17		
Flora Street/Fixlini Street Greenway	Ped/Bike	Grade-Separated Crossing	I-5	Tanglewood Dr				Ped/bike bridge over creek south of Tanglewood	Requires right-of-way, jurisdictional permits for work near creek
Froom Ranch Way	Ped/Bike	Shared-Use Path	182	West side of Froom Ranch Wy	Oceanaire Dr	Dalidio Dr	0.53		
Froom Ranch Way	Bike	Bike Lane	183	Froom Ranch Way	Oceanaire Dr	Dalidio Dr	0.49		



Proposed Shared Use Path

Sources:
City of San Luis Obispo

San Luis Obispo

Tier 3 & Non-City Bicycle and Pedestrian Project Corridors

- - - Shared-Use Path
- - - Protected Bicycle Lane
- - - Bicycle Lane
- - - Neighborhood Greenway
- ! Proposed Bicycle/Pedestrian Major Crossing Improvement
- ! Proposed Bicycle/Pedestrian Minor Crossing Improvement
- ★ Proposed Bicycle/Pedestrian Grade-Separated Crossing
- School
- Park or Open Space
- Rail
- Trails

